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**TREASURY DEPARTMENT**

**UNITED STATES COAST GUARD**

# **Boarding Manual**

**CG-253**



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TREASURY DEPARTMENT  
UNITED STATES COAST GUARD

LETTER OF PROMULGATION  
CG-253

Address reply to:  
COMMANDANT (0-2)  
U.S. COAST GUARD  
WASHINGTON, D.C. 20225

. 15 APR 1965

1. Purpose. The Boarding Manual, CG-253, is promulgated for the use of personnel assigned to Motorboat and Navigation law enforcement duties.
2. Publications and Directives Affected. This publication supersedes the Boarding Manual, CG-253, dated 12 May 1960. Commandant Instructions 5910.5, 5910.6, 5910.7 and 5910.8 are also superseded.
3. Amendments. Changes to this manual shall be issued as consecutively numbered amendments.
4. Use. This manual is for the internal use of the Coast Guard. District Commanders may authorize the issuance of this manual to State officials concerned with the administration of motorboat laws.
5. Action. Personnel performing boarding duties shall become familiar with this manual. The cover provided with the prior edition of the Boarding Manual shall be retained for use with this current edition. Retention of pages 9-5 through 9-27 and A-1 through C-15, of the superseded manual, by major commands may be desired for general reference and training purposes. This material is not included in the revised manual because it is not considered pertinent for operational use by boarding officers.

*W. D. Shields*  
W. D. SHIELDS  
Acting

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## INTRODUCTION

This manual presents in a simple concise manner the legal requirements of the various types of vessels which will be encountered in the course of routine boarding duties. It provides the Boarding Officer with essential information in a handy usable form and can be utilized for instructing boarding personnel. The object of this manual is to establish and maintain high uniform boarding standards, executed by well informed personnel. Applicable laws have been referred to in abbreviated form. No attempt has been made either to set forth these statutes in detail, or any court decisions construing or interpreting them. The various statutes, regulations, and tables referred to and printed in the text should be consulted and critically examined. As a guide in the study of the appropriate laws, this manual should be employed in connection with the following publications:

United States Code Annotated  
Code of Federal Regulations  
Merchant Marine Safety Manual (CG-203)  
Marine Laws and Supplements—Arzt  
Manual for Port Security and Related Law Enforcement Program (CG-299)  
Selected Materials on Coast Guard Law Enforcement  
Rules and Regulations for Uninspected Vessels (CG-258)  
Rules and Regulations for the Numbering of Undocumented Vessels and for the Reporting of Boating Accidents (CG-267)

The abbreviations used herein as follows:

am. ----- Amended since date of approval  
C.J. ----- Corpus Juris (Encyclopedic law treatise)  
U.S.C. ----- United States Code  
T.A. ----- Tariff Act of 1930—as amended  
C.F.R. ----- Code of Federal Regulations  
U.S.C.A. ----- United States Code Annotated  
C.J.S. ----- Corpus Juris Secundum  
R.S. ----- Revised Statutes

### CONTROL SHEET FOR CHANGES

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Amendment No. 2

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# BOARDING MANUAL

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## CHAPTER I

### THE BOARDING OFFICER

#### I-1. History

One of the oldest functions of the Coast Guard is the boarding of vessels in the enforcement of Federal law. This duty always brings Service personnel into a delicate relationship with the law abiding public. In 1790, Alexander Hamilton, as the first Secretary of Treasury, in drafting his first letter of "Regulations" took great pains to insure that all contacts with the public be maintained at an impersonal legal level, by outlining the following policy for the conduct of the Revenue Marine's public relations which has proved so successful that it now has become a traditional spirit of the Service.

"While I recommend in the strongest terms to the respective officers, activity, vigilance, and firmness, I feel no less solicitude that their deportment may be marked with prudence, moderation and good temper. Upon these last qualities, not less than the former, must depend the success, usefulness and consequently continuance of the establishment in which they are included. They cannot be insensible that there are some prepossessions against it, that the charge with which they are entrusted is a delicate one, and that it is easy by mismanagement to produce serious and extensive clamour, disgust, and alarm.

"They will always keep in mind that their countrymen are freemen, and, as such, are impatient of everything that bears the least mark of domineering spirit. They will, therefore, refrain, with the most guarded circumspection, from whatever has the semblance of haughtiness, rudeness, or insult. If obstacles occur, they will remember that they are under the particular protection of the laws and that they can meet with nothing disagreeable in the execution of their duty which these will not severely reprehend. This reflection, and a regard to the good of the service, will prevent at all times a spirit of irritation or resentment. They will endeavor to overcome difficulties, if any are experienced, by a cool and temperate perseverance in their duty—by address and moderation, rather than by vehemence or violence. The former style of conduct will recommend them to the particular approbation of the President of the United States, while the reverse of it—even a single instance of outrage or intemperate or improper treat-

ment of any person with whom they have anything to do, in the course of their duty,—will meet with his pointed displeasure, and will be attended with correspondent consequences.

“The foregoing observations are not dictated by any doubt of the prudence of any of those to whom they are addressed. These have been selected with so careful an attention to character, as to afford the strongest assurance, that their conduct will be that of good officers and good citizens. But, in an affair so delicate and important, it has been judged most advisable to listen to the suggestions of caution rather than of confidence, and to put all concerned on their guard against those sallies to which even good and prudent men are occasionally subject. It is not doubted that the instruction will be received as it ought to be, and will have its due effect. And that all may be apprized of what is expected you will communicate this part of your orders, particularly, to all your officers, and you will inculcate upon your men a correspondent disposition.”

## **1-2. Regulations**

Article 6-2-5 of Coast Guard Regulations Provides:

“A. A Boarding Officer shall enforce navigation, customs, and security laws in accordance with pertinent instructions.

“B. A Boarding Officer shall perform his duties with as much dispatch as is consistent with thoroughness, and shall at all times conduct himself in a dignified, firm, and officer-like manner. He shall bear in mind that it is part of his duty to aid, assist, and encourage navigation and commerce, and while he must do his whole duty, it shall be his endeavor to so conduct his examination and searches as to interfere as little as possible with the movement of the vessels boarded. He shall, at the request of the masters of the various vessels visited, give them such assistance and information as he is able.”

a. A Boarding Officer under these regulations is construed to include commissioned, warrant, and petty officers. There is no statutory provision for a non-rated man to be a boarding officer. Non-rated men shall not be used as boarding officers, though they may be used as part of the boat crew.

## **1-3. Background**

A basic requirement is that the Boarding Officer must know the law before he can intelligently enforce it. Nothing appears worse to the public than a Boarding Officer who apparently does not know what he is doing. No person, regardless of rank or rating should be assigned to boarding duty, until the Commanding Officer or Officer-in-Charge is assured that such officer is fully qualified. This indoctrination should include a thorough knowledge of this Boarding Manual, to-

gether with a careful study and understanding of the basic provisions of the law and any regulations or directives supplementing these statutes.

#### **1-4. Instructions**

Coast Guard personnel engaged in boarding duties, while being alert to discharge their duties faithfully, should bear in mind their position as representatives of the Coast Guard having direct contact with the public, and should by their friendly dignity, conduct, appearance, and seamanlike competence reflect credit upon the Coast Guard and themselves. Everyone entrusted with this important duty should remember that even though he is empowered with full authority of a Federal officer, those on board the vessel as citizens of a free country have certain rights which must be respected. All examinations should be made in a dignified and courteous manner at all times, even in the face of open resentment or non-cooperation; the Boarding Officer shall not permit himself to enter into any arguments. All offers of sociability other than brief conversation should be graciously declined.

a. All Boarding Officers must understand that mere superficial checking to build up numerical paper records actually defeats the purpose of boarding. On the other hand, our purpose is partially defeated unless we win the cooperation of the boating public. The people aboard should be made to feel that the Boarding Officer is there for their protection and in furtherance of the Coast Guard's interest in small boat safety, and that owners and operators by properly caring for and maintaining the required equipment on board, will greatly reduce the need for the Coast Guard's assistance by preventing the accident before it happens.

b. Boarding Officers shall:

(1) Assure that the boarding party is cleanly shaven and dressed in a neat, clean, and unfrayed uniform of the day. (The owners and operators of vessels have a right to know that the Boarding Officer is a member of the Coast Guard and duly authorized to perform law-enforcement duties).

(2) Require the boarding party to wear shoes that will not mark, scuff, or scratch finished decks. White soled tennis shoes are recommended.

(3) Have on board and ordinarily wear when dictated by safe practices, Coast Guard approved life preservers or buoyant vests. In exposed areas and when good seamanship dictates, general service life preservers may be substituted.

(4) Be provided with a boarding note book in order to record supplemental information which may be required for successful prosecution of any violations which may be noted.

(5) Have available a boarding kit consisting of (1) two-

cell waterproof flashlight, (2) 6" combination slip-joint pliers, (3) 50' steel tape measure, (4) 8" crescent wrench, (5) portable scales (0-5 lb. and 0-50 lb. capacity), (6) Equipment Lists (CG-190), (7) necessary forms, (8) Rules for Uninspected Vessels (CG-258), (9) Pleasure Craft (CG-290), sufficient copies to provide one to each vessel boarded, (10) Boarding Manual (CG-253), (11) Rules and Regulations for Numbering of Undocumented Vessels (CG-267), (12) State boating handouts for the state in which you are operating.

(6) Have a competent lookout watch maintained during operations in order to promptly and effectively render assistance to persons or property in distress in the area.

(7) Have coxswains who are experienced and competent boat handlers, and who will exercise good judgment and seamanship in order to prevent damage to private property and thus enhance the public's respect and esteem of the Coast Guard.

(8) Give specific orders for boat coxswains to maintain order in the boat during his absence, and do not allow a member of the crew to leave the boat without his permission.

(9) Insure that boats present in all respects a neat, trim, and shipshape appearance. Boat fenders shall be clean, free of grease, and of sufficient number in order that the boat being boarded is not scuffed or damaged while alongside.

(10) Insure that the national ensign and the Coast Guard ensign are prominently displayed as a symbol of authority and identification on all boats engaged in boarding. The boarding officer's arm brassard shall be worn by those personnel conducting the actual boarding and have appropriate identification.

(11) Be alert to detect violations of any other Federal security, customs, criminal laws, or illegal activity.

(12) Stop boarding, and warn boats in vicinity when impending storm warnings are posted.

★ (13) Small arms will be carried in the boat as directed by the District Commander or Commanding Officer. If motorboats are boarded for security purposes, operating suspiciously, or if the District Commander or Commanding Officer deems it appropriate, and so directs, side arms shall be worn by the boarding party. Side arms are not normally worn by the boarding officer during routine boarding of motorboats to check for violations of the motorboat laws.

## **CHAPTER II**

### **BOARDING DUTIES**

#### **II-1. Type of Boarding**

The basic statutory authority for boarding is contained in Title 14 of the United States Code (14 USC 89 (a)), which is outlined in Article 3-3-1, U.S. Coast Guard Regulations 1955, and 19 USC 1581. The purposes of Coast Guard boarding fall into the following four general categories:

- a. Enforcement of the Motorboat and Navigations Laws.
- b. Enforcement of the Customs Laws.
- c. General Federal Law Enforcement.
- d. Security Boarding.

Although the above distinction has been made among the various types of boarding duties for the purposes of clarity, many cases will arise under actual service operations where two or more of these categories must be combined at the same time in order to effectively accomplish an assigned mission.

#### **II-2. Enforcement of Motoboat and Navigation Laws**

The Coast Guard is the Federal agency charged with the primary responsibility for the enforcement of laws pertaining to the safety of life at sea. These laws deals with documentation, registry, enrollment, licensing, and numbering of vessels; their compliance with the rules to prevent collisions, requirements of equipment, and qualifications of personnel. These laws were designed to improve and maintain high safety standards. The object should be not only to enforce these safety at sea requirements, but also to encourage operational practices and navigational methods, which, while not incorporated within accepted interpretations of the law, nevertheless contribute to the promotion of safety. Any potentially dangerous conditions encountered (though not contrary to law) should be called to the attention of the owner or operator. In cases of this nature, the Boarding Officer should delay a few minutes to explain and make suggestions for improvements. In normal circumstances, enforcement of navigation laws is conducted in sheltered harbors or at the dock where a systematic examination may be conducted. For this purpose the boarding sheets in the Appendixes, arranged according to vessel classification, will be found useful in order to determine the documents and equipment requirements.

The Navigation and Motorboat Laws pertaining to yachts,

pleasure craft, fishing vessels, outboard motorboats, and other small craft, are all designed to protect the boat owner, the people on board and other users of the water and their respective property. They represent the *Minimum* requirements necessary to assure a satisfactory degree of safety in the operation of each class of vessel. This should be made clear to the boat owner or operator. These laws for the most part are simple and easily understood. There ought to be no difficulty in carrying out the part of the examination which has to do with whether the boat and its equipment are in compliance with the law.

The laws with regard to these types of craft are not nearly as extensive or all inclusive as those pertaining to "vessels subject to inspection", and this is the field wherein the Boarding Officer may do the greatest good. Merchant vessels and other vessels "subject to inspection" must comply with a large number of laws and safety regulations relating to complex ship equipment and to extensive qualifications of operating personnel. Owners and operators are not only willing but anxious to comply with the law and more, because accidents are not only expensive but interfere seriously with the conduct of the business in which they are engaged. It is not expected that Boarding Officers will ordinarily conduct examinations on vessels "subject to inspection" since this phase of Coast Guard duty is effectively carried out by highly trained Merchant Vessel Inspection personnel.

### **II-3. Enforcement of the Customs Laws**

The introduction of contraband nowadays is usually attempted by or through passengers or crew members of large ships returning from foreign voyages. Detection is ordinarily accomplished by inspectors of the Customs Service whose duty is to inspect inbound vessels for this purpose. The matter is mentioned here, so that the Boarding Officer may be well informed in the event his vessel is ordered to waterside surveillance duty on a vessel suspected of having contraband on board, and there is strong likelihood that contraband may be off-loaded on the waterside of the vessel. Such duty may require surveillance for a short time only until the Customs officers have completed their inspection; or it may be continued until such time as the vessel departs from those waters over which the United States exercises jurisdiction for the purpose of enforcing the Customs laws. In each instance involving duty of this kind, appropriate detailed instructions will be issued by the district commanders.

### **II-4. General Federal Law Enforcement Boarding**

On an occasional or regular basis Coast Guard personnel

will be called upon to assist other Federal agencies in the enforcement of Federal laws and regulations. Such assistance shall be given in accordance with policies and directives of the District Commander. Ordinarily an officer of the requesting department or agency should be aboard the Coast Guard vessel to carry out the provisions of the particular law involved. Among others, types of cases which may be encountered are: enforcement of Federal conservation, criminal, quarantine, security and immigration laws. Unusual types of cases not covered by existing instructions shall be referred to the District Commander. The status of the Coast Guard as a law enforcement agency of the Federal Government is not legally related to nor influenced by its status as a member of the armed forces.

#### **II-5. Enforcement of State Laws**

While the Coast Guard is under no legal responsibility and has no legal authority to enforce state or local navigation or criminal laws, nevertheless, when facilities are available, it is appropriate that the Coast Guard cooperate with local law-enforcement officials in such matters as reporting violations of local laws to appropriate authority, and providing water transportation for local law-enforcement officials engaged in law-enforcement activity. Federal agencies generally do not have authority to enforce local, state, or municipal ordinances except on an assist basis in conformity with statutory authority similar to that granted the Coast Guard in 14 USC 141. In no case would such authority be predicated in the Federal official's status as a residential citizen, although, of course, he has the same responsibilities and rights as have other citizens. Attention is invited to 14 USC 141, which provides:

a. "The Coast Guard may, when so requested by proper authority, utilize its personnel and facilities to assist any Federal agency, State, Territory, Possession, or political subdivision thereof, or the District of Columbia, to perform any activity for which such personnel and facilities are especially qualified."

#### **II-6. National Defense Security Boarding**

Security Boarding is a phase of the Port Security Program, which is designed to safeguard vessels, harbors, ports and waterfront facilities in the United States, and all territory and water, continental or insular, subject to the jurisdiction of the United States, exclusive of the Canal Zone, from destruction; loss or injury from sabotage; or other subversive acts, accidents, or other cause of similar nature, including surreptitious attack by weapons of mass destruction. Prevention of the introduction into the United States by sea of

atomic, thermonuclear, biological or chemical weapons, or persons, articles or things inimical to the national security is a necessary and integral part of the Port Security Program. It is the mission of the Security Boarding Program of the Coast Guard to render the risk of detection of any attempt to smuggle modern scientific weapons into the United States so great that any enemy will be loath to accept the hazard, and to detect and capture the criminals and the materials involved, if such an attempt is made. Information on Security Boarding and surveillance of vessels of "special interest" is contained in the Port Security Manual, CG-299, and classified supplement. Boardings are also conducted in areas remote from port areas in support of Coastal Intelligence, Coastal Force and Eyes on the Beach Programs.

#### II-7. Authority for Boarding and Examination

The authority of Coast Guard personnel to stop, board, examine, search and seize vessels is contained in 14 USC 89 as follows:

"(a) The Coast Guard may make inquiries, examinations, inspections, searches, seizures and arrests upon the high seas and waters over which the United States has jurisdiction, for the prevention, detection, and suppression of violations of laws of the United States. For such purposes, commissioned, warrant and petty officers may at any time go on board of any vessel *subject to the jurisdiction, or to the operation of any law* of the United States, address inquiries to those on board, examining the ships' documents and papers and examine, inspect, and search the vessel and use all necessary force to compel compliance. When from such inquiry, examination, inspection, or search it appears that a breach of the laws of the United States *rendering a person liable to arrest* is being, or has been committed, by any person, such person shall be arrested or, if escaping to shore, shall be immediately pursued and arrested on shore, or *other* lawful and appropriate action shall be taken; or, if it shall appear that a breach of the laws of the United States has been committed *so as to render* such vessel, or the merchandise, or any part thereof, on board of, or brought into the United States by, such vessel, *liable to forfeiture, or as to render such vessel liable to a fine or penalty and if necessary to secure such fine or penalty, such vessel or such merchandise, or both, shall be seized.*" (Emphasis added.)

Additional authorities of interest are:

a. Navigation, Shipping and Customs laws:

19 USC 1581 authorizes officers of the Customs and officers of the Department of the Treasury to examine manifests and other documents, inspect and search vessels and to hail, stop, and board vessels in the enforcement of the navigation laws

and arrest, or, in the case of escape or attempted escape, pursue, and arrest any person engaged in the breach or violation of the navigation laws.

14 USC 143 and 19 USC 1401 provides that commissioned, warrant or petty officers of the Coast Guard are "officers of the Customs".

46 USC 277 authorizes the examination of the register, enrollment and license, or license of any American vessel or any document issued in lieu thereof, by officers of the revenue at any time.

46 USC 527e(c) provides that commissioned, warrant and petty officers of the Coast Guard may board any vessel required to be numbered under this Act (Federal Boating Act of 1958) at any time such vessel is found upon the navigable waters of the United States, the Commonwealth of Puerto Rico, the Virgin Islands, Guam and the District of Columbia, or on the high seas. (46 CFR 26.15-1(b) extends this authority to all vessels underway.)

b. Fisheries and Conservation Laws:

16 USC 631j (Executive Order 7549), 16 USC 772d, 776d, 916g, 990, 1027, and Public Law 88-308 provide that Coast Guard officers may board vessels, make searches and arrests for violations of fisheries and conservation laws as prescribed in each Act.

★ 16 USC 1081-1094 among other things prohibit foreign fishing vessels from fishing or conducting fishing support activities within 12 miles of the U.S. coast except when such activity is expressly permitted by international agreement.

c. Use of force:

14 USC 637 authorizes the use of gunfire, after giving warning, to compel vessels subject to examination to heave to. (The extreme authority contained therein should be used only under unusual circumstances and with a thorough knowledge of this statute.)

d. Protection of boarding officers:

18 USC 111 provides a fine and/or imprisonment for whoever *forcibly* assaults, resists, opposes, impedes, intimidates, or interferes with any officer or enlisted man of the Coast Guard while engaged in or on account of the performance of his official duties. (Emphasis added.) No penalties are provided for abusive language but boarding officers may make a complaint to local authorities for "disorderly conduct."

19 USC 70 provides a civil penalty for obstructing or hindering officers from going on board in effecting navigation laws.

## 11-8. Location of Vessels Boarded

For the purpose of law enforcement boarding, water areas can be classified as follows:

a. *Navigable Waters of the United States.* This term shall be construed to mean those waters of the United States, including the territorial seas adjacent thereto, the general character of which is navigable, and which, either by themselves or by uniting with other waters, form a continuous waterway on which boats or vessels may navigate or travel between two or more states, or to and from foreign nations.

b. *High Seas.* The waters of the oceans beyond the territorial limits of a country.

c. *State Waters.* Those waters entirely within the confines of a single state and which do not form a continuous channel for commerce with foreign countries or among the states; or those waters which Congress or the federal courts have specifically declared to be non-navigable waters of the United States.

The Coast Guard can board any vessel located on Navigable Waters of the United States and any United States vessel on the High Seas. The Coast Guard has no authority to board a vessel located on State Waters for the purposes of enforcing motorboat and navigation laws of the United States. Occasions which may require boarding on State waters occur rarely and will be subject to instructions from the District Commander.

## 11-9. Circumstances of Boarding

The purpose of boarding is the enforcement of the laws. The earnings of a legitimate and law-abiding commercial vessel depend upon her activity. Time lost is money lost. Sound discretion should be used to insure that vessels in legitimate trade, and those engaged in peaceful pursuits are not unnecessarily hampered in their movements or subject to unnecessary annoyance and interference by unreasonable exercise of authority.

It is not possible to set forth hard and fast rules as to when and where to examine vessels. It is important that Coast Guard enforcement operations should be conducted in such a fashion that just cause for complaint is not given. Unless sound reasons exist to the contrary, large vessels engaged in trade should be examined at the dock; pleasure craft, when it will cause them the least inconvenience; and commercial fishing vessels when it will not cause their cargo to spoil or cause them delay in reaching their markets. These considerations, however, should never be an excuse for failure to stop and examine a suspect vessel or a vessel whose actions are

suspicious. Determining whether or not such actions are suspicious requires the use of mature judgment.

Coast Guard officers should become familiar with the vessels in their locality and their normal patterns of movement to the greatest practical extent. This will enable the recognition of any cause for suspicion and will permit examinations to be conducted with the least inconvenience to legitimate sea-going enterprise.

The routine examination of documents, papers, and equipment in the enforcement of the navigation laws is best done when the vessel boarded is at anchor or at a wharf. In the enforcement of customs laws, the time of arrival at a wharf or landing is appropriate. When a definite plan of boarding motorboats in considerable numbers is being undertaken for the enforcement of the Motorboat Law, such craft may be stopped, boarded, and examined. The use of dangerous force should be avoided, and the craft approached should be signaled to stop in a definite, apparent, and intelligible manner.

#### **II-10. Foreign Motorboats**

Foreign vessels transiting territorial seas in the course of innocent passage are not in general subject to the provisions of our motorboat and navigation laws. However, this immunity does not apply on internal navigable waters of the United States including the Great Lakes. The Motorboat Act of April 25, 1940 (46 USC 526), as amended, does not exempt foreign motorboats from its provisions, and foreign vessels may be stopped and examined to determine compliance with appropriate requirements. However, the Commandant has determined that Canadian pleasure craft temporarily using navigable waters of the United States and equipped in accordance with the Canada Shipping Act and the regulations of the Department of Transport, Ottawa, Canada, need not meet the equipment provisions of the Act of 1940 and implementing regulations (46 CFR Part 25). Foreign vessels temporarily using the navigable waters of the United States are exempt from the numbering requirements of the Federal Boating Act of 1958.

Canadian pleasure craft will not normally be stopped and examined unless incidental to reckless and negligent operation. Vessels so stopped may be issued a Notice of Violation for reckless and negligent operation.\* Under such circumstances they shall also be examined to determine if in compliance with

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\* Violations should be reported in the same manner as for United States vessels.

the Canadian requirements, if not, then the notice of violation should also list violations of the Federal requirements. (See appendix G for Canadian pleasure craft requirements.)

#### **II-11. Quarantine Precautions**

In the rare case when it is necessary to board a vessel from a foreign port or an infected domestic port before a quarantine officer has granted pratique, the Boarding Officer should inquire if there is, or if there has been during the voyage, any infectious, contagious, or suspicious disease on board. If there has, he should not expose himself or his boarding party to the disease unless it is absolutely necessary. If the case warrants it, he should require the vessel to set the quarantine flag and report to the nearest quarantine station without delay. Should a vessel from a foreign port or a vessel having a suspicious illness on board be boarded because of absolute necessity, the Boarding Officer shall remain on board with his boarding party until the vessel is cleared by a quarantine official. Should a vessel requiring seizure be seized prior to quarantine examination, it should be towed or convoyed to the nearest quarantine inspection station. The Boarding Officer should keep a record of the persons in his boarding party since they might have been exposed to serious illness. (If vessel is subject to "security boarding" comply with CG-299 and other Commandant directives concerning those vessels. Refer to Chapter 2, Part II-6.)

Particular caution should be exercised in dealing with refugees escaping from Communist dominated countries and in contacts with animals or animal products aboard vessels bearing refugees. Serious animal, animal borne, and human diseases such as hoof-and-mouth, typhus, and small pox may be encountered. Once refugees have been received aboard, the vessel and crew should be considered under both Public Health and Agricultural quarantine until cleared by appropriate officials in accordance with applicable directives from the District Commander.

## CHAPTER III

### ENFORCEMENT PROCEDURE

#### III-1. General

a. The Coast Guard's policy in the enforcement of recreational boating safety regulations is that boarding officers will be primarily concerned with deterring the unsafe operation of all vessels, detecting and reporting unlawful operation, and educating the pleasure boating public by making known the equipment requirements. These duties shall be conducted with as little interference with the law abiding public as possible. It will be necessary to conduct frequent patrols of boating areas for the purpose of curtailing reckless and negligent operations. The mere presence of a Coast Guard patrol boat will be a deterrent in itself, provided those observed in unsafe operation are quickly stopped, advised of the hazards of such operation and, in appropriate cases, issued a Notice of Violation. Education of the boatmen to acquaint them with the Federal safety requirements will be conducted by the examination of equipment in sheltered areas prior to vessels proceeding to unprotected waters.

b. The mere refusal to grant Boarding Officers permission to board is not a violation of law. Boarding Officers should not request permission to board. Such requests are an open invitation for uncooperative persons to say "No". Boarding Officers should simply go on board, identify themselves, explain their mission and obtain the identity of the owner and operator before commencing examination of the vessel. (see III-4) Boarding Officers have authority under 14 USC 89 to board vessels, numbered, unnumbered or documented, with or without probable cause, on navigable waters of the United States (and U.S. vessels on the high seas) regardless of whether the vessel is underway, moored or anchored. (19 USC 1581 is also applicable when boarding to enforce Customs laws.) Reasonable force may be employed against any person who physically resists boarding by authorized Boarding Officers and, when deemed necessary, the resisting person may be arrested without warrant for violation of 18 USC 111. Additional authority to board vessels required to be numbered is contained in 46 USC 527e(c). This authority is expanded in 46 CFR 26.15-1 to include every vessel subject to the Federal Boating Act of 1958 or the Act of 25 April 1940, as

amended, if *underway*. Penalty provisions are provided to apply when vessels fail to stop or refuse to comply with the instructions of Boarding Officers to permit boarding.

NOTE: The Commandant's opinion is that the scope of the word "operated" as found in the penalty provisions of the Act of 25 April 1940 includes motorboats moored or anchored on navigable waters of the United States which have a person or persons on board, whether observed underway or not. Due to the many and varied cases that will be encountered, the Commandant's policy is that vessels which are moored and have not been observed underway will not be issued Notices of Violation for lack of equipment. But, in those cases where a vessel is anchored or moored to piles, stakes or other such structures in bays or streams and it is apparent that a person or persons are on board the vessel for fishing or other recreational purposes, the vessel should be considered "in use" or "operated" and therefore must be equipped in compliance with the regulations. If persons are on board for vessel repair or maintenance, then the Boarding Officer should not issue a Notice of Violation for non-compliance with the equipment requirements. Notices of Violation for failure to be numbered will be issued regardless of whether the vessel is observed underway or not. It is not practical to establish hard and fast criteria to fit all cases, as the Boarding Officer will encounter many varying cases. It is evident, therefore, that a common sense approach within these guidelines is in order.

### **III-2. Examinations**

It is generally an inconvenience to those on a vessel underway to be stopped for examination regardless of whether they are engaged in business or pleasure. For that reason equipment examinations should be conducted with a minimum of delay consistent with thoroughness. Routine examinations should normally be conducted in sheltered areas in such locations so as not to obstruct traffic lanes and to facilitate maneuvering to come alongside safely. Examination of moored vessels at the request of the owner/operator is permitted. If deficiencies are noted, and the vessel had not been observed underway, the Boarding Officer should warn that the operator will be in violation of Federal law if he operates the vessel before correcting them. He should persuade him to promptly correct the discrepancies.

Further, he should also explain that failure to have evidence of compliance (colored CG-4100) may subject him to an underway boarding which will result in the issuance of a Notice of Violation. Vessels which meet the equipment and numbering requirements will be given evidence of a satisfac-

tory examination and normally will not be stopped unless observed to be in violation or when incidental to an assistance case. (See III-10 Coast Guard Auxiliary also.) Boatmen should be informed that they should keep the Report of Boarding (colored copy) readily available to display to enforcement personnel who may hail them in the future. Evidence of a satisfactory examination does not exempt them from future boardings but will indicate to enforcement personnel that it may not be necessary to stop the vessel.

### ★ III-3. Safety Patrol

A boating safety patrol is any patrol by aircraft, boat or cutter whose purpose is to prevent or minimize a boating accident. The safety patrol is a working patrol, available for any of the specific missions related to boating safety: law enforcement, search and rescue, aids to navigation and education. The latter includes the dissemination of weather and safety information. Only trained and qualified boarding officers (those with the D-8 rating), will be employed in charge of safety patrols. They shall patrol areas of boating concentrations, be alert to detect unsafe practices such as excessive speed, overloading, improper loading, operating in swimming areas, operating in posted dangerous waters, erratic operation, etc. They shall stop and board for examination those boats observed in unsafe operation and those in obvious violation of the law. It is no longer the policy of the Commandant to stop and board a boat solely for a numbering violation. In general, Notices of Violations will be issued by Boarding Officers for reckless and negligent operation, when appropriate (see VIII-12), and for equipment and numbering discrepancies observed. Where no violations are detected, the colored boarding slip, CG-4100, (evidence of a satisfactory examination) will be issued, except for unnumbered and livery boats. Boarding officers shall not be overzealous in their boarding to the distraction of their alertness to unsafe operation. Boarding Officers will also examine boats to which assistance is rendered to determine if law violations exist, only when there is an indication that a violation may have contributed to the case, occupants are uncooperative, or where local consideration of special circumstances prevails.

### III-4. Procedures

The Boarding Officer shall keep a notebook, which he shall use whenever he performs Safety Patrol or examination duties. On approach to the vessel, note and record:

- a. Number of vessel (or name if documented).
- b. Nationality, if apparent from numbers, flag or hailing port displayed.

c. Rig of vessel (steamer, schooner, inboard, outboard).

d. Home port (if documented).

e. (1) Hail the vessel in the following manner, "Stop, (or reduce speed) I am coming alongside" or "Stop—come alongside"; or "Follow me and come alongside when I stop". (Where necessary to proceed to nearby sheltered waters or out of traffic lanes to avoid damage to the vessel or to avoid obstructing navigation) The use of sirens, whistle signals or portable loud hailers may be necessary in some cases to attract the attention of the vessel being stopped. Signs with orders painted on may also be useful.

(2) After the vessel is alongside, state to the operator: "I am Petty Officer Jones, U.S. Coast Guard. You have been observed (or are) operating your vessel in a reckless and negligent manner, or, "I am examining vessels to determine compliance with the Federal boating law. May I see your Certificate of Number" (Where States use the term "Registration" substitute "Registration" for "Certificate") and "Personal identification"? (Drivers License, Social Security Card, etc.)

(3) When the identification portion of the Report of Boarding (Form CG-4100) has been completed, then ask the operator/owner, "May I see your life saving devices?" (Fire extinguishers, sound producing device, etc.).

If at any time during the above procedures it becomes known that the vessel has been recently boarded and supported by evidence, (Auxiliary CME decal, State Boarding Notice, valid Report of Boarding (Form CG-4100) the examination will ordinarily be discontinued unless a violation is observed or suspected, or the vessel had been stopped because of unsafe operation.

As a Boarding Officer you should keep in mind that almost every private American vessel propelled by machinery of more than 10 horsepower, whether or not such machinery is the principal source of propulsion, requires some type of official paper issued by the Coast Guard, Bureau of Customs, or a State. (For exceptions see paragraph VIII-11.) These State systems, where in effect, may also include other types of motorboats or other types of small craft. Each such vessel must also have an authorized identification name or number of proper size at proper places on the hull:

★ a. *Undocumented vessels.* The Certificate of Number, whether issued by the Coast Guard or by a State, is of pocket size and must be available for inspection at all times when the vessel is in use. The awarded number must be displayed on each side of the forward half of the vessel. A decal or sticker issued and required by a State to indicate that the

certificate is current may be placed next to the number. No other number, ~~initial or name~~ may be displayed on the forward half of the vessel.

b. *Documented vessels.* Except in the case of certain documented vessels, the document of a documented vessel in commission shall be on board and accessible to the person in charge, except when such papers are in the custody of the Bureau of Customs or the Coast Guard for some required official purpose, it shall be shown to the boarding officer upon demand. The name and home port shall be displayed on the stern and the name on each bow, except that on yachts the name and hailing port may be displayed on any conspicuous part of the hull.

c. If the vessel is operating in commercial trade or carrying passengers for hire, you should ask to see the master's or operator's license. Check this license to determine that it has not expired; that it has been granted for waters in which the vessel is being operated and for the size of vessel being operated.

d. Examine the marine documents; check nationality, name, home port, and master's name, (previously recorded in the boarding notebook upon approach to the vessel) with those found on the documents and note any discrepancy.

e. Record:

- (1) Owner's name and address (face of document)
- (2) Official number (face of document)
- (3) Gross tonnage (face of document)
- (4) Net tonnage (face of document)
- (5) Length (if motorboat) (See Section III-8(i))
- (6) Where from (inquire of master)
- (7) Where bound (inquire of master)
- (8) Cargo—Passengers (inquire of master)

f. With the data so obtained relative to nationality, propulsion, trade in which engaged, tonnage, length (if motorboat), and whether or not carrying passengers, turn to the Appendix page containing the requirements for vessels of the class of the vessel being boarded and proceed to check the required papers, equipment, etc. by the data on this page, paying particular attention to agreement of official number and tonnage on the main beam with that on the document, to detect possible misuse of another vessel's document. If any vessel be found violating or evading the law in any manner, enter that fact on the Notice of Violation, specify in what manner the law is being violated or evaded and make such other notes and comments as will enable you to submit a clear and comprehensive report of the case.

g. Examine all equipment to determine that it is the approved type and in acceptable operating condition. Don't rely on replies made by the owner or operator. When examining lights, determine if the bulb is burning brightly, lens is clean and the light is displayed over the prescribed arc. When examining lifesaving devices, look for the label or stamp indicating that the device is of an approved Coast Guard type. (See Appendix F for details in examinations and Chapter VIII.) Life-saving devices and fire extinguishers must be readily available for use. If the operator is unable to produce this equipment readily, you may report him for a violation of the law.

h. Inform the owner or operator of what you are doing during the course of the inspection. In the promotion of safety, point out any potentially dangerous condition (whether or not contrary to law). In cases of this nature, spend a few minutes in explanation and, where applicable, suggest that the operator contact the Coast Guard District Office for more detailed advice.

★ i. Maintain a supply of CG-290, Pleasure Craft, and Coast Guard Auxiliary information handouts and boating handouts provided by the state or locality in which you are operating as part of the boarding kit. These should be widely distributed. (Fill out the required boarding form, listing all violations noted.) In the case where a violation is noted, give the owner or operator the original, forward the colored copy *directly* to the District Commander. Refer to COMDTINST 5910.12 series for those violation cases that may be closed with a written warning by the Boarding Officer. In the case where no violation is noted give the colored copy to the operator and forward the original to the District Commander.

j. Before leaving the vessel, inform the owner or operator (specifically) as to the violations noted. This will help him to understand exactly the violation with which he is charged, and will insure that he knows what measures and procedures are required to correct the discrepancy. In addition to the usual questions regarding the correction of violations, the operator may ask "Can I operate my boat?" or "What can you do if I continue to operate?" In reply to such questions, the Boarding Officer should advise that, by not having a colored boarding ship, CG-4100 (or CME decal) as evidence of compliance, the boat will likely be reboarded. If, after such warning, he continues to operate his boat, or if he takes immediate steps to correct the discrepancies, note this information on the Notice of Violation sent to the District Commander. Do not in any case offer an opinion as to the penalty action which a District Commander may take. If asked, you

may inform the operator of the statutory penalties and state that the District Commander will notify him shortly of action being taken. In all cases, encourage the operator to correct the discrepancy promptly.

k. If a violation occurs under peculiar circumstances or under circumstances that aggravate the offense such as a show of resistance or a refusal to cooperate, enter a notation to this effect with a full statement of facts, names of witnesses, etc., on the *colored copy* and unit's file copy. Do *not* note this on the copy handed to the owner, master or operator. Append extra copies for this purpose to the *colored copy* and unit's file copy if necessary. Forward the *colored copy* or *colored copy and appendages* to the District Commander.

l. If it appears that a breach of the laws of the United States is being or has been committed so as to render the vessel boarded, or any merchandise thereon, liable to seizure, or any person or persons on such vessels liable to arrest, immediately communicate the facts and circumstances of the case to your commanding officer and await instructions if feasible. If such action may result in the escape of the vessel or persons or destruction of the evidence, make the seizure or arrest. If the violation is one that does not subject the vessel or merchandise to seizure or the person or persons concerned to arrest, submit a complete report of such violation to your commanding officer immediately upon return to the unit. (It is not expected that you will, without specific instructions, seize or detain a boat except in the most unusual circumstances.)

m. Upon termination of the examination, thank the person representing the vessel for his cooperation and depart.

### **III-5. Evidence of Compliance**

If no violations are found, give the owner, master or operator the colored copy of Form CG-4100 as evidence of satisfactory compliance with the law. Inform the owner, master or operator that this evidence of compliance will assist Boarding Officers in determining which boats have been boarded recently.

### **III-6. Rental Boats**

On rented boats in most instances the equipment is stored separately from the boat and is placed aboard only when being operated. Thus, satisfactory compliance with the law by this type craft on one occasion gives no assurance that it will not be in violation of the law shortly thereafter. Due to the nature of craft and its type of operation, evidence of no violation is liable to abuse by a careless or unscrupulous owner or operator; thus, it should not be given to this class of vessel.

Boarding Officers should visit boat liveries frequently to determine the condition of equipment being provided for use. This will, in many cases, eliminate routine stopping of rental boats from a livery which is known to be providing necessary and acceptable equipment to boat renters.

★ **III-7. Report of Boarding and Notice of Violation Form**

The Report of Boarding and Notice of Violation (Form CG-4100) has been designed on the "traffic ticket" concept for use in conjunction with the U.S. Coast Guard Boarding Manual. It can be used for *one* of three purposes, i.e., (1) to give the owner, master or operator written evidence of satisfactory compliance with the law thereby avoiding repetitious boarding for a given period, (unless observed in violation) or (2) to give the owner, master or operator written notice of an alleged violation of the law or (3) to give the owner, master, or operator a written warning of violation.

a. Form CG-4100 is a three part carbon sensitized form consisting of a white original and two copies, bound in pads of twenty-five (complete) sets. Filling in the original with a ballpoint pen will quickly execute all copies. If the owner, master, or operator holds only a white copy, the Boarding Officer is thereby placed on notice that at the last boarding the vessel had been cited for some violation. He should be particularly alert to determine whether or not it has been corrected.

**III-8. Preparation of Report of Boarding and Notice of Violation Form**

The data on Form CG-4100 must be legibly printed, accurate and complete. Missing data may require unnecessary correspondence, thus delaying the case, while incorrect or inaccurate data may directly result in the loss of the case. (If any data are omitted, the reason for the failure to obtain and enter them should be given. Fill out the form by *printing* the required information with a ballpoint pen paying particular attention to the legibility of the entries.

a. *Report Number.* A suitable box has been provided for the convenient insertion of a serial number on each boarding form. The use of a district or unit serial number for identification purposes is entirely within the discretion of the District Commander, Commanding Officer or Officer-in-Charge.

b. *Vessel Number—Vessel Name* is taken from the vessel's document or certificate of number after you determine that the vessel's name and/or number, as displayed on the hull, agrees with that indicated on the certificate of number or document.

c. *Use.* This designation indicates the service, particular trade, or business in which the vessel is engaged. In most instances it will only be necessary to check the appropriate box. The "fishing" block is to be used to designate *commercial* fishing craft only. If use is for other than listed, write it in "remarks".

d. *Propulsion.* Check appropriate box. If the vessel is a sailing type or a rowboat, so specify by use of the "other" block. The horsepower is to be indicated in order to determine whether the vessel is required to be numbered under the Federal Boating Act of 1958 (more than 10 H.P.).

e. *Fuel Compartment.* Check the appropriate box. An open fuel compartment is one in which all spaces under the tanks are open throughout to the open atmosphere so as to prevent the entrapment of explosive inflammable gases. Portable type fuel tanks used with outboard motors are to be considered "open" if they are stowed in the open air or in mainly open compartments in such a manner that free circulation of air is permitted.

f. *Engine Compartment.* Check the appropriate box. An open engine compartment is one in which all spaces under the engines are open throughout to the open atmosphere so as to prevent the entrapment of explosive or inflammable gases.

g. *Make and model.* Indicate boat manufacturer or that boat is home built and particular boat model if appropriate.

h. *P.O.B.* Indicate number of persons on board.

i. *Hull Material.* Indicate principal material used for construction, e.g., wood, steel, plastic, aluminum, etc.

j. *Length.* When measuring to determine the official length of a motorboat, measure from end to end over the deck excluding sheer, as provided for in Section 1 of the Motorboat Act of April 25, 1940 (46 USC 526). In order to comply with the provisions of the law, and to provide uniformity in the measurement of numbered motorboats, use length as defined above. In this respect, measure from end to end over the deck which means a straight line measurement of the overall length along the centerline. Do not include bowsprits, bumpkins, rudders, outboard motor brackets, and similar fittings or attachments. State length in feet and inches. There are varying methods of measuring vessels by industry, and the Boarding Officer may encounter Certificates of Number which do not correctly reflect the length of the vessel. He therefore may find it necessary to measure those vessels which are purported to be in the vicinity of 16', 26', 40' and 65' in order to know the correct motorboat class when determining the equipment required.

*Note:* The registered length of a vessel is the length measured on the top of the tonnage deck from the fore part of the outer planking or plating at the bow to the after part of the sternpost of screw steamers and to the after part of the rudderpost of other vessels and is not acceptable for classifying motorboats.

k. *Net tons and GRT*—to be included from documented vessels.

l. *Name and address of Owner/Owners.* Obtain from the certificate of number or the vessel's documents or other papers. There has been a growing practice, particularly in the case of unnumbered craft equipped with outboard motors, for the operators to furnish fictitious names and false addresses. In order to assure that the enforcement of motorboat regulations are not being circumvented in this manner, attempt to verify to your satisfaction the alleged owner's or operator's identity by checking fishing or driver's license, Social Security card, Federal Communications Commission radio operator's license, credit card, or other acceptable means of identification. To facilitate correctly addressing correspondence, blocks for Mr., Mrs., and Miss are provided.

m. *Name and address of Operator or Master* should be established to the satisfaction of the Boarding Officer in essentially the same manner as was the owner's name and address in paragraph 1. above.

n. *Age if minor.* This information is required for the District Commander to use when determining assessment action to take.

o. *Date.* Enter the day, month and year properly in order to provide one of the facts required for prosecution of violations.

p. *Time.* Enter the exact time and circle the appropriate a.m. or p.m. designation. Do not use the usual 24 hour method employed by the Coast Guard.

q. *Zone.* Indicate the time zone in effect at the place where the boarding is conducted and whether or not the time is Daylight Savings Time (dst).

r. *Location.* The recording of the position of the vessel at the time of boarding and of the violation is mandatory. The position should be readily identifiable and include the name of the body of water, the State, and nearest town; and be expressed further by (1) latitude and longitude, or (2) bearing and distance from a well charted object or (3) an exact position if the vessel is moored. The detailed location shall be repeated on the reverse of the form. This information is necessary in order to establish jurisdiction and is essential in processing violations.

s. *Checklist for examination.* The items to be checked in a routine boarding are included in a check-off list. Only the applicable items need be examined and an "X" or numerals are to be inserted in the appropriate box. Note any violations not contained in the checklist in the "Remarks" sections of the form. Also, describe certain violations checked on the check-off list. For example, it is necessary for numbering or ventilation discrepancies and also to indicate why an out-board motorboat of less than 26 feet in length is considered *not* to be of open construction when fire extinguisher violations are noted. As another example, horn or bell, if checked "no" because they are not adequate requires comment in the remarks section as to why they do not meet requirements. If "no" is checked because there is none on board, the block "none" must also be checked. Also, in the case of violations for failure to have required lights (between sunset and sunrise) include in the remarks section the local time of sunset or sunrise, whichever is appropriate.

t. *Remarks.* Prepare a brief yet informative statement of the details surrounding the violations. Include items such as prevailing weather and sea conditions in overloading cases; port of departure and port of destination (customs violations); names and addresses of witnesses; any uncooperative or belligerent attitude, any aggravating or extenuating circumstances which might be involved. Also, include any action which the owner or operator took to correct the violation, i.e., "returned to boat landing, immediately obtained necessary equipment," etc. Since this statement may be used in the process of excusing or mitigating the penalties involved, the statement must include all pertinent information which might be of assistance to reviewing officers in determining the nature of the violation, the degree of culpability and the likely effect of such violation on enforcement generally. Additional 8" x 10½" white pages may be freely appended to the form where it is necessary in order to give complete details of the incident.

u. *Signature of the Boarding Officer.* In addition to signature, the name and rank/rate of the Boarding Officer is to be printed or typed near his signature before forwarding to the District Commander. The extra white copy (file copy) of the form is to be retained at the unit for record purposes for a period of one year.

District commanders may find it to their advantage to develop standardized boarding check-off lists for their respective districts. This is particularly useful in cases where due to local conditions a large number of similar type vessels are

engaged in a specialized service, such as shrimp boats, salmon trollers and tuna clippers. Use of such a device may expedite and simplify boarding activities.

★ v. *Warnings*. Refer to COMDTINST 5910.12 series for those violation cases that may be closed with a warning by the Boarding Officer. The Instruction gives information on how to fill out CG-4100 in these cases.

### III-9. Theft of Motorboats and Other Small Craft

The theft of a vessel, if it occurs within the "special maritime and territorial jurisdiction of the United States", as that phrase is defined in 18 U.S.C. 7, would properly fall within the offense of larceny as set forth in 18 U.S.C. 661. In such a situation, the CG, under authority of 14 U.S.C. 89, would be authorized to arrest the person or persons who are discovered committing such an offense against the laws of the United States.

On the other hand, if the offense is committed on waters not encompassed by the statutory definition of "special maritime and territorial jurisdiction of the United States", the criminal laws of the particular State would apply and the enforcement of such laws would be the responsibility of the police authorities of the State within whose jurisdiction the offense was committed.

Units receiving reports of stolen or missing motorboats should report the information to local enforcement agencies. Additionally, any recovered motorboats apparently abandoned are to be turned over to local enforcement agencies for disposition.

### III-10. Coast Guard Auxiliary.

The Coast Guard Auxiliary is a civilian organization established to promote boating safety. Auxiliary members are active yachtsmen and are familiar with the problems and hazards of yachting. Under this program, carefully selected members of the Auxiliary are qualified as Courtesy Examiners. Upon request they will examine privately owned craft. This service is entitled Courtesy Motorboat Examination, abbreviated as CME. Vessels so examined must not only meet the *legal* requirements, but *in addition*, must satisfy certain other requirements considered by the Auxiliary to be essential to safe boat operation. If the boat passes the examination, the examiner awards a decal, the color of which is changed annually. Personnel of the Coast Guard are directed to cooperate to the fullest extent with members of the Auxiliary in the execution of this valuable program. Boarding Officers shall consider vessels exhibiting a current Auxiliary decal as being in compliance with the Federal requirements unless they

observe an apparent violation. Honoring of current Auxiliary decals in the absence of apparent or suspected violation is mandatory to foster confidence of the boating public in the high standards of the Coast Guard Auxiliary. Further, Boarding Officers should encourage all boatmen to take advantage of local auxiliary public education courses and Courtesy Motorboat Examinations.

## CHAPTER IV

### SHIP'S DOCUMENTS AND PAPERS

#### IV-1. General

In this manual a distinction is made between (1) *DOCUMENTS*, which word is employed to indicate the register, enrollment and license, frontier enrollment and license, or license issued under the authority of the Coast Guard ; and (2) *PAPERS*, which word is used to designate all other written or printed certificates required by the Coast Guard and other agencies. The character of the documents, the nature of the papers, inspection and equipment requirements will to a large extent depend on the varying factors of size, method of propulsion, the type of employment and waters navigated.

*Size* is usually expressed in (1) length as to the Motorboat Act, (2) net or gross tonnage under Documentation and Inspection Laws.

*Propulsion* is classified as (1) non-self-propelled, (2) sail, (3) steam, (4) motor vessel, (5) motor boat.

*Employment* considerations include (1) pleasure, (2) fishing, (3) foreign trade, (4) coastwise trade, (5) carrying passengers for hire, (6) tugs and towboats.

*Waters Navigated* categories are (1) high seas, (2) inland waters, (3) Great Lakes, (4) rivers.

#### IV-2. Marine Documents

Before a vessel may be issued a document it must be ad-measured to determine the gross and net tonnage. The gross tonnage is the internal cubic capacity of all permanently enclosed spaces on the vessel expressed in tons of 100 cubic feet. The *net or registered tonnage* is the remainder after deducting crew and operating spaces. The tonnages so found are used as a basis for collection of port dues, pilotage, canal tolls, and to determine the applicability of certain Safety at Sea Requirements.

*Marine Documents* are of two descriptions: (1) *permanent*—granted to vessels at their home ports, and (2) *temporary*—granted to vessels at ports other than their home ports. The document which is exclusive and issued to the particular vessel serves a dual purpose: a certificate of nationality and an authorization from the United States for the vessel's use in general or specific trades. *U.S. citizenship* is the first and

basic prerequisite. Other requirements are that the vessel measure at least 5 net tons, and at all times be commanded by a master who is a U.S. citizen. In addition, the document identifies the vessel by its home port, official number, description, tonnages, owner's and master's name. All marine documents are signed and sealed before being issued.

No marine document shall be considered in force longer than the vessel to which it is granted is owned as stated in the document, nor shall it be valid, if the description or tonnage of the vessel is changed, nor if the vessel engages in any business or employment other than that for which the document was granted.

★ In boarding documented vessels, the marine document shall be examined to see that it has not expired. All documents except a register are subject to renewal. It should also be determined whether the official number and net tonnage are permanently marked on or carved on the main beam, the name of the person then in charge or command is endorsed as master on the document (see Part IV-3), and the name displayed on each bow and on the stern and the hailing port on the stern. Name and hailing port should be in at least 4 inch letters. (On yachts the name and hailing port may be displayed on any conspicuous part of the hull).

The document of a documented vessel, when such vessel is in commission, shall be on board and accessible to the person in charge, except when such papers are in custody of the Bureau of Customs, the Coast Guard, or unusual cases (See Chapter III, Part III-3), and shall be produced upon demand.

a. *Register*

A register is a marine document issued to a vessel of 5 net tons or more (See Page 5-1). A register remains in effect so long as the vessel continues of the same rig, build, description, tonnage and ownership as at the time of documentation. A register is usually granted to a vessel in the foreign trade but registered vessels may in fact be used in any lawful trade from which they are not barred by an indorsement on the register itself.

b. *Enrollment and License*

An *enrollment and license* is a combined document (See Page 5-3). The enrollment identifies and describes the vessel much as a register does. The license authorizes her engagement in the coasting trade or fisheries, or both, or her employment as a yacht. The combined enrollment and license is required of vessels of 20 net tons or over on the coast engaged in coasting trade, or fisheries, or both.

c. *Frontier Enrollment and License*

A *frontier enrollment and license* is issued to any vessel of 5 net tons or more navigating the waters of the northern, northeastern or northwestern frontiers otherwise than by sea (principally the Great Lakes). Under this document a vessel may be authorized to engage in the foreign or coastwise trade or the fisheries in the waters specified.

d. *License*

A license is a document for a vessel of 5 net tons or over, and of less than 20 net tons, employed in coasting trade or fisheries and is a description of the vessel and her ownership, and may authorize her to engage in the coasting trade or fisheries, or her employment as a yacht. (See Page 5-5.) A license shall be valid for one year only. A change within the year's period of any employment, ownership or description necessitates the issuance of a new document.

e. *Documented Yachts*

Under navigation laws administered by the Coast Guard, a vessel of 5 net tons or over owned by a citizen of the United States and used exclusively for pleasure may be documented as a yacht. (See Page 5-7.)

The principal privileges are:

(a) Authority to fly the yacht ensign.

(b) Provision for recording and retaining copies of mortgages, bills of sale, and other instruments of title at the vessels home port. Mortgages which are so recorded may, upon compliance with the applicable requirements, become preferred mortgages, thus giving additional security to the mortgage.

★ Owners who enroll and license, or license, vessels as yachts must effect renewals annually. Requests for documentation should be made through the Marine Inspection Office at or nearest the port where the vessel is located. The Coast Guard will not issue a motorboat number to a vessel documented as a yacht.

**IV-3. Change of Master**

A characteristic of all ship's documents (register, enrollment and license, license) is the insertion of the name of the master on the document and an indorsement of a new master's name on the back of the document, when a change of master occurs.

★ The master shown on the document of a yacht does not have to be on board for the yacht to be operated. Anyone can operate a yacht. For other exceptions refer to 46 CFR 67.29.

**IV-4. Duration**

A register remains in effect as long as the vessel continues of the rig, build, description, and ownership as of the time of documentation, and continues in the trade for which docu-

mented. A change of these characteristics necessitates the issuance of a new document. A vessel's enrollment or license, permitting her to engage in trade or to be used as a yacht, remains in force one year from date of issuance or indorsement for renewal, and is renewed yearly by indorsement, by the proper official. Should a change in rig, build, description, or ownership or trade occur, a new enrollment or license must be issued.

#### **IV-5. Vessel's Papers**

There is a considerable variety of ship's papers required by customs, marine inspection, quarantine and other federal maritime law. A brief description of the more important of these follows:

##### *a. Certificate of Number*

"Certificate of Number" is issued either by the Coast Guard, or by a State if the local State has enacted a numbering system approved pursuant to the Federal Boating Act of 1958. (46 USC 527.) The State certificates will not necessarily be in the same form as those issued by the Coast Guard. In states where the Coast Guard continues to number boats, a delay of up to sixty (60) days may occur from the time a person applies for a number until the Certificate of Number is received. Boats may be operated during this period but will not display numbers, none having as yet been assigned. When boarding such boats, the boarding officer will accept a validated Temporary Certificate of Number or a recently issued postal money order receipt (\$3.00) as evidence of having made application for a number. The Temporary Certificate of Number is valid for a period of 60 days (90 days in Puerto Rico and Guam) and the money order receipt for a period of not more than 15 days. This applies only to boats numbered by the Coast Guard. The application processes used by the several states having approved numbering systems vary greatly. District Commanders will issue instructions concerning those state Certificates of Number procedures which require special consideration by the boarding officers. Evidence of making application for numbers which is acceptable by local enforcement officers should also be acceptable by boarding officers. Numbers issued by the Coast Guard and the States will be similar: Two letters (the abbreviation of the State), a hyphen or equivalent space, 3 or 4 digits, a hyphen or equivalent space, and 2 or 3 letters; e.g., NY 1234 AA or WN-123-AAA. See 46 CFR 170, 171, 172 and 173. The Certificate of Number, whether issued by the Coast Guard or by a State, must be of pocket size and must be available for inspection at all times when the vessel is in

use. All undocumented vessels propelled by machinery of more than 10 horsepower, whether or not such machinery is the principal source of propulsion are required to have a Certificate of Number, either Federal or State. However, a State may require other undocumented vessels to have a State "Certificate of Number".

*b. Motorboat Operator's License*

The Coast Guard issues licenses to operators of motorboats carrying passengers for hire (see pages 5-9). These licenses are issued only to persons of good character after physical and professional examination, and upon proper proof of experience and capability which warrant the belief that the operator can be safely entrusted with the duties and responsibilities to operate a motorboat carrying passengers for hire. This license is issued on Form CG-3750 and is good for five years. Form CG-3750 "License to Operate or Navigate Passenger Carrying Vessels" (see pages 5-9) is now used for all original motorboat operators licenses issued after 30 December 1960 and for renewals of licenses previously issued on Form CG-881. Licenses previously issued on Form CG-881 remain effective until the expiration date indicated on the back of the license. A motorboat operator must have his license in his possession (available for immediate production to a Coast Guard Boarding Officer) at all times when he is operating a motorboat carrying six or less passengers for hire. (To operate a motorboat carrying more than six passengers, he would be required to have the "Operator" or "Ocean Operator" license mentioned in section d. hereof.) A license as Master, Mate, or Pilot of inspected vessels, or an "Operator" or "Ocean Operator" license may be substituted, as appropriate, for a Motorboat Operator's license.

*c. Certificates of Inspection*

(1) There are two kinds of certificates of inspection, both issued by the Coast Guard, namely:

(a) Form CG-841 for all inspected vessels, other than small passenger vessels.

(b) Form CG-3753 for small passenger-carrying vessels carrying more than six passengers for hire as defined in Public Law 84-519, 46 USC 390. (See Page 5-11.)

(2) The certificate is evidence that the vessel subject to inspection under the laws governing marine inspection has been inspected and passed as meeting minimum Coast Guard requirements. This certificate should be posted under glass or clear plastic in a conspicuous place on the vessel as evidence of the authority thereby conferred. The certificate lists personnel and principal items of equipment required

for the proper operation of the vessel in the service indicated, together with the maximum number of passengers, route, and other conditions of operation. It is both impractical and unnecessary under ordinary circumstances for a Coast Guard Boarding Officer to make an inspection which would parallel that of specially trained Coast Guard Merchant Vessel Inspection personnel.

*d. Officers' and Operators' Licenses*

(1) The Coast Guard issues licenses to professionally and physically qualified officers of the merchant marine. Each license issued to such officers is good for five years; at the expiration of such period the license can be renewed for another five years. Licensed officers, when employed upon any inspected vessel, must post their licenses under glass or clear plastic in some conspicuous place in such vessel. The Boarding Officers in examining a merchant marine deck or engineer officer's license (as well as any other license) should note whether or not the license is valid for the person's employment. An expired license, of course, is not valid for use.

(2) The Coast Guard also issues two types of licenses to operators of small mechanically propelled, sail propelled, or non-self-propelled passenger vessels certificated under Public Law 84-519, carrying more than six passengers for hire: (a) Ocean Operator and (b) Operator. This latter type of license, "Operator", is issued for operation of such vessels on waters inside the coastline, as specified on the license. The "Ocean Operator" license authorizes operation of such vessels on ocean or coastwise waters as specified on the license, and "Operator" all other waters. Each of these licenses is issued on Form CG 3750 and can be further identified by the wording "Passenger Carrying Vessels" in its title. (See Page 5-9) A license as Master, Chief Mate, Second Mate, or Third Mate of ocean and coastwise inspected vessels may be substituted for an "Ocean Operator" or "Operator" license. (Note, however, that a license restricted to freight and/or towing vessels is not valid for service on passenger vessels and cannot be substituted.) A license as Master or Pilot of inspected vessels on other than ocean and coastwise waters may be substituted, as appropriate, for an "Operator" license, but not for an "Ocean Operator" license.

*e. Load Line Certificates*

All cargo, tank, towing and passenger vessels in excess of 150 gross tons engaged in foreign, coastwise or Great Lakes

trade must possess a loadline certificate issued by an approved classification society after a survey of the ship to determine the maximum depth to which such vessel may be safely loaded, based on its structural efficiency. The load line certificate is valid for five years from date of issue subject to satisfactory completion of annual inspections, which is attested by endorsement upon the back of the certificate. The load line certificate is required only to be on board the vessel, and need not be posted.

Special exemptions exist between Puget Sound ports and SE Alaska via the sheltered waters defined in treaty between U.S. and Canada.

*f. Log Book*

The log book is an official record of navigational data and ship events such as injuries, births, deaths, accidents, punishments, collisions, and groundings. It is required of every vessel in the foreign trade, or any vessel of 75 tons or upward engaged in trade between Atlantic and Pacific coasts of the United States except ferry vessels and vessels engaged in trade on the rivers of the United States.

*g. Shipping Articles*

The shipping articles is a form under the cognizance of the Coast Guard Shipping Commissioner which evidences the written agreement between the master of the vessel and her crew as to duration of voyage, wages, wage allotments, provisions and capacity in which the seaman is employed. It is required of vessels in the foreign trade except with British North American possessions, the West Indies and Mexico, and is also required of vessels 75 tons and upward in trade between the Atlantic and Pacific coasts of the United States. Except in certain instances, the shipping articles shall be signed by each seaman in the presence of a Coast Guard official to whom the duties of Shipping Commissioner have been delegated.

*h. Crew List*

Recently, the Crew List Form CG 710A and the passenger list form were combined. It may be obtained from Customs. It is designated as Customs and Immigration Form I-418, Combined Passenger and Crew List and may be used for a "crew list" or "passenger list". It records the names, nationality, birthplace or passport number, and the descriptions of the persons who compose the ship's company; establishing responsibility for a definite number of persons in a crew status and preventing irregularities and violations of immigration and other laws. The master must deliver two complete copies of the crew list to the United States Customs Bureau at the

last port of departure before clearance is granted to any United States Flag vessel bound on a foreign voyage, engaged in the whale fishery, or in the coasting trade between Atlantic and Pacific ports on vessels 75 tons and upward, except on the Great Lakes or in trade between the United States and the British North American possessions. The oath, on Form I-418, shall be executed before a Customs Officer as to all departing crew on United States Flag vessels.

i. *Passenger List*

The master of every vessel arriving at a port of the United States from foreign territory and required to make entry, except a vessel arriving from Canada, otherwise than by sea, at a port on the Great Lakes, or their connecting or tributary waters, shall submit for inspection to the customs officer who first demands therefor, a correct list signed and verified by oath, of all passengers on board. (Not required of passenger vessels making three trips or oftener a week between a port of the United States and a foreign port, or vessels used exclusively as ferryboats). The passenger list, together with the crew list, serves as a check on the number of persons on board, thereby expediting various port formalities defining the status of persons on board and assisting the customs, immigration and quarantine officials in carrying out their important duties. (The oath on Form I-418, shall be executed before a Customs Officer as to all arriving passengers on all vessels, and before an Immigration Officer or other officer authorized to administer oaths as to all departing passengers on all vessels).

j. *Manifest*

The manifest is a listing of the cargo laden on board the vessel. It may be completed by attaching proper bills of lading. The outbound manifest is of service to the Government in informing it of a particular vessel's contribution to the export trade of the country, and would serve in checking a cargo in case of clandestine relanding of outbound bonded cargo. It usually conforms to the laws of the country to which the vessel is bound. The inward manifest serves to acquaint the customs officials with the nature and amount of the vessel's cargo and its consignment or destination; to pave the way for the application of the tariff laws to goods coming into the United States; permits a check in some instances to guard against irregular unloading, and its absence or failure to agree with the cargo on board is grounds for suspicion and penalties. It must conform to the requirements of the United

States statutes on the subject. In the rare instances where the Boarding Officer will be called upon to perform the customs duty of certifying the manifest, the certification will be made by the first Boarding Officer who boards a vessel from a foreign port bound to the United States. The forms of certification are as follows and should be strictly followed:

(ORIGINAL)

I, \_\_\_\_\_, certify that the within manifest was this day produced to me as an original manifest of the cargo on board the \_\_\_\_\_ whereof \_\_\_\_\_ is master from \_\_\_\_\_. In witness whereof I have hereunto signed my name this \_\_\_\_\_ day of \_\_\_\_\_ 196

\_\_\_\_\_  
Coast Guard Cutter \_\_\_\_\_

(DUPLICATE)

I, \_\_\_\_\_ certify that I have examined the within manifest produced to me this day as a copy of the original manifest of the cargo on board the \_\_\_\_\_ whereof \_\_\_\_\_ is master from \_\_\_\_\_ with the original, and find the same to agree. In witness whereof I have hereunto signed my name this \_\_\_\_\_ day of \_\_\_\_\_ 196

\_\_\_\_\_  
Coast Guard Cutter \_\_\_\_\_

After the certification of the manifest, the copy is taken up by the Boarding Officer and delivered to the Collector of Customs of the district to which the vessel is bound. The certification must be made on the back of forms. The certification indicated at the bottom of the face of the manifest is for execution by the customs officer at the port of entry and should not be filled out by the Coast Guard Boarding Officer.

**IN ALL BOARDING OF CONTRABAND CARRYING VESSELS THERE MUST BE AN IMMEDIATE DEMAND MADE OF THE MASTER OR PERSON IN CHARGE FOR THE MANIFEST.**

*k. Clearance*

The clearance is a form which evidences that the vessel has complied with the laws and regulations governing entry and clearance and that she is at liberty to depart. It is issued by the office of the Collector of Customs. The clearance from a foreign port, of course, is in the form prescribed by the government of the country in which the port is located.

### 1. *Permit to Proceed*

Any vessel which departs from one port of the United States to another such port with residue of foreign cargo, with outward foreign cargo, or if foreign vessel in ballast, must have a permit to proceed. Such a vessel's arrival at subsequent ports must be reported and vessel entered under abbreviated procedures similar to those applicable to the first port of arrival.

*Note:* There is a variety of miscellaneous customhouse papers in addition to those described, and with which the Coast Guard Boarding Officer is not ordinarily concerned.

#### m. *Bill of Health*

A bill of health evidences to the quarantine officer at the port of arrival the state of health of the port from which the vessel has sailed and assists him in determining whether ordinary and extraordinary procedure is necessary to assure that disease shall not enter the United States via that ship and her people. If epidemic disease prevails at the port of departure, the vessel may be detained in quarantine a sufficient time to guarantee freedom from disease before she is permitted to unload passengers or cargo. The decision in such matters is a responsibility of the local quarantine physician of the Public Health Service and of the Surgeon General of that service in some cases. The usual quarantine regulations are considerably relaxed with reference to arrivals from Canadian ports.

# CHAPTER V FORMS

Copyright Form 1288  
TRADE MARK REGISTERED  
U. S. PATENT OFFICE  
MAY 1910

PRESENTED BY (NAME) REGISTER NO.
-------------------------------------

## THE UNITED STATES OF AMERICA BUREAU OF CUSTOMS

OFFICIAL NUMBER	ISSUED UNDER AND DATE OF ACT
-----------------	---------------------------------

Registered \_\_\_\_\_  
 Built at \_\_\_\_\_  
 Re-registered \_\_\_\_\_



Service \_\_\_\_\_  
 Discharge \_\_\_\_\_

# Certificate of Registry

IN PURSUANCE OF CHAPTER ONE, TITLE XLVIII  
 "REGULATION OF COMMERCE AND NAVIGATION," REVISED STATUTES OF THE UNITED STATES  
CHAPTER 1, TITLE 46, "SHIPPING," CODE OF LAWS OF THE UNITED STATES

I, \_\_\_\_\_, having taken and subscribed the oath \_\_\_\_\_ required by law, and having sworn \_\_\_\_\_ that

\_\_\_\_\_ of the United States and the sole owner of the vessel called the \_\_\_\_\_  
 whereof \_\_\_\_\_ is at present master, and is a citizen of the United States,  
 and that the said vessel was built in the year 1 \_\_\_\_\_ of \_\_\_\_\_  
 as appears by \_\_\_\_\_

and I, \_\_\_\_\_, having certified that  
 the said vessel is a \_\_\_\_\_ that she has  
 \_\_\_\_\_ deck \_\_\_\_\_ mast \_\_\_\_\_ stem, and a \_\_\_\_\_ stern; that  
 her register length is \_\_\_\_\_ feet, her register breadth \_\_\_\_\_ feet, her register depth \_\_\_\_\_ feet,  
 her height \_\_\_\_\_ feet; that she measures as follows: <sup>14</sup>

		TONS	CUBIC
Capacity under tonnage deck, _____			
Capacity between decks above tonnage deck, _____			
Capacity of enclosures on the upper deck, viz: Forecastle _____; bridge _____; pump _____; hatch _____;			
Rooms—viz: side _____; mast _____; trunk _____; access hatchways _____; light and air _____;			
Gross tonnage, _____			
Deductions under Section 4133, Revised Statutes, as amended (Section 17, Title 46, United States Code):			
Open space, _____; Master's cabin, _____;			
Steering gear, _____; anchor gear, _____; Boatman's stores, _____;			
Chart house, _____; Donkey engine and boiler, _____; Radiohouse, _____;			
Storage of sails, _____; Propelling power (actual space _____);			
Total deductions, _____			
Net tonnage, _____			
The following-described spaces, and no others, have been omitted, viz: Forepeak _____; afterpeak _____; other spaces (except double bottoms) for water ballast, _____; open forecabin _____; open bridge _____; open poop _____; open shelter deck _____; open houses _____; cabins _____; companions _____; galleys _____; skylights _____; hatchways _____; water closets _____; anchor gear _____; donkey engine and boiler _____; steering gear _____; light and air over propelling machinery _____; other machinery spaces _____.			

And I, \_\_\_\_\_, having agreed to the description and measurement above specified, the vessel has been duly REGISTERED at this PORT;  
 GIVEN under my hand and seal at the PORT of \_\_\_\_\_  
 this \_\_\_\_\_ day of \_\_\_\_\_  
 in the year One Thousand Nine Hundred and \_\_\_\_\_



Collector of Customs

1. Exact water and volume of space by which such an effective sea tank.  
 2. Capacity, "above" and "below."  
 3. From the bottom and bottom-most of the vessel. If there are two or more masts, the deck shall be counted to the deck of the upper (highest) mast, if the lower (lowest) mast is the upper (highest) mast. If the lower (lowest) mast is the upper (highest) mast, the deck shall be counted to the deck of the lower (lowest) mast.  
 4. The capacity of the deck shall be measured to the top of the deck, if the deck is flat, or to the top of the deck, if the deck is curved.  
 5. The capacity of the deck shall be measured to the top of the deck, if the deck is flat, or to the top of the deck, if the deck is curved.  
 6. The capacity of the deck shall be measured to the top of the deck, if the deck is flat, or to the top of the deck, if the deck is curved.  
 7. The capacity of the deck shall be measured to the top of the deck, if the deck is flat, or to the top of the deck, if the deck is curved.  
 8. The capacity of the deck shall be measured to the top of the deck, if the deck is flat, or to the top of the deck, if the deck is curved.  
 9. The capacity of the deck shall be measured to the top of the deck, if the deck is flat, or to the top of the deck, if the deck is curved.  
 10. The capacity of the deck shall be measured to the top of the deck, if the deck is flat, or to the top of the deck, if the deck is curved.









**ENDORSEMENTS OF RENEWAL**

ENDORSEMENT No. 1. Part of \_\_\_\_\_  
 The sub-endorsement LICENSE is hereby renewed for ONE YEAR  
 from \_\_\_\_\_ 19\_\_\_\_ (month) \_\_\_\_\_ (year) Deputy Collector of Customs.

ENDORSEMENT No. 2. Part of \_\_\_\_\_  
 The sub-endorsement LICENSE is hereby renewed for ONE YEAR  
 from \_\_\_\_\_ 19\_\_\_\_ (month) \_\_\_\_\_ (year) Deputy Collector of Customs.

ENDORSEMENT No. 3. Part of \_\_\_\_\_  
 The sub-endorsement LICENSE is hereby renewed for ONE YEAR  
 from \_\_\_\_\_ 19\_\_\_\_ (month) \_\_\_\_\_ (year) Deputy Collector of Customs.

**ENDORSEMENTS OF CHANGE OF MASTER**

119 Part of \_\_\_\_\_ 19\_\_\_\_  
 having taken the oath  
 required by law, as a present master of the sub-endorsement vessel, was  
 Deputy Collector of Customs.

120 Part of \_\_\_\_\_ 19\_\_\_\_  
 having taken the oath  
 required by law, as a present master of the sub-endorsement vessel, was  
 Deputy Collector of Customs.

121 Part of \_\_\_\_\_ 19\_\_\_\_  
 having taken the oath  
 required by law, as a present master of the sub-endorsement vessel, was  
 Deputy Collector of Customs.

122 Part of \_\_\_\_\_ 19\_\_\_\_  
 having taken the oath  
 required by law, as a present master of the sub-endorsement vessel, was  
 Deputy Collector of Customs.

123 Part of \_\_\_\_\_ 19\_\_\_\_  
 having taken the oath  
 required by law, as a present master of the sub-endorsement vessel, was  
 Deputy Collector of Customs.

124 Part of \_\_\_\_\_ 19\_\_\_\_  
 having taken the oath  
 required by law, as a present master of the sub-endorsement vessel, was  
 Deputy Collector of Customs.

125 Part of \_\_\_\_\_ 19\_\_\_\_  
 having taken the oath  
 required by law, as a present master of the sub-endorsement vessel, was  
 Deputy Collector of Customs.

126 Part of \_\_\_\_\_ 19\_\_\_\_  
 having taken the oath  
 required by law, as a present master of the sub-endorsement vessel, was  
 Deputy Collector of Customs.

127 Part of \_\_\_\_\_ 19\_\_\_\_  
 having taken the oath  
 required by law, as a present master of the sub-endorsement vessel, was  
 Deputy Collector of Customs.

128 Part of \_\_\_\_\_ 19\_\_\_\_  
 having taken the oath  
 required by law, as a present master of the sub-endorsement vessel, was  
 Deputy Collector of Customs.

129 Part of \_\_\_\_\_ 19\_\_\_\_  
 having taken the oath  
 required by law, as a present master of the sub-endorsement vessel, was  
 Deputy Collector of Customs.

Official No. \_\_\_\_\_  
Customs Form 1000

**TREASURY DEPARTMENT**  
**BUREAU OF CUSTOMS**

\_\_\_\_\_ (Name of Vessel)  
 \_\_\_\_\_ (Port of Origin)

**License of Vessel under Twenty Tons**

\_\_\_\_\_ (Date of Issuance)  
 \_\_\_\_\_ (Date of Expiration)

\_\_\_\_\_ (Name of Master)  
 \_\_\_\_\_ (Signature of Master)

\_\_\_\_\_ (Signature of Collector)

Part of \_\_\_\_\_ 19\_\_\_\_  
 Deputy Collector of Customs.

**PREFERRED MORTGAGE ENDORSEMENT**

ENDORSEMENT MADE BY THE U.S. CUSTOMS SERVICE

**MORTGAGE DESCRIPTION**  
NUMBERED FROM 001

Mortgage \_\_\_\_\_  
 Endorsed \_\_\_\_\_  
 Total amount, \$ \_\_\_\_\_  
 Date of maturity \_\_\_\_\_  
 Discharge amount, \$ \_\_\_\_\_

Part of \_\_\_\_\_  
(month) \_\_\_\_\_ (year) \_\_\_\_\_  
 Deputy Collector of Customs.

**MORTGAGE DISCHARGE**  
NUMBERED FROM 001

Part of \_\_\_\_\_  
 The sum of \$ \_\_\_\_\_ has been  
 paid on the above-described mortgage, the certificate  
 of such discharge being filed in this office and recorded  
 \_\_\_\_\_ 19\_\_\_\_  
(month) \_\_\_\_\_ (year) \_\_\_\_\_  
 Deputy Collector of Customs.

# THE UNITED STATES OF AMERICA

TREASURY DEPARTMENT  
BUREAU OF CUSTOMS

Form to be completed by the vessel's owner or master, including fields for name and address.

Official stamp area for the Collector of Customs, including fields for name and date.

Measured at \_\_\_\_\_ ft.  
Built at \_\_\_\_\_ ft.  
Measured at \_\_\_\_\_ ft.

Registered at \_\_\_\_\_

## Consolidated Certificate of Enrollment and Yacht License

In Conformity to Title I, "Regulation of Vessels in Domestic Commerce," and Chapter Two, Title XLVIII, "Regulation of Commerce and Navigation," of the Revised Statutes of the United States, and to "An act to amend Sections 4214 and 4215 of the Revised Statutes relating to Yachts," approved August 20, 1913

Acting Master and subscribed the oath \_\_\_\_\_ required by law, and having sworn \_\_\_\_\_ that

\_\_\_\_\_ citizen of the United States and the sole owner of the vessel called the

and that the said vessel was built on the year \_\_\_\_\_ of \_\_\_\_\_ of \_\_\_\_\_ as appears by \_\_\_\_\_

and the said vessel is a \_\_\_\_\_ having certified that \_\_\_\_\_ that she has \_\_\_\_\_ deck \_\_\_\_\_ mast \_\_\_\_\_ stem, and a \_\_\_\_\_ stern; that her register length is \_\_\_\_\_ feet, her register breadth \_\_\_\_\_ feet, her register depth \_\_\_\_\_ feet, her height \_\_\_\_\_ feet; that she measures as follows:

Capacity	
Deck	Below Deck
Capacity under leeboard deck	
Capacity between decks above leeboard deck	
Capacity of enclosure on the upper deck, viz: Forecastle _____; bridge _____; poop _____; break _____; houses—deck _____; side _____; mast _____; canvas hatchways _____; light and air _____; Gross tonnage _____	
Deductions under Section 4118, Revised Statutes, as amended (Section 77, Title 18, United States Code):	
Crew space _____	Master's cabin _____
Steering gear _____	Anchor gear _____
Chart house _____	Dumbey engine and boiler _____
Storage of sails _____	Radio house _____
	Propelling power (actual space) _____
	Total deductions _____
	Net tonnage _____

The following—decked space, and no others, have been omitted, viz: Forepeak \_\_\_\_\_, afterpeak \_\_\_\_\_, other spaces (except double bottoms) for water ballast \_\_\_\_\_, open forecabin \_\_\_\_\_, open bridge \_\_\_\_\_, open poop \_\_\_\_\_, open shelter deck \_\_\_\_\_, open houses \_\_\_\_\_, cabins \_\_\_\_\_, companions \_\_\_\_\_, galley \_\_\_\_\_, skylights \_\_\_\_\_, wheelhouses \_\_\_\_\_, water-closets \_\_\_\_\_, anchor gear \_\_\_\_\_, landing engine and boiler \_\_\_\_\_, steering gear \_\_\_\_\_, light and air space \_\_\_\_\_, other machinery space \_\_\_\_\_

and \_\_\_\_\_, having agreed to the description and measurement above specified, the said vessel has been duly ENROLLED at this PORT:

and \_\_\_\_\_, the master, having sworn that he is a citizen of the United States, that this vessel, and all equipment on board, is a **PLEASURE VESSEL**, or designed as a vessel of **PURE ARCHITECTURE**, shall not, while this license continues in force, transport merchandise or carry passengers for pay, or engage in any unlawful trade, nor in any way violate the revenue laws of the United States, and shall comply with the laws in all other respects:

**LICENSE** is hereby granted for the said YACHT to proceed from port to port in the United States without entering or clearing at the Customhouse, and to foreign ports without clearing in the United States. This LICENSE will continue and be in force for ONE YEAR from the date hereof and no longer.

GIVEN under my hand and seal at the PORT of \_\_\_\_\_  
District of \_\_\_\_\_ this \_\_\_\_\_ day of \_\_\_\_\_  
In the year ONE THOUSAND NINE HUNDRED AND \_\_\_\_\_

Collector of Customs

1. Bond owner and holder of power for every such vessel...  
2. The vessel shall not be used for any purpose other than that of a pleasure vessel...  
3. The vessel shall not be used for any purpose other than that of a pleasure vessel...  
4. The vessel shall not be used for any purpose other than that of a pleasure vessel...  
5. The vessel shall not be used for any purpose other than that of a pleasure vessel...  
6. The vessel shall not be used for any purpose other than that of a pleasure vessel...  
7. The vessel shall not be used for any purpose other than that of a pleasure vessel...  
8. The vessel shall not be used for any purpose other than that of a pleasure vessel...  
9. The vessel shall not be used for any purpose other than that of a pleasure vessel...  
10. The vessel shall not be used for any purpose other than that of a pleasure vessel...

**ENDORSEMENTS OF RENEWAL**

Renewed Nov. 2. The within-mentioned YACHT LICENSE is hereby renewed for ONE YEAR from _____ 19____.	Part of _____ 19____ The within-mentioned YACHT LICENSE is hereby renewed for ONE YEAR from _____ 19____.	Deputy Collector of Customs.
Renewed Nov. 5. The within-mentioned YACHT LICENSE is hereby renewed for ONE YEAR from _____ 19____.	Part of _____ 19____ The within-mentioned YACHT LICENSE is hereby renewed for ONE YEAR from _____ 19____.	Deputy Collector of Customs.
Renewed Nov. 8. The within-mentioned YACHT LICENSE is hereby renewed for ONE YEAR from _____ 19____.	Part of _____ 19____ The within-mentioned YACHT LICENSE is hereby renewed for ONE YEAR from _____ 19____.	Deputy Collector of Customs.
Renewed Nov. 11. The within-mentioned YACHT LICENSE is hereby renewed for ONE YEAR from _____ 19____.	Part of _____ 19____ The within-mentioned YACHT LICENSE is hereby renewed for ONE YEAR from _____ 19____.	Deputy Collector of Customs.

Consolidated Enrollment and Yacht License FOR PLACES:

OF THE CALLED PER OF

gross, BILLED AT PER

HERE RECORDED.

HERE RECORDED.

HERE RECORDED.

Specialty Collector of Customs.

Renewed Nov. 2. The within-mentioned YACHT LICENSE is hereby renewed for ONE YEAR from _____ 19____.	Part of _____ 19____ The within-mentioned YACHT LICENSE is hereby renewed for ONE YEAR from _____ 19____.	Deputy Collector of Customs.
Renewed Nov. 5. The within-mentioned YACHT LICENSE is hereby renewed for ONE YEAR from _____ 19____.	Part of _____ 19____ The within-mentioned YACHT LICENSE is hereby renewed for ONE YEAR from _____ 19____.	Deputy Collector of Customs.
Renewed Nov. 8. The within-mentioned YACHT LICENSE is hereby renewed for ONE YEAR from _____ 19____.	Part of _____ 19____ The within-mentioned YACHT LICENSE is hereby renewed for ONE YEAR from _____ 19____.	Deputy Collector of Customs.

**ENDORSEMENTS OF MASTERS**

(1) Part of _____ 19____ The within-mentioned YACHT LICENSE is hereby renewed for ONE YEAR from _____ 19____.	Part of _____ 19____ The within-mentioned YACHT LICENSE is hereby renewed for ONE YEAR from _____ 19____.	Deputy Collector of Customs.
(2) Part of _____ 19____ The within-mentioned YACHT LICENSE is hereby renewed for ONE YEAR from _____ 19____.	Part of _____ 19____ The within-mentioned YACHT LICENSE is hereby renewed for ONE YEAR from _____ 19____.	Deputy Collector of Customs.
(3) Part of _____ 19____ The within-mentioned YACHT LICENSE is hereby renewed for ONE YEAR from _____ 19____.	Part of _____ 19____ The within-mentioned YACHT LICENSE is hereby renewed for ONE YEAR from _____ 19____.	Deputy Collector of Customs.
(4) Part of _____ 19____ The within-mentioned YACHT LICENSE is hereby renewed for ONE YEAR from _____ 19____.	Part of _____ 19____ The within-mentioned YACHT LICENSE is hereby renewed for ONE YEAR from _____ 19____.	Deputy Collector of Customs.
(5) Part of _____ 19____ The within-mentioned YACHT LICENSE is hereby renewed for ONE YEAR from _____ 19____.	Part of _____ 19____ The within-mentioned YACHT LICENSE is hereby renewed for ONE YEAR from _____ 19____.	Deputy Collector of Customs.
(6) Part of _____ 19____ The within-mentioned YACHT LICENSE is hereby renewed for ONE YEAR from _____ 19____.	Part of _____ 19____ The within-mentioned YACHT LICENSE is hereby renewed for ONE YEAR from _____ 19____.	Deputy Collector of Customs.
(7) Part of _____ 19____ The within-mentioned YACHT LICENSE is hereby renewed for ONE YEAR from _____ 19____.	Part of _____ 19____ The within-mentioned YACHT LICENSE is hereby renewed for ONE YEAR from _____ 19____.	Deputy Collector of Customs.

REGISTERED TO  
 \_\_\_\_\_  
 TONNAGE LICENSE NO. \_\_\_\_\_

# THE UNITED STATES OF AMERICA

DEPARTMENT OF COMMERCE  
 U. S. COAST GUARD

DATE OF ISSUE \_\_\_\_\_  
 EXPIRES \_\_\_\_\_

Number of \_\_\_\_\_  
 Tonnage of \_\_\_\_\_  
 Name of \_\_\_\_\_

## License of Yacht under Twenty Tons

In Conformity to Chapter Two, Title XLVIII, "Regulation of Commerce and Navigation," of the Revised Statutes of the United States and to "An Act to amend Sections 4214 and 4218 of the Revised Statutes relating to Yachts," approved August 23, 1912

I hereby declare and subscribe the oath \* \_\_\_\_\_ required by law, and being sworn \* \_\_\_\_\_ that

\_\_\_\_\_ citizen of the United States and the sole owner of the vessel called the \_\_\_\_\_ and that the said vessel was built in the year \_\_\_\_\_ of \_\_\_\_\_ State of \_\_\_\_\_ as appears by \_\_\_\_\_

and I hereby certify that the said vessel is a \_\_\_\_\_ having on board \_\_\_\_\_ other than the master, that her register length is \_\_\_\_\_ feet, her register breadth \_\_\_\_\_ feet, her register depth \_\_\_\_\_ feet, her height \_\_\_\_\_ feet; that she measures as follows: \*\*

Capacity under storage deck _____	Capacity between decks above storage deck _____	Capacity of outboard on the upper deck, viz: Forecastle _____; bridge _____; poop _____; lower-deck _____; side _____; stern _____; water hatchways _____; light and air _____	Class _____
Debitations under Section 4123, Revised Statutes, as amended (Section 77, title 46, United States Code): Crew space _____; Master's cabin _____; Steering gear _____; Anchor gear _____; Boatman's stores _____; Chart house _____; Decking engine and boiler _____; Radio house _____; Storage of oil _____; Propelling power (actual space) _____; Tonnage Decks _____; Net Tonnage _____			
The following-described spaces, and no others, have been omitted, viz: Forepeak _____; afterpeak _____; other spaces (except double bottom) for water ballast _____; upon foredeck _____; upon bridge _____; upon poop _____; upon other deck _____; saloon _____; companionway _____; gallery _____; skylight _____; water closets _____; washrooms _____; anchor gear _____; condenser _____; Decking engine and boiler _____; steering gear _____; light and air spaces _____; other machinery spaces _____			

I do hereby declare and subscribe the oath \* \_\_\_\_\_ the master, being sworn that he is a citizen of the United States, that this vessel, used and employed exclusively as a PLEASURE VESSEL or designed as a vessel of that description, shall not, while the license continues in force, transport merchandise or carry passengers for pay, or engage in any unlawful trade, nor in any way violate the revenue laws of the United States, and that comply with the laws in all other respects:

THIS LICENSE is hereby granted for the said YACHT to proceed from port to port in the United States without entering or clearing at the Customhouse, and to foreign ports without clearing in the United States. This LICENSE will continue and be in force for ONE YEAR from the date hereof and no longer.

GIVEN under my hand and seal at the PORT of \_\_\_\_\_ District of \_\_\_\_\_, this \_\_\_\_\_ day of \_\_\_\_\_ in the year One Thousand Nine Hundred and \_\_\_\_\_

Officer in Charge, Water Inspection

\* I swear upon oath and affirm of justice by which each an affidavit was made.  
 \* "Other" means "other," "other," "other," or as required.  
 \*\* "Net Tonnage" means "Net Tonnage" as defined in the Act of August 23, 1912, and in the Regulations thereunder, and shall not be taken to mean "Gross Tonnage" or "Registered Tonnage" as defined in the Act of August 23, 1912, and in the Regulations thereunder. The net tonnage of a vessel is the tonnage of the vessel as defined in the Act of August 23, 1912, and in the Regulations thereunder, and shall not be taken to mean "Gross Tonnage" or "Registered Tonnage" as defined in the Act of August 23, 1912, and in the Regulations thereunder. The net tonnage of a vessel is the tonnage of the vessel as defined in the Act of August 23, 1912, and in the Regulations thereunder, and shall not be taken to mean "Gross Tonnage" or "Registered Tonnage" as defined in the Act of August 23, 1912, and in the Regulations thereunder.







PROVISIONAL  
REGISTERED NO. \_\_\_\_\_

LETTERS  
\_\_\_\_\_

THE  
UNITED STATES OF AMERICA

DEPARTMENT OF TRANSPORTATION  
UNITED STATES COAST GUARD

PROVISIONAL

Certificate of Registry

Pursuant to an Act of the Congress of the United States of America, approved March 4, 1915, entitled "An Act to provide for provisional certificates of registry of vessels abroad, and for other purposes."

I, \_\_\_\_\_, Consul of the United States of America at \_\_\_\_\_, hereby certify that:

\_\_\_\_\_ of the United States of America  
and the sole owner of the vessel called the "\_\_\_\_\_"  
is a citizen of the United States of America  
and that this vessel was purchased  
as is shown by a properly authenticated  
bill of sale, now on file at \_\_\_\_\_; that she is used  
according to survey dated \_\_\_\_\_; that her present master is \_\_\_\_\_; that  
the said vessel was built in the year \_\_\_\_\_ of \_\_\_\_\_  
as appears by \_\_\_\_\_ Register No. \_\_\_\_\_, issued on \_\_\_\_\_, 19\_\_\_\_,  
and said register certifies that the said vessel is a \_\_\_\_\_; that she has  
deck \_\_\_\_\_ met \_\_\_\_\_, and a \_\_\_\_\_ stern; that  
her register length is \_\_\_\_\_ feet, her register breadth \_\_\_\_\_ feet, her register depth \_\_\_\_\_ feet,  
her height \_\_\_\_\_ feet; and that she measures as follows:

	TONS	NET TONS
Capacity under average deck		
Capacity between decks above average deck		
Capacity of holdways as or above the upper deck, etc.		
	Gross Tonnage	
Deductions:		
One spar	Master's cabin	
Steering gear	Anchor gear	Boatman's cabin
Chart house	Dashley engine and boiler	Radio house
Storage of mail	Propelling gear (main spar)	
	Tonal Deductions	
	Net Tonnage	
The following-described spars, and no others, have been omitted, viz:		

This provisional certificate entitles the above-described vessel to the privilege of a vessel of the United States in trade with foreign countries or with the Islands of Guam and Puerto Rico until the expiration of six months from date or until ten days after her arrival at a port of the United States, whichever first happens, and no longer.

GIVEN under my hand and seal, as the Consul of the United States of America, at \_\_\_\_\_, this \_\_\_\_\_ day of \_\_\_\_\_, in the year One Thousand Nine Hundred and \_\_\_\_\_.

[Signature]

Consul of the United States of America.

1. Survey made, description correct, and tonnage correct if such vessel is a motor vessel, or if a sailing vessel, or if a vessel of the United States, or if a vessel of the United States, or if a vessel of the United States, or if a vessel of the United States.

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THE UNITED STATES OF AMERICA  
DEPARTMENT OF TRANSPORTATION  
UNITED STATES COAST GUARD

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PROVISIONAL

**CERTIFICATE OF REGISTRY**

No. \_\_\_\_\_

OF THE

-----  
CALLED THE  
-----

----- gross, ----- net,

ISSUED AT THE CONSULATE OF THE  
UNITED STATES OF AMERICA

At \_\_\_\_\_

-----, 19-----

*Where surrendered:*

-----  
*When surrendered:*

-----, 19-----

*Why surrendered:*

-----  
*Signature*-----

-----  
*Title*-----

REGISTRATION NUMBER

407685

POSTAL NUMBER

**UNITED STATES COAST GUARD**



**CANCELED**

**TO U. S. MERCHANT MARINE OFFICER**

*This is to certify that  
having been ~~examined~~ examined and found compliant by the  
undersigned, is licensed to serve as*



**CANCELED**

*for the term of five years, from the \_\_\_\_\_ day of \_\_\_\_\_, 19\_\_  
Given under my hand this \_\_\_\_\_ day of \_\_\_\_\_, 19\_\_*

Post

*Whichever Change of Name is Applicable*

Additional Endorsements: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Signature of Licensee \_\_\_\_\_  
I or Book Number \_\_\_\_\_  
Date of Birth \_\_\_\_\_  
Place of Birth \_\_\_\_\_  
Present Address \_\_\_\_\_  
\_\_\_\_\_

▲ JUNE 2004 LHM

00003

ISSUE NUMBER

## UNITED STATES COAST GUARD



VOID

SAMPLE ONLY

EXCERPT

TO OPERATE OR NAVIGATE PASSENGER CARRYING VESSELS

This is hereby that  
 satisfactory evidence to the undersigned that he can safely be entrusted  
 with the duties and responsibilities of operator of  
 propelled passenger carrying vessels as defined in the Act of May 16,  
 1916, of not more than \_\_\_\_\_ days of \_\_\_\_\_

and is hereby licensed as such for a term of five years from this date.

Given under my hand this \_\_\_\_\_ day of \_\_\_\_\_ 19\_\_\_\_



Signature of Captain, Master, or Operator

Post







UNITED STATES OF AMERICA  
DEPARTMENT OF TRANSPORTATION  
UNITED STATES COAST GUARD

This Certificate Expires \_\_\_\_\_, 19\_\_

# Certificate of Inspection

VESSEL				OFFICIAL NUMBER	CLASS
BRIDGE TONS	NET TONS	LENGTH	HOME PORT		
YEAR BUILT	PLACE BUILT	YEAR REBUILT	HULL CONSTRUCTED OF		
OPERATOR			OPERATOR'S ADDRESS		
OWNER			OWNER'S ADDRESS		

The inspection of the above named vessel having been completed at \_\_\_\_\_ on the \_\_\_\_\_ day of \_\_\_\_\_, 19\_\_\_\_, I hereby certify that said vessel is in all respects in conformity with the applicable vessel inspection laws and the rules and regulations prescribed thereunder. The following complement of licensed officers and crew is required to be carried, included in which there must be \_\_\_\_\_ Certified Lifeline and \_\_\_\_\_ Certified Tankerman:

Master	Master & 1st Class Pilot	Able Seaman	Chief Engineer	Fireman/Watchstander
Chief Mate	Chief Pilot(s)	Ordinary Seaman	1st Asst. Engineer	Others
2nd Mate	Radio Officer(s)	Deckhands	2nd Asst. Engineer	Engineer(s)
_____ Mate(s)	_____ Operator(s)			

In addition the vessel may carry \_\_\_\_\_ other persons in the crew, \_\_\_\_\_ passengers, \_\_\_\_\_ persons in addition to the crew, and Total persons allowed \_\_\_\_\_

Route permitted and conditions of operation:

### EQUIPMENT AND INSPECTION DATA

Liferaising equipment provided for _____ persons, viz: Lifelines on port side for _____ persons Lifelines on starboard side for _____ persons Motor Lifelines (included on total Lifelines) Inflatable liferafts for _____ persons Life Boats for _____ persons _____ for _____ persons _____ for _____ persons Life preservers for _____ adults and _____ children	Stability letter issued _____ Drydocked _____ Tidegates down _____ Propulsion _____ Shaft H. P. _____ Fuel _____ Pressure Vessels Examined _____	BOILERS: Records of _____ Number _____ Year built _____ Type _____ Mtr. _____ Mountings opened _____ Mountings removed _____ Hydraulic test _____ Max steam pressure allowed _____	
Fire extinguishing system: Fixed _____ _____	Fire extinguishers (No. _____ Close _____)	Fire hose, total length _____ Ft. _____ _____ Fire hose _____ _____ Fire pump _____	Inspected and approved for the carriage of: Capacity: _____
Responsible _____			

### PERIODIC REINSPECTIONS

DATE	INSP. TIME	INSPECTION

\_\_\_\_\_  
(Officer in Charge, Marine Inspection)

\_\_\_\_\_  
(Inspection Zone)

DEPARTMENT OF TRANSPORTATION U. S. COAST GUARD CG-330 (Rev. 3-57)		REPORT OF VIOLATION		REPORT CONTROL SYMBOL DPL - 2108	
INSTRUCTIONS					
<ol style="list-style-type: none"> <li>1. Submit original and one copy to District Commander and retain one copy. (See applicable manual, CG-329, CG-303)</li> <li>2. Complete all items applicable or insert "NA".</li> <li>3. Complete the narrative summary on the reverse hereof and list enclosures.</li> <li>4. Complete shaded areas only for facilities.</li> </ol>					
REPORTING UNIT				DATE	
<b>1. VESSEL/FACILITY</b>					
NAME/ADDRESS			OFFICIAL NUMBER		PROPULSION
NATIONALITY	HOME PORT	PORT DEPARTED/ENROUTE			
DOCUMENT DESCRIPTION	LENGTH	GROSS TONNAGE	NET TONNAGE	HORSEPOWER	
<b>2. CERTIFICATE OF INSPECTION</b>					
DATE	PORT	ROUTE	SERVICE		
<b>3. NAME AND ADDRESS</b>					
CAPTAIN/SPRINTER/PILOT/PERSON IN CHARGE				CG LICENSE	
				YES <input type="checkbox"/> NO <input type="checkbox"/>	
OWNER					
AGENT					
<b>4. SUSPECTED/BOARDED</b>					
UNDERWAY <input type="checkbox"/>		MOORED <input type="checkbox"/>	ANCHORED <input type="checkbox"/>	FACILITY <input type="checkbox"/>	
TIME/DATE AND LOCATION (Body of water, city, state, etc.)					
CHART NUMBER	BEARING	DISTANCE	FROM (government point)		
		0°	VDR/M.		
<b>5. VIOLATION(s) (Use additional sheets, if necessary)</b>					
<b>A. STATUTE</b> (Cite section of USC and, if necessary, CFR eg. 33 USC 404, 33 CFR 30.30)		<b>B. NATURE OF VIOLATION</b> (Describe below)		<b>C. PENALTY</b> (Insert penalty statute, amount assessed and adjuster when for each violation.)	

PREVIOUS EDITIONS MAY BE USED

**NARRATIVE SUMMARY** - Give a brief yet informative statement of the facts constituting the violation. Include sketches, diagrams, physical conditions, type and location of cargo, weather and sea conditions, and other related data as applicable. Include names and addresses of witnesses and persons interviewed, and list evidence if any. Include any pertinent information which might be helpful to reviewing officers in determining the nature of the violation, the degree of culpability, the likely effect of the case on enforcement generally, and the effect which the imposition of a penalty is likely to have on the offender. This statement should also indicate whether or not the owner or person in charge was instructed as to the requirements of the law violated. It should include any pertinent comments made regarding the violation by the owner or person in charge.

REPORTING OFFICER, GRADE, TITLE.

SIGNATURE

GPO 581-648

### Use of Form CG 2636

Form CG 2636 (Report of Violation) shall be used by Boarding Officers to report violations of criminal statutes, Port Security and Dangerous Cargo Regulations, and violations of laws or regulations administered by other agencies of the Government (such as laws and regulations relating to customs and revenue, immigration, quarantine, fish and wild-life conservation).

REPORT OF BOARDING		REPORT NUMBER				
		03-306-0057				
VESSEL NUMBER CT-5217-AB		VESSEL NAME				
VESSEL DATA	FUEL COMPARTMENT <input type="checkbox"/> OPEN <input checked="" type="checkbox"/> CLOSED	MAKE AND MODEL Love Star - Mystic				
	ENG. COMPARTMENT <input checked="" type="checkbox"/> OPEN <input type="checkbox"/> CLOSED	HULL MATERIAL Fibre glass	LENGTH 14			
		KEY TONS	P.O.B. 3			
		USE <input checked="" type="checkbox"/> PLEASURE <input type="checkbox"/> FISHING (Commercial)	G.R.T. —			
PROPULSION <input type="checkbox"/> INBOARD <input type="checkbox"/> OUTBOARD (CONSTR: <input type="checkbox"/> OPEN <input checked="" type="checkbox"/> CLOSED) <input type="checkbox"/> OTHER (Specify):		PASSENGERS FOR HIRE <input type="checkbox"/> PASSENGERS FOR HIRE <input type="checkbox"/> FREIGHT				
		M.P. 25				
NAME AND ADDRESS OF OWNER (First, Middle, Last) <input checked="" type="checkbox"/> MR. <input type="checkbox"/> MRS. <input type="checkbox"/> MISS Francis A. Skeadoddle 414 South 10th Street OCEANSIDE, Connecticut						
NAME AND ADDRESS OF OPERATOR OR MASTER <input type="checkbox"/> MR. <input type="checkbox"/> MRS. <input checked="" type="checkbox"/> MISS Patricia A. Skeadoddle 414 South 10th Street OCEANSIDE, Connecticut AGE (If married): 14						
OBSERVED UNDERWAY AT THE FOLLOWING:						
DATE (Mo., day, year)	TIME (A.M. P.M.)	ZONE	LOCATION			
9/6/65	11:15	EDT	Fort Pond Bay Montauk, Long Island New York			
YES	NO	RESULT OF EXAMINATION (Check only applicable items and explain all details in remarks)		NONE		
		ITEM	YES	NO	ITEM	
X		Valid Certificate of Numbers			Horn or whistle adequate	
X		Numbers properly displayed			Bell adequate	
		Required lights (Night only)			Ventilation adequate	
		Flame arrestor properly installed			Engine Compartment	
X		Lifesaving devices adequate		X	Fuel Tank Compartment	X
4		Number of approved acceptable lifesaving devices on board		X	Fire extinguishers adequate	
1		Number of non-approved or not serviceable lifesaving devices	0		Number of approved serviceable fire extinguishers on board	
		Reckless or negligent operation (Explain)	1		Number of non-approved or not serviceable fire extinguishers	
REMARKS (Describe details of violations, conditions on board, if necessary) ① No cowls or ducting to fuel compartment Small opening at fwd deck level approx. 2" X 5" for compartment 1' X 1 1/2' X 7'. ② stored pressure dry chemical extinguisher Not weighed since 7/1/64.						
UNIT TO WHICH ATTACHED			BOARDING OFFICER'S SIGNATURE			
MBDE + New London			<i>G.H. Boarder</i>			
RATE	SERVICE NUMBER	PRINT NAME				
Bm1	217-001	George H Boarder				

PREVIOUS EDITION IS OBSOLETE

TREAS. DEPT., U.S.C.G., CG-4100 A (REV. 10-64)

### CONGRATULATIONS!

Your boat has been examined by a Boarding Officer of the United States Coast Guard who has found that it is equipped and numbered as required by Coast Guard regulations.

The Coast Guard requests your cooperation in promoting the safety of life and property on the nation's waterways. By observing the prescribed laws and regulations and by following safe boating practices, you can help to reduce the number of lives lost or injuries sustained and prevent damage to property. By practicing good seamanship you can set an example for others to follow.

The Coast Guard Auxiliary, a volunteer civilian adjunct of the regular Coast Guard, offers free public instruction courses in small boat handling and seamanship. They also conduct a complete safety examination of motorboats at the request of the owner. Special decals are issued to boats passing this courtesy motor-boat examination. Your participation in their programs is encouraged.

### REMARKS (Continued)

### DETAILED LOCATION

KNOWN LANDMARK	DIRECTION FROM	DISTANCE FROM
Fort Pond Bay Entrance Buoy	180	2 miles
BODY OF WATER		
Fort Pond Bay, Long Island Sound		
CITY AND STATE OR LATITUDE AND LONGITUDE		
Montauk, Long Island, New York		

PLEASE KEEP THIS COPY ON BOARD

NOTICE OF VIOLATION		REPORT NUMBER	
VESSEL NUMBER CT-5217-AB		VESSEL NAME _____	
VESSEL DATA	FUEL COMPARTMENT <input type="checkbox"/> OPEN <input checked="" type="checkbox"/> CLOSED	MAKE AND MODEL Lone Star-Mystic	P.O.B. 3
	ENG. COMPARTMENT <input checked="" type="checkbox"/> OPEN <input type="checkbox"/> CLOSED	HULL MATERIAL Fibre Glass	LENGTH 14'
	USE <input checked="" type="checkbox"/> PLEASURE <input type="checkbox"/> FISHING (Commercial) <input type="checkbox"/> PASSENGERS FOR HIRE <input type="checkbox"/> FREIGHT	NET TONS —	S.R.T. —
	PROPULSION <input type="checkbox"/> INBOARD <input checked="" type="checkbox"/> OUTBOARD (CONSTR.) <input type="checkbox"/> OTHER (Specify):	<input type="checkbox"/> OPEN <input checked="" type="checkbox"/> CLOSED	H.P. 25
NAME AND ADDRESS OF OWNER (First, Middle, Last) <input checked="" type="checkbox"/> MR. <input type="checkbox"/> MRS. <input type="checkbox"/> MISS Francis A. Skeadaddle 414 South 10th Street OceanSide, Connecticut			
NAME AND ADDRESS OF OPERATOR OR MASTER <input type="checkbox"/> MR. <input type="checkbox"/> MRS. <input checked="" type="checkbox"/> MISS Patricia A. Skeadaddle 414 South 10th Street OceanSide, Connecticut AGE (Minors): 14			
OBSERVED UNDERWAY AT THE FOLLOWING:			
DATE (Mo., day, year)	TIME (A.M. or P.M.)	ZONE	LOCATION
9/6/65	11:15	EDT	Fort Pond Bay Montauk, Long Island New York
YES	NO	RESULT OF EXAMINATION (Check only applicable items and explain all details in remarks)	NONE
		ITEM	ITEM
X		Valid Certificate of Numbers	—
X		Numbers properly displayed	—
		Required lights (Night only)	—
		Flame arrestor properly installed	—
X		Lifesaving devices adequate	X
4		Number of approved acceptable lifesaving devices on board	X
1		Number of non-approved or not serviceable lifesaving devices	0
		Reckless or negligent operation (Explain)	1
REMARKS (Describe details of violations, continue on reverse if necessary)			
<p>① No cowls or ducting to fuel compartment Small opening at fwd deck level approx. 2" x 5" for compartment 1' x 1/2' x 7'</p> <p>② Stored pressure dry chemical extinguisher Not weighted since 7/1/64</p>			
UNIT TO WHICH ATTACHED		BOARDING OFFICER'S SIGNATURE	
NBDet New London		St. Doulos	
Violations are listed above. Correct discrepancy as soon as possible.			
See reverse side for further information.			

PREVIOUS EDITION IS OBSOLETE

TREAS. DEPT., U.S.C.G., CG-4100 A (Rev. 10-64)

IMPORTANT NOTICE TO OWNER OR OPERATOR

CORRECT DISCREPANCY AS SOON AS POSSIBLE

Continued operation without required safety equipment may be an invitation to a serious accident. It may also result in additional penalties for repeated violation of Federal Law.

1. PROCEDURES.

You will be advised by the Coast Guard District Commander of action taken in regard to violations reported. If a penalty, is incurred, you will be advised of the procedures to follow. Penalties which may be imposed by the District Commander for each violation reported are:

Equipment--\$100.00

Numbering-- \$50.00

NOTE: If carrying passengers for hire penalties up to \$200.00 may be imposed for fire extinguisher or life saving device violations or for failure to have a valid operators license.

2. PROMOTE BOATING SAFETY.

The Coast Guard requests your cooperation in promoting the safety of life and property on the nation's waterways. By observing the proscribed laws and regulations and by following safe boating practices, you can help reduce the number of lives lost or injuries sustained and prevent damage to property. By practicing good seamanship, you can set an example for others to follow.

The Coast Guard Auxiliary, a volunteer civilian adjunct of the regular Coast Guard, offers free public instruction courses in small boat handling and seamanship. The auxiliary also conducts a complete safety examination of motorboats at the request of the owner. Special decals are issued to boats passing this courtesy motorboat examination. Your participation in these programs is encouraged.

---

Additional Remarks

<b>NUMBER</b>	<b>EXPIRATION DATE</b>	<b>10. HULL MATERIAL</b>	<b>1a. NAME OF OWNER</b>
<b>DO NOT WRITE ABOVE THIS LINE (Please print all information)</b>		WOOD <input type="checkbox"/> ALUMINUM <input type="checkbox"/>	<b>STREET ADDRESS</b>
<b>1. NAME OF OWNER (First name, middle initial, last name)</b>		STEEL <input type="checkbox"/> PLASTIC <input type="checkbox"/>	<b>CITY AND STATE</b>
<b>2. STREET ADDRESS</b>		Other (Specify) _____	
<b>CITY AND STATE</b>		<b>11. PROPULSION</b>	<b>4a. MAKE OF BOAT</b>
		OUTBOARD <input type="checkbox"/> GASOLINE <input type="checkbox"/>	
<b>2. OWNER'S DATE OF BIRTH</b>		INBOARD <input type="checkbox"/> DIESEL <input type="checkbox"/>	
<b>3. CITIZENSHIP OF OWNER</b>		OTHER <input type="checkbox"/> OTHER _____	<b>6a. STATE PRINCIPALLY USED IN</b>
<b>4. NAME OF BOAT</b>		<b>13. USE</b>	
<b>5. PRESENT NUMBER (if any)</b>		PLEASURE <input type="checkbox"/>	<b>7b. LENGTH IN FEET</b>
<b>6. STATE PRINCIPALLY USED IN</b>		INVERT <input type="checkbox"/>	
		COMMERCIAL <input type="checkbox"/>	
		PASSINGER <input type="checkbox"/> FISHING <input type="checkbox"/> OTHER <input type="checkbox"/>	
<b>7. LENGTH IN FEET</b>	<b>8. YEAR BUILT</b>		<b>THIS TEMPORARY CERTIFICATE EXPIRES</b>
			<b>60 DAYS FROM DATE FEE PAID</b>
<b>9. REASON FOR APPLICATION</b>	<b>14. I declare under the penalties prescribed in 18 U.S.C. 1001, to the best of my knowledge and belief that I own the vessel described herein and that the description and all matters stated herein are true and correct.</b>		<b>14c. SIGNATURE</b>
<input type="checkbox"/> ORIGINAL NUMBER			
<input type="checkbox"/> TRANSFER OF OWNERSHIP (Other than to Inmate)			
<input type="checkbox"/> CHANGE IN STATE OF RESIDUAL USE			
<input type="checkbox"/> STATE HOLDER POSSESSION	<b>Sign here</b>		

**APPLICATION FOR NUMBER**      **CG-3876A (12-59)**      **TEMPORARY CERTIFICATE OF NUMBER**

Budget Bureau No. 48-8358      **CG-3876A (12-59)**

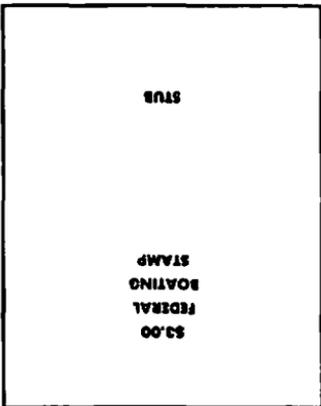
**INSTRUCTIONS FOR PREPARATION OF FORM**

(Print in ink or use typewriter)

- 1 & 1a. Name and Address of Owner. List the name and address of one owner whose mail should be delivered. List names of additional owners in the spaces provided below these instructions.
2. Owner's Date of Birth. Insert month, day and year.
3. Citizenship of Owner. Insert present citizenship of owner, i.e., U.S., Canadian, French, etc.
- 4 & 4a. Make of Boat. Insert name of company that built the boat. If boat was built by owner or builder is unknown, insert brand.
5. Present Number. If the boat is now numbered under Coast Guard Regulations, insert the number.
- 6 & 6a. Stern Principally Used In. Insert the name of the State in which the boat will be used, received, or docked a majority of the time.
- 7 & 7a. Length in Feet. Insert length of vessel (to nearest foot) measured from end to end over the deck excluding sheer.
8. Year Built. Insert year in which boat was built; if unknown, leave blank.
9. Reason for Application. Insert an "X" in the appropriate block. If application is for a new number as a result of change in title of principal use, also complete form CG-3521, "Notification of Change in Status of Vessel." If application is for new number as a result of lost holder possession, attach a signed statement explaining the possession in detail.
10. Hull Material. Insert an "X" in the box to describe the principal material used in constructing the hull of the vessel.
11. Propulsion. Insert an "X" in the box to describe whether the boat is outboard, inboard, or other.
12. Fuel. Insert an "X" in the box to describe whether engine runs gas, diesel, or other type of fuel.
13. Use. Insert an "X" in the box to describe the intended use of the boat.
- 14 & 14a. Signatures. Owner listed in items 1 & 1a must sign the application for number and temporary certificate.

**NAMES OF ADDITIONAL OWNERS**

--	--



**NOTICE TO OWNER**

1. Report within 15 days changes of ownership or address, and destruction or abandonment of vessel. (Forms available in nearest U.S. Post Office.)
2. Operator is required to:
  - a. Always carry this certificate on vessel when in use.
  - b. Stop and render aid or assistance if involved in boating accident.
  - c. Promptly report every accident involving injury or death to persons, or property damage over \$100. (Forms for reporting accidents may be obtained from the nearest U.S. Coast Guard Office.)

NUMBER

## PLEASE PRINT ALL INFORMATION

NAME OF OWNER (First name, middle initial, last name)

STREET ADDRESS

CITY AND STATE

EXPLAIN CIRCUMSTANCES OF THE LOSS OR DESTRUCTION OF CERTIFICATE OF NUMBER

## CAUTION

Federal Regulations prohibit the owner of a vessel from having more than one valid Coast Guard certificate of number for any one vessel at any time.

NUMBER

NAME OF OWNER

STREET ADDRESS

CITY AND STATE

MAKE OF BOAT

STATE PRINCIPALLY USED IN

LENGTH IN FEET

THIS TEMPORARY CERTIFICATE EXPIRES  
60 DAYS FROM DATE FEE PAID

SIGNATURE

SIGNATURE

CO-3919 (12-59)

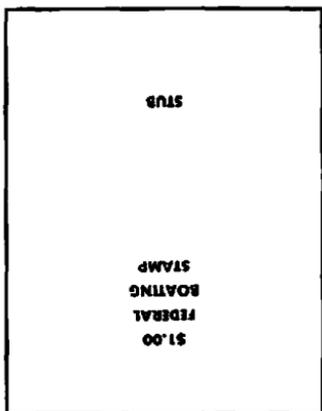
Budget Bureau No. 48-8356

CO-3919A (12-59)

GPO 1960 OF-537196

APPLICATION FOR DUPLICATE CERTIFICATE OF NUMBER

TEMPORARY DUPLICATE  
CERTIFICATE OF NUMBER



**NOTICE TO OWNER**

1. Report within 15 days changes of ownership or address, and destruction or abandonment of vessel. (Forms available in nearest U.S. Post Office.)
2. Operator is required to:
  - a. Always carry this certificate on vessel when in use.
  - b. Stop and render aid or assistance if involved in boating accident.
  - c. Promptly report every accident involving injury or death to persons, or property damage over \$100. (Forms for reporting accidents may be obtained from the nearest U.S. Coast Guard Office.)

BOAT NUMBER

(Do not write in this block)

NAME OF OWNER AND NEW ADDRESS

5-23

I CERTIFY that my boat will be principally used in the State where it is presently numbered.

DATE OF THIS NOTICE

Sign here .....

CG-3920 (12-59)

Budget Bureau No. 48-R366.

GPO : 1960 OF-537199

**CHANGE OF ADDRESS NOTICE**

BOAT NUMBER  
NAME

NOTIFICATION OF CHANGE  
IN STATUS OF VESSEL

Budget Bureau  
No. 004-R3001

STREET ADDRESS

CITY, STATE AND ZIP CODE

Check appropriate block and attach Certificate of Number. If Certificate of Number is lost, explain circumstances on reverse.

VESSEL LOST

VESSEL DESTROYED

VESSEL ABANDONED

TRANSFER OF OWNERSHIP (*new owner's name* \_\_\_\_\_)

CHANGE IN STATE OF PRINCIPAL USE (*new state* \_\_\_\_\_)

RETURN TO:

COMMANDANT (BBA)  
U. S. COAST GUARD  
WASHINGTON, D.C. 20591

SIGNATURE

DATE OF THIS NOTICE

Dept. of Transp., USCG, CG-3921 (Rev. 11-68)

PREVIOUS EDITIONS USABLE

5-25

Amend. 1

DEPARTMENT OF TRANSPORTATION U. S. COAST GUARD CG-1865 (Rev. 12-67)	<b>BOATING ACCIDENT REPORT</b>	FORM APPROVED BUREAU OF THE BUDGET NO. 04-R3012
<p>The operator of every vessel involved is required by the Federal Boating Act of 1958 to file a report in writing whenever a boating accident results in loss of life, injury causing incapacitation in excess of 72 hours or property damage in excess of \$100. Reports in death cases must be submitted within 48 hours; reports in other cases are required within 5 days. All reports shall be submitted to the Officer in Charge, Marine Inspection, U. S. Coast Guard nearest the place where such accident occurred.</p>		

COMPLETE ALL BLOCKS (Indicate those not applicable by "NA")

1. OPERATOR'S NAME AND ADDRESS	2. AGE	3. OPERATOR'S EXPERIENCE <input type="checkbox"/> UNDER 20 HOURS <input type="checkbox"/> 20 TO 100 HOURS <input type="checkbox"/> 100 TO 500 HOURS <input type="checkbox"/> OVER 500 HOURS	4. FORMAL INSTRUCTIONS IN BOATING SAFETY <input type="checkbox"/> USCG AUXILIARY <input type="checkbox"/> U.S. POWER SQUADRON <input type="checkbox"/> AMERICAN RED CROSS <input type="checkbox"/> OTHER (Indicate)
			<input type="checkbox"/> NONE

8. BOAT NUMBER	9. BOAT NAME	10. MAKE OF BOAT	11. MODEL OF BOAT
12. TYPE BOAT <input type="checkbox"/> OPEN MOTORBOAT <input type="checkbox"/> CABIN MOTORBOAT <input type="checkbox"/> AUXILIARY SAIL <input type="checkbox"/> SAIL (ONLY) <input type="checkbox"/> ROWBOAT <input type="checkbox"/> CANOE <input type="checkbox"/> OTHER (Specify)	13. HULL MATERIAL <input type="checkbox"/> WOOD <input type="checkbox"/> ALUMINUM <input type="checkbox"/> STEEL <input type="checkbox"/> FIBERGLASS (Plastic) <input type="checkbox"/> OTHER (Specify)	14. ENGINE <input type="checkbox"/> OUTBOARD <input type="checkbox"/> INBOARD GASOLINE <input type="checkbox"/> INBOARD DIESEL <input type="checkbox"/> INBOARD/OUTBOARD <input type="checkbox"/> OTHER (Specify)	15. BOAT DATA HORSEPOWER _____ LENGTH _____ WIDTH _____ YEAR BUILT _____

16. DATE OF ACCIDENT	17. TIME ____ AM ____ PM	18. NAME OF BODY OF WATER	19. LOCATION
20. STATE	21. NEAREST CITY OR TOWN	22. COUNTY	

23. WEATHER <input type="checkbox"/> CLEAR <input type="checkbox"/> RAIN <input type="checkbox"/> CLOUDY <input type="checkbox"/> SNOW <input type="checkbox"/> FOG <input type="checkbox"/> HAZY	24. WATER CONDITIONS <input type="checkbox"/> CALM <input type="checkbox"/> CHOPPY <input type="checkbox"/> ROUGH <input type="checkbox"/> VERY ROUGH <input type="checkbox"/> STRONG CURRENT	25. WIND <input type="checkbox"/> NONE <input type="checkbox"/> LIGHT (0-6 MPH) <input type="checkbox"/> MODERATE (7-14 MPH) <input type="checkbox"/> STRONG (15-25 MPH) <input type="checkbox"/> STORM (Over 25 MPH)	26. VISIBILITY <input type="checkbox"/> GOOD <input type="checkbox"/> FAIR <input type="checkbox"/> POOR
--	--	--	---

27. OPERATION AT TIME OF ACCIDENT (Check all applicable) <input type="checkbox"/> CRUISING <input type="checkbox"/> AT ANCHOR <input type="checkbox"/> APPROACHING DOCK <input type="checkbox"/> TIED TO DOCK <input type="checkbox"/> WATER SKIING <input type="checkbox"/> FUELING <input type="checkbox"/> RACING <input type="checkbox"/> FISHING <input type="checkbox"/> TOWING <input type="checkbox"/> HUNTING <input type="checkbox"/> BEING TOWED <input type="checkbox"/> SKIN DIVING OR SWIMMING <input type="checkbox"/> ORIFTING <input type="checkbox"/> OTHER (Specify)		28. TYPE OF ACCIDENT <input type="checkbox"/> GROUNDING <input type="checkbox"/> COLLISION WITH FIXED OBJECT <input type="checkbox"/> CAPSIZING <input type="checkbox"/> COLLISION WITH FLOATING OBJECT <input type="checkbox"/> FLOODING <input type="checkbox"/> FALLS OVERBOARD <input type="checkbox"/> SINKING <input type="checkbox"/> FALLS IN BOAT <input type="checkbox"/> FIRE OR EXPLOSION (Fuel) <input type="checkbox"/> BURNS <input type="checkbox"/> FIRE OR EXPLOSION (Other than fuel) <input type="checkbox"/> HIT BY BOAT OR PROPELLER <input type="checkbox"/> COLLISION WITH VESSEL <input type="checkbox"/> OTHER (Specify)	
--	--	---	--

PREVIOUS EDITIONS ARE OBSOLETE

COMPLETE BOTH SIDES

COMPLETE ALL BLOCKS, INDICATE THOSE NOT APPLICABLE BY "NA"			
<b>29. DEATHS</b>			
NAME	ADDRESS	DEATH CAUSED BY: <input type="checkbox"/> DROWNING <input type="checkbox"/> DISAPPEARANCE <input type="checkbox"/> OTHER	
NAME	ADDRESS	DEATH CAUSED BY: <input type="checkbox"/> DROWNING <input type="checkbox"/> DISAPPEARANCE <input type="checkbox"/> OTHER	
NAME	ADDRESS	DEATH CAUSED BY: <input type="checkbox"/> DROWNING <input type="checkbox"/> DISAPPEARANCE <input type="checkbox"/> OTHER	
<b>30. INJURIES</b>			
NAME	ADDRESS	NATURE OF INJURY	INCAPACITATED OVER 72 HOURS <input type="checkbox"/> YES <input type="checkbox"/> NO
NAME	ADDRESS	NATURE OF INJURY	INCAPACITATED OVER 72 HOURS <input type="checkbox"/> YES <input type="checkbox"/> NO
NAME	ADDRESS	NATURE OF INJURY	INCAPACITATED OVER 72 HOURS <input type="checkbox"/> YES <input type="checkbox"/> NO
<b>31. PROPERTY DAMAGE (Estimate)</b>		<b>DESCRIBE PROPERTY DAMAGE</b>	
THIS BOAT \$			
OTHER BOAT \$			
OTHER PROPERTY \$			
<b>32. DESCRIBE WHAT HAPPENED (Use sketch if helpful)</b>			
<b>33. WHAT, IN YOUR OPINION, CAUSED THE ACCIDENT?</b>		<b>34. WITNESSES (Names and Addresses)</b>	
<b>35. WAS THE BOAT ADEQUATELY EQUIPPED WITH COAST GUARD APPROVED LIFE SAVING DEVICES</b> <input type="checkbox"/> YES <input type="checkbox"/> NO <b>IF SO, WERE THEY USED</b> <input type="checkbox"/> YES <input type="checkbox"/> NO			
<b>OTHER VESSEL INVOLVED</b>			
<b>36. OPERATOR'S NAME</b>	<b>37. OPERATOR'S ADDRESS</b>	<b>38. VESSEL'S NUMBER</b>	
		<b>39. VESSEL'S NAME</b>	
<b>40. OWNER'S NAME</b>	<b>41. OWNER'S ADDRESS</b>		
<b>42. SIGNATURE OF PERSON COMPLETING REPORT</b>	<b>43. ADDRESS</b>	<b>44. DATE</b>	<b>45. TELEPHONE</b>

TREASURY DEPARTMENT U S COAST GUARD CG-1405 (Rev. 10-63)			LOAD LINE INSPECTION REPORT					
VESSEL			OFFICIAL NUMBER			HOME PORT		
KIND OF DOCUMENT				EMPLOYMENT FOR WHICH DOCUMENTED				
PROPULSION		LENGTH		NAME AND ADDRESS OF OWNER				
GROSS TONNAGE		NET TONNAGE						
NAME AND ADDRESS OF OPERATOR				NAME AND ADDRESS OF MASTER				
ARRIVAL				DEPARTURE				
FROM		DATE	HOUR	TO		DATE	HOUR	
INSPECTION								
DATE		TIME	PIER	PORT		NAME AND RANK OF ACCOMPANYING SHIP'S OFFICER		
CARGO OPERATIONS NOT <input type="checkbox"/> STARTED <input type="checkbox"/> STARTED			LOADLINE CLEARLY MARKED <input type="checkbox"/> YES <input type="checkbox"/> NO			LOG ENTRIES (At loading port) <input type="checkbox"/> YES <input type="checkbox"/> NO		
LOADLINE CERTIFICATE NO.		DATE OF ISSUANCE		ISSUED BY				
DATE VALIDATION EXPIRES		DATE OF LAST ENDORSEMENT		ENDORSED BY				
FREEBOARD DATA FROM LOADLINE CERTIFICATE				COMPUTATIONS				
APPLICABLE MARK (Indicate reason and whether for coastwise or international voyage)			FREEBOARD		SEASONAL FREEBOARD		A	
			FRESH WATER ALLOWANCE		FRESH OR BRACKISH WATER ALLOWANCE		D	
					ALLOWABLE FREEBOARD (2 MINUS B)		C	
					FREEBOARD AVERAGE OBSERVED		D	
OBSERVED DATA			HYDROMETER READING		AMOUNT SUBMERGED IN VIOLATION (C MINUS D)			
FREEBOARD		PORT		STARBOARD				
NOTE: Observed freeboards to be measured from upper edge of vessels deck line. Where the accuracy of the leadline marks themselves is not in question, in lieu of measuring freeboard from the deck line, freeboard may be determined by measuring from the water surface to the upper edge of the uppermost lead line mark (if visible) and adding to that measurement the freeboard to that mark as given in the Load Line Certificate.								
DRAFT AT TIME OF INSPECTION								
FORWARD				AFT				
PORT		STARBOARD		AVERAGE		PORT		
						STARBOARD		
						AVERAGE		
OTHER DATA								
FUEL CONSUMED ENROUTE			FRESH WATER CONSUMED			TOTAL CONSUMED		
TONS PER INCH IMMERSION		CARGO		DRAFT ON DEPARTURE LAST PORT				
				FORWARD		AFT		
						MESH		
REMARKS (Include reason for inspection. Continue on reverse if necessary.)								
DATE			SIGNATURE OF INSPECTING OFFICER					

PREVIOUS EDITION MAY BE USED

28539 TREAS. COHQ. WASH., D.C.

DEPARTMENT OF TRANSPORTATION U. S. COAST GUARD CG-3539 (Rev. 7-65)  REPORTS CONTROL SYMBOL OLB-2101	<b>WATER POLLUTION (Check applicable violation(s))</b> <input type="checkbox"/> OIL POLLUTION ACT OF 1961 (Discharge of oil by vessels within prohibited zones of the high seas.) <input type="checkbox"/> OIL POLLUTION ACT OF 1924 (Discharge of oil by vessels into navigable waters of the United States.) <input type="checkbox"/> THE REFUSE ACT OF 1899 (Discharge of refuse by vessel or shore facility into any navigable waters of the United States.)		
	REPORTING UNIT	CG DISTRICT	DATE OF VIOLATION
<b>SECTION I - VESSEL DATA</b>			
1. NAME OF VESSEL		2. OFFICIAL NUMBER	3. NATIONALITY
4. TYPE OF VESSEL <input type="checkbox"/> DRY CARGO <input type="checkbox"/> TANKER <input type="checkbox"/> TANK BARGE <input type="checkbox"/> OTHER (Specify)		5. GROSS TONS	6. INTERNATIONAL CALL
7. OWNERS (Name and address)		8. LOCAL AGENT (Name and address)	
9. MASTER		10. CHIEF ENGINEER	
A. NAME AND ADDRESS (If available)		B. LICENSE NO.	C. NAME AND ADDRESS (If available)
		D. LICENSE NO.	
<b>SECTION II - OIL RECORD BOOK DATA</b>			
1. REQUESTED RECORD BOOK FROM <input type="checkbox"/> MASTER <input type="checkbox"/> CHIEF ENGINEER		2. <input type="checkbox"/> PROPERLY MAINTAINED <input type="checkbox"/> IMPROPERLY MAINTAINED <input type="checkbox"/> COULD NOT BE PRODUCED	
<b>SECTION III - SHORE FACILITY DATA</b>			
1. NAME AND ADDRESS OF COMPANY		2. TYPE OF FACILITY	
		3. TYPE OF REFUSE	
<b>SECTION IV - POLLUTION DATA</b>			
1. PLACE OF POLLUTION (Local name or geographical coordinates)		2. TIME	3. <input type="checkbox"/> EQUIPMENT FAILURE <input type="checkbox"/> PERSONNEL FAILURE
4. OPERATING PERSONNEL INVOLVED	5. DUTY	6. MARINER'S LICENSE NUMBER (If any)	7. SIGNED STATEMENT ATTACHED
8. EMERGENCY MEASURES TAKEN TO REDUCE FIRE HAZARD		9. POLLUTANT	
<b>SECTION V - POLLUTION SAMPLES (Include this information on label of sample)</b>			
1. SOURCES A. B.		2. TIME A. B.	3. DATES A. B.
4. NAME OF PERSON(S) TAKING SAMPLES		5. WITNESSES TO TAKING SAMPLES	
PERSON REPORTING POLLUTION		WITNESS	
INVESTIGATING OFFICER (Typed name)		SIGNATURE (Involving OIB cor)	
FIRST ENDORSEMENT		SIGNED STATEMENT ATTACHED <input type="checkbox"/> YES <input type="checkbox"/> NO	
DATE			
SECOND ENDORSEMENT			
DATE		SIGNATURE (District Commander)	

PREVIOUS EDITIONS ARE OBSOLETE

## CHAPTER VI

### LOAD LINE REGULATIONS

#### VI-1. Enforcement Responsibility

The Coast Guard is responsible for the general enforcement of the Load Line Regulations. The actual enforcement of the Load Line Regulations is under the general supervision of the district commanders.

The load-line enforcement officer may be a Coast Guard commissioned, warrant or petty officer who has been designated to perform load-line enforcement duties. In addition, Customs officers are designated as load-line enforcement officers.

#### VI-2. Statutory Authority

The actions establishing load-line requirements are as follows:

a. *Foreign trade.* The Foreign Trade Load Line Act of March 2, 1929 (46 USC 85 to 85 (g)) applies to merchant vessels of 150 gross tons or over, loading at or proceeding to sea from a foreign port or any port or place within the United States or its possessions for a foreign voyage by sea, except on the Great Lakes, and is applicable to United States and foreign vessels of 150 gross tons and over leaving United States ports.

b. *Coastwise and Great Lakes.* The Coastwise Load Line Act of August 27, 1935 (46 USC 88 to 88 (i)) applies to merchant vessels of 150 gross tons and over in the coastwise trade and to vessels of 150 gross tons and over trading on the Great Lakes.

c. The International Load Line Convention, 1930, ratified by the United States on June 10, 1931, applies to all ships on international voyages except:

- (1) Ships of war; ships solely engaged in fishing, pleasure yachts and ships not carrying cargo or passengers.
- (2) Ships of less than 150 gross tons.
- (3) Ships on the Great Lakes.

#### VI-3. Essential Load-Line Requirements

The most essential requirements relative to load lines are:

a. That the vessel hold a valid load-line certificate. Valid certificates are those issued by an approved classification society under United States authority or under the authority

of a country signatory to the International Load Line Convention, 1930, and which have not passed the expiration date indicated thereon.

b. That load lines are conspicuously marked on the port and starboard sides amidships, and that the applicable marks are *not* submerged.

#### **VI-4. Enforcement Procedures**

The duty of the Boarding Officer is to observe and report if a foreign or domestic vessel of 150 tons or over is apparently not in compliance with the load line acts. If it is believed that the applicable load-line mark is submerged, or that the vessel is not in possession of a valid load-line certificate, this information should be immediately reported to the District Commander in order that a qualified officer may be directed to inspect the vessel and determine if a violation of the Load Line Regulations exists. It is anticipated that Boarding Officers will only occasionally be directed to enforce the regulations promulgated under the Load Line acts. It is recommended that the Boarding Officer study and review the applicable sections of the Load Line Regulations and the Merchant Marine Safety Manual for a more comprehensive treatment of these provisions prior to engaging in this type of law enforcement duty.

## CHAPTER VII

### WATER POLLUTION

#### VII-1. Water Pollution by Oil and Refuse

The Oil Pollution Act of 1924, the Refuse Act of 1899 and the Oil Pollution Act of 1961 are subject to enforcement by the Coast Guard (see 14 U.S.C. 89; 33 U.S.C. 436; 33 U.S.C. 413; Public Law 87-167). Primary responsibility for their administration is vested in the Corps of Engineers, U.S. Army. The Coast Guard shall actively enforce the water pollution laws by detecting, investigating and reporting each instance of pollution. Areas of continuing pollution shall be subject to extensive and thorough investigation to determine origin of pollution.

The Oil Pollution Act of 1924 (33 U.S.C. 431-7) prohibits the discharge of oil *at sea within the territorial jurisdiction of the United States* and on the inland navigable waters in which the tide ebbs and flows. The Act is further restricted to vessels (see Section VII-2 of this chapter).

The Refuse Act of 1899 (33 U.S.C. 407, 411, 412, 413) prohibits the discharge, deposit or throwing of any refuse matter of any kind from vessels or shore establishments into the navigable waters of the United States, or tributaries thereof. In certain pollution situations where the Oil Pollution Act of 1924 would not apply (i.e. pollution from a chemical plant ashore; oil pollution on Lake Erie where there is no tidal flow, etc.), the Refuse Act of 1899 does apply. (See Section VII-4 of this chapter.)

The Oil Pollution Act of 1961 (Public Law 87-167) prohibits American vessels from discharging oily wastes in any of the zones named in the Act. The zone which is of primary importance to the Coast Guard is the "Prohibited Zone Adjacent to the United States" which consists of the waters covered by a band 50 miles wide adjacent to the coast line of the United States, including the area now considered territorial waters of the U.S. (see Section VII-3 of this chapter).

Many segments of the maritime industry have indicated a desire to co-operate in reducing oil pollution and have requested the Coast Guard to advise the owners of vessels whenever the latter violate applicable anti-pollution law. The Commandant considers it desirable that the Coast Guard should, in addition to any other appropriate action, cooperate with industry in the manner noted above.

Coast Guard personnel shall be alert to detect any instance of *water pollution* being careful to obtain, report and preserve all pertinent evidence. Transmit Form CG 3639, (Report Control Symbol OPL-2101) when prepared, as follows:

- a. Original to District Commander for district office file.
- b. One copy to unit file.
- c. One copy to District Commander for forwarding to District Engineer, Corps of Engineers.
- d. One copy to District Commander for forwarding to the offender.
- e. One copy to District Commander for forwarding to Commandant (OPL).
- f. One copy to District Commander for forwarding to Commandant (CMC)—Attention Oil Pollution Panel.

#### **VII-2. Elements of Violation of the Oil Pollution Act of 1924**

a. The term "oil" means oil of any kind or in any form, including fuel oil, oil sludge, and oil refuse.

b. Discharge of oil must be from (1) vessel using as fuel for the generation of propulsion power, or (2) any vessel carrying or having oil thereon in excess of that necessary for its lubricating requirements.

c. The oil discharge of vessels indicated in b. above must be into or upon the coastal navigable waters of the United States and such discharge not due to an emergency imperiling life or property, or unavoidable accident, collision, or stranding.

d. Coastal navigable waters of the United States means all portions of the sea, within the territorial jurisdiction of the United States and all inland waters navigable in fact in which the tide ebbs and flows.

#### **VII-3. Elements of Violation of the Oil Pollution Act of 1961**

a. Discharge of oil by ships of American registry into the waters of the high seas in any of the prohibited zones named in the Act including an area 50 miles around the coast of the United States.

b. Failure by American vessels or vessels of a country party to the International Convention for the Prevention of Pollution of the Sea by Oil, 1954, to carry an oil record book and enter therein statements indicating the circumstances of and reason for the discharge of oil in a prohibited zone. This oil record book may be inspected on board any vessel subject to the provisions of the 1954 Convention when such vessel is within the territorial waters of the United States. (The following countries are parties to the 1954 Convention: Belgium, Canada, Denmark, Finland, France, Germany, Ireland, Kuwait, Mexico, Netherlands, Norway, Poland, Sweden,

United Kingdom of Great Britain and Northern Ireland, and the United States.)

#### **VII-4. Elements of Refuse Act Violation**

a. Person or corporation that violates the Refuse Act, or that shall knowingly aid, abet, authorize or instigate a violation.

b. To throw, discharge, or deposit, or cause, suffer, or procure to be thrown, discharged, or deposited either from or out of any ship, barge, or other floating craft of any kind, or from the shore, wharf, manufacturing establishment, or mill of any kind, any refuse matter of any kind or description whatever *other than that flowing from streets and sewers and passing therefrom in a liquid state*, into any navigable water of the United States, or into any tributary of any navigable water from which the same shall float or be washed into such navigable water; and it shall not be lawful to deposit, or cause, suffer, or procure to be deposited material of any kind in any place on the bank of any navigable water, or on the bank of any tributary of any navigable water, where it shall be liable to be washed into such navigable water, either by ordinary or high tides, or by storms or floods, or otherwise, whereby navigation shall or may be impeded or obstructed.

c. Exception—That nothing herein contained shall extend to, apply to, or prohibit the operations in connection with the improvement of navigable waters or construction of public works, considered necessary and proper by the United States officers supervising such improvement or public work.

d. Further exception—That the Secretary of the Army, whenever in the judgment of the Chief of Engineers, anchorage and navigation will not be injured thereby, may permit the deposit of any material above mentioned in navigable waters, within limits to be defined and under conditions to be prescribed by him, provided application is made to him prior to depositing such materials; and whenever any permit is so granted the conditions thereof shall be strictly complied with, and any violation thereof shall be unlawful.

#### **VII-5. Recommended Investigative Procedure in Pollution Cases**

a. Go to the scene of a spillage as soon as possible. Time is of great importance since wind, tide and current may disperse or remove the evidence and witnesses may no longer be available.

b. Board the vessel or visit the facility involved and ask for the Master or person in charge. Identify yourself and explain your reason for being there.

c. Question all persons who may be responsible for or have

knowledge of the spillage. Record name, address and position of all witnesses. Advise anyone who may be responsible for the offense that anything which he says or writes may be used as evidence in court. Obtain signed statements whenever possible including where, when and how the spill occurred as well as the name, address and position of the person making the statement.

d. Obtain samples of the polluted water and from the suspected sources of the pollution such as scuppers, discharges, bilges, fuel tanks, etc. Care must be taken to obtain samples of at least one (1) pint and containing a heavy concentration of oil. The sample container should be appropriately labeled with the following information:

1. Name of vessel or facility
2. Nationality of vessel
3. Source of sample
4. Date collected
5. Time collected
6. Name of person(s) taking sample and his mark
7. Witness(es) to taking of sample
8. Sample identification number or letter

e. When the source of pollution is unknown as much information as possible should be obtained and any suspect vessels or facilities noted. A sample of at least one (1) quart of heavily concentrated pollutant is necessary and may be obtained with the aid of an improvised surface skimmer or a gauze lined dip net. These samples should be sent to a laboratory designated by the District Commander for analysis which may result in determining the origin and thereby the offender in the case.

f. All samples and other tangible evidence must be maintained in proper U.S. Coast Guard custody until orders have been received from competent authority directing their disposition. Precautions should be taken to prevent breakage, fire, altering or tampering with the samples. A complete and accurate "chain of custody" paper should accompany the samples and evidence at all times.

g. Photographs should be taken if possible, with color shots preferred. The photos should show the source of the pollution and the extent of the pollution. The following information shall be recorded on the back of all prints of the photographs:

1. Name of vessel or facility
2. Location
3. Date photo taken
4. Time photo taken
5. Name of photographer and witness

6. Type of film used
7. Shutter speed
8. Lens opening
9. Details of processing

h. Where oil pollution may be from a number of possible sources a spot chromatograph may provide rapid elimination of sources of oil types which clearly are not the same as those causing pollution. The very simple test is performed by placing a drop of the polluting oil and sample from the suspect source each on a circle of filter paper (white blotter paper is a cruder substitute). As the oil soaks through the paper in an ever widening spot, the lighter components will travel faster and thus form a larger ring before the spot dries. By use of a comparison chart the type of oil and general geographic origin can be shown. Without a chart the test is of value in eliminating consideration of possible sources of oil which clearly are not of the same type as that causing the pollution and thus narrow the scope of the inquiry without the delay of awaiting laboratory reports.

#### **VII-6. Pollution by Foreign Flag Vessels**

Submit informational violation reports to Commandant when foreign flag vessels are observed to be polluting the waters contiguous to the territorial waters of the United States, within the fifty (50) mile U.S. Prohibited Zone or any other prohibited zone named in the 1954 Convention. (Such zones are set forth in the Schedule to the Oil Pollution Act of 1961.) Such acts by vessels of a country party to the International Convention for Prevention of Pollution of the Seas by Oil, 1954, will be reported by the Commandant to the U.S. Department of State. The State Department will in turn report the offense to the foreign government concerned which will investigate and penalize the offender under the laws of that country.

Similar acts by foreign vessels whose nations are not a party to the Convention, are not violations of the Convention. However, the informational reports will also be submitted in these cases and will be forwarded by the Commandant to the U.S. State Department. The State Department takes these cases up informally with the foreign government concerned, in an effort to solicit its cooperation in the world-wide effort to combat the pollution of the seas by oil.

#### **VII-7. Water Pollution Kit**

The composition of kits will vary with the type of unit. They should contain the following items which are available through the supply system, or can be obtained locally.

a. Jar, Mason (1 pt.) with lids -----	6 ea.
b. Tongue Depressor (for surface skim) -----	25 ea.
c. Gummed label to provide identification as set forth in VII-5 -----	1 box
d. Ladle, long handled (1 cup capacity) -----	1 ea.
e. Dipper net, fine mesh -----	1 ea.
f. Cotton gauze (for lining net) -----	1 pk.
g. Clipboard -----	1 ea.
h. Water Pollution Forms -----	1 pad
i. Lined paper (for statements and notes) -----	1 pad
j. Masking tape (for sealing containers) -----	1 roll
k. Ballpoint pens -----	2 ea.
l. Carrying case -----	1 ea.
m. Instructions -----	1 set
n. Custody papers -----	6 ea.
o. Package of filter paper -----	1 ea.
p. String or cord (for use in obtaining samples from tanks) -----	75 ft.

## CHAPTER VIII

### MOTORBOATS

#### VIII-1. Motorboat Classification

The Motorboat Act of April 25, 1940 prescribes the basic equipment which must be carried by every motorboat. When a motorboat is underway lifesaving devices and fire extinguishing equipment must be readily available for use. If the operator is unable to produce his lifesaving or fire-fighting equipment readily, he may be reported for violation of the law. It should be noted that uninspected vessels, including those carrying six or less passengers for hire, are not prohibited from carrying unapproved equipment on board. However, the minimum amounts of approved equipment are still required. The equipment required varies with the size of the vessel; there being fewer requirements for small vessels than for larger ones. Therefore, motorboats are divided into four classes according to the following table:

Class A—Any motorboat less than 16 feet in length.

Class 1—Any motorboat 16 feet or over and less than 26 feet in length.

Class 2—Any motorboat 26 feet or over and less than 40 feet in length.

Class 3—Any motorboat 40 feet or over and not more than 65 feet in length.

*Note:* The requirements under the Motorboat Act of April 25, 1940, for lifesaving and fire-fighting equipment, for flame arrestors and ventilation for vessels using gasoline for fuel, also apply not only to motorboats but to vessels propelled by machinery, other than by steam, of more than 65 feet in length.

#### VIII-2. General

The Motorboat Regulations were amended on November 19, 1952, and vessels contracted for on and after that date must meet the revised requirements. These requirements are now published in a pamphlet entitled "Rules and Regulations for Uninspected Vessels" (CG 258). Vessels constructed prior to 19 November 1952 must meet the new requirements as far as the number and general type of equipment are concerned, but existing types of equipment and installations previously approved may be continued in service so long as they are in good condition. New Installations and replacements must

meet the new requirements. However, in order to assist the Boarding Officer in his work, the equipment requirements are outlined below in more detail.

### VIII-3. Fire Extinguishers

#### a. Fire Extinguisher Classification:

Each fire extinguisher is classified, by letter and number, according to the type of fire it may be expected to extinguish, and the size of the extinguisher. The letter indicates the type of fire ("A" for combustible solids; "B" for flammable and combustible liquids; "C" for electrical). The minimum size fire extinguishers approved for use on motorboats are hand-portable, of either B-I or B-II classification and are listed below:

Classification (type-size)	Foam (minimum gallons)	Carbon Dioxide (minimum pounds)	Dry Chemical (minimum pounds)	Freon (minimum pounds)
B-I-----	1¼	4	2	2½.
B-II-----	2½	15	10	None.

#### Requirements

The number of approved extinguishers required depends upon the class (or length) of the motorboat. One B-II extinguisher may be substituted for two B-I extinguishers. When the engine compartment of the motorboat is equipped with a fixed (built-in) extinguishing system of an approved type, one less B-I extinguisher is required.

#### FIRE EXTINGUISHERS REQUIRED

Class of motorboat	Without fixed system in machinery space	With fixed system in machinery space
A (less than 16 ft.)-----	1 B-I-----	None.
1 (16 ft. to under 26 ft.)-----	1 B-I-----	None.
2 (26 ft. to under 40 ft.)-----	2 B-I or 1 B-II-----	1 B-I.
3 (40 ft. to 65 ft.)-----	3 B-I or 1 B-II and 1 B-I-----	2 B-I or 1 B-II.

b. Motorboats shall carry at least the minimum number of hand portable fire extinguishers set forth in the above table, except that motorboats less than 26 feet in length, propelled by outboard motors and not carrying passengers for hire, need not carry such portable fire extinguishers if the con-

struction of such motorboat will not permit the entrapment of explosive or flammable gases or vapors. The intent of these regulations is shown in the illustrations below.

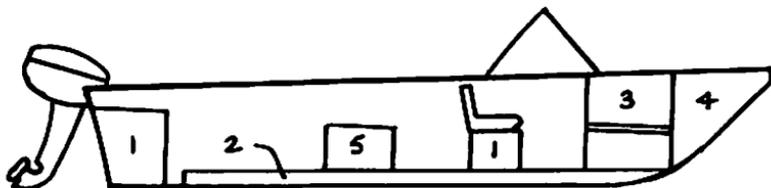


Figure 1

Fire extinguishers are required if any one or more of the following conditions exist:

1. Closed compartment under thwarts and seats wherein portable fuel tanks may be stored.
2. Double bottoms not sealed to the hull or which are not completely filled with flotation material.
3. Closed living spaces.
4. Closed stowage compartments in which combustible or flammable materials are stowed.
5. Permanently installed fuel tanks.

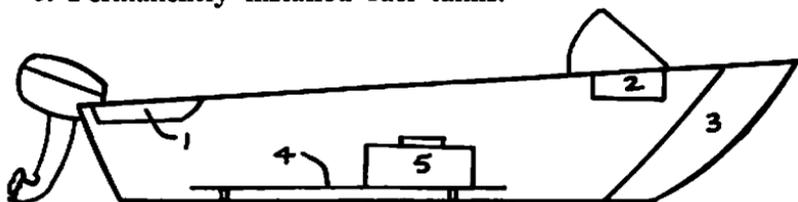


Figure 2

The following conditions do not, in themselves, require that fire extinguishers be carried:

1. Bait wells.
2. Glove compartments
3. Buoyant flotation material.
4. Open slatted flooring.
5. Ice chests.

c. Approved types of fire extinguishers are identified by the following:

(1) Manufactured prior to 1 January 1962—by comparing manufacturer's name and model with CG-190 Equipment Lists. Some did contain CG approval number—

CO <sup>2</sup> .....	162.005
Foam .....	162.006
Dry chemical .....	162.010

(2) Manufactured between 1 June 1962 and 1 January 1965 labeled:

“MARINE TYPE USCG TYPE \_\_\_\_\_  
SIZE \_\_\_\_\_”

(3) Manufactured after 1 January 1965 labeled:

“MARINE TYPE USCG TYPE \_\_\_\_\_  
SIZE \_\_\_\_\_ APPROVAL NUMBER 162.028/. . . /.”

d. The revision of the Motorboat Regulations on November 19, 1952 classified fire extinguishers according to the type of fire which they can be required to extinguish, and size of the extinguisher. Motorboats are required to have either hand portable or semi-portable units capable of extinguishing Class “B” fires, that is fires involving flammable liquids, greases, etc. The Boarding Officer should note that one B-II hand portable fire extinguisher may be substituted for two B-I units. The Boarding Officer should recommend that another unit be carried when the arrangement of the boat examined demands it.

e. Part VI, Appendix F contains details on determining acceptability of fire extinguishers. In case of fixed CO<sub>2</sub> systems, unless other circumstances indicate to the contrary, an intact “lead seal” on the releasing mechanism shall be taken as prima facie evidence of compliance with the law. If there are indications that the cylinder may have been discharged the owner should be advised to have the cylinders weighed and if necessary refilled at the earliest opportunity. All hand portable fire extinguishers, and semi-portable fire extinguishing systems shall be of an approved type.

*Note:* Toxic vaporizing liquid type fire extinguishers, such as those containing carbon tetrachloride or chlorobromomethane, are not acceptable as Coast Guard approved equipment.

#### VIII-4. Life-saving Equipment

Effective 1 January 1965 unprotected kapok and fibrous glass lifesaving devices are no longer acceptable as approved devices.

Every motorboat is required to have one approved life-saving device, in acceptable condition, for each person on board or in tow (waterskier, surfboard, etc.). The device for Classes A, 1 and 2 may be either an approved life preserver, buoyant vest, ring buoy, buoyant cushion, or special purpose water safety buoyant device. Class 3 motorboats must carry an approved life preserver or ring buoy.

Motorboats which carry or tow passengers for hire shall be provided with an approved adult life preserver for each per-

son carried or towed, and, unless the service is such that children are never carried, with an additional number of approved life preservers suitable for children, equal to at least 10 percent of the total number of persons carried or towed. Special purpose water safety buoyant devices are permitted as *excess* equipment.

Commercial fishing motorboats of Class 3 shall carry an approved life preserver, ring buoy or wood float for each person on board.

Commercial fishing motorboats of Classes A, 1 and 2 shall carry an approved life preserver, ring buoy, buoyant vest, buoyant cushion, special purpose water safety buoyant device or wood float for each person on board.

In the course of motorboat boarding, the Boarding Officer may encounter repaired lifesaving equipment, or he may have to recommend repairs for the proper restoration of such equipment. In such cases, he should remember that emergency lifesaving equipment must be in good and serviceable condition if it is to be entrusted with a human life. The Boarding Officer must exercise sound judgment in determining if actual repairs have restored the equipment to that condition or if proposed repairs will accomplish this result. He must also remember that although unsatisfactory lifesaving equipment should not remain on board there is no regulation prohibiting it on uninspected vessels. This equipment remains the personal property of its owner; therefore, during examination use only that force necessary to show an already deteriorated condition without enhancing it to an excessive degree.

Use Appendix F as a guide in identifying and examining devices, for recommending repairs, for determining acceptability of repaired devices, and for determining when devices are in deteriorated conditions where repairs will not restore them to good and serviceable condition. Use careful judgment to decide whether a device is good and serviceable although in need of minor repairs. In this case, and if no other violations are found, the colored boarding form will be issued. If the device is not good and serviceable due to a missing tie strap, or fastening device, or tear in the vicinity of the tie straps, then a notice of violation shall be issued regardless of whether repairs will restore it to good and serviceable condition. (On the Notice of Violation report what repairs are required.)

a. Life Preservers. Approved life preservers may be of jacket design, constructed with pads of kapok, fibrous glass, cork, or balsa wood, in a cloth covering which is fitted with the necessary straps and ties. Certain newly approved life preservers are constructed of plastic foam and resemble yoke

type buoyant vests. Adult and child sizes are available and are so marked. The adult size may be used for children, but the child size is not acceptable for adult use. Since 1949 all approved life preservers have been required to be Indian orange in color. The approved life preserver must bear two markings, the manufacturer's indicating the approval number, and the inspector's stamp indicating that the preserver has been inspected and passed. Current markings follow:

Adult (or child)  
Model No. \_\_\_\_\_  
Manufacturer's Name and Address \_\_\_\_\_  
U.S.C.G. Approval No. \_\_\_\_\_  
**INSPECTED AND PASSED**  
Date \_\_\_\_\_  
Place \_\_\_\_\_  
U.S.C.G. Inspector's Initials \_\_\_\_\_

★ **LIFE PRESERVERS, KAPOK**

Note.—As of 1 July 1963, all kapok life preservers which do not have plastic-covered pad inserts, are required to be removed from inspected vessels and no longer are accepted as part of the required equipment on uninspected motorboats. Models 3 and 5 kapok life preservers, have the required plastic-covered inserts. Kapok life preservers bearing any other model numbers do not have the required plastic-covered inserts.

★ **LIFE PRESERVERS, FIBROUS GLASS**

Note.—As of 1 July 1963, all fibrous glass life preservers which do not have plastic-covered pad inserts, are required to be removed from inspected vessels and no longer are accepted as part of the required equipment on uninspected motorboats. Models 52 and 56, fibrous glass life preservers have the required plastic-covered inserts. Fibrous glass life preservers bearing any other model numbers do not have the required plastic-covered inserts.

b. *Buoyant Vests.* Approved buoyant vests are of various designs, constructed of kapok, fibrous glass, and plastic foam with straps and ties attached. They are made in three sizes, two child sizes and one adult size and may be any color. The adult size may be used for children, but the child size is not acceptable for adult use. Approved buoyant vests are all marked with the following information:

**BUOYANT VEST**

Model \_\_\_\_\_  
Adult (or child)  
Approved for use on motorboats of classes A, 1 or 2 not carrying passengers for hire.  
U.S. Coast Guard Approval No. \_\_\_\_\_  
Lot No. \_\_\_\_\_  
Instructions for Care of Vest \_\_\_\_\_  
Name and Address of Manufacturer \_\_\_\_\_  
Weight ranges for child sizes \_\_\_\_\_

c. *Ring Buoys.* Approved ring buoys are available in 30", 24" and 20" sizes, and may be constructed of cork or balsa wood, with a canvas cover, or plastic foam with special surface. Cork and balsa wood ring buoys must bear two markings, the manufacturer's stamp and the inspector's stamp, which are similar to those described above for life preservers. Plastic foam ring buoys bear only one marking, a name plate attached to the buoy on which appears the following:

Name and address of manufacturer \_\_\_\_\_  
Size of Buoy (30", 24" or 20") \_\_\_\_\_  
U.S. Coast Guard Approval No. \_\_\_\_\_  
Date \_\_\_\_\_  
U.S.C.G. Inspector's Initials \_\_\_\_\_

d. *Buoyant Cushions.* Currently approved buoyant cushions may have as buoyant material, kapok, fibrous glass, or plastic foam covering with various fabric or plastic covering material and fitted with grab straps. They come in a variety of sizes and shapes and may be of any color. Approved buoyant cushions currently being manufactured are all marked with the following information:

**BUOYANT CUSHION**

size (Width, length, thickness)

Contains \_\_\_\_\_ (Kapok or fibrous glass) or Cu. In. Foam.  
Approved for use on motorboats of class A, 1 or 2 not carrying passengers for hire.

U.S. Coast Guard Approval No. \_\_\_\_\_

Lot No. \_\_\_\_\_

Instructions for Care of Cushion \_\_\_\_\_

Name and Address of Manufacturer \_\_\_\_\_

**WARNING: Do not wear on back.**

(Note: warning information added on those manufactured after 1961.)

★ Note.—As of 1 July 1963, all kapok and fibrous glass buoyant cushions which did not have plastic-covered pad inserts were no longer accepted as part of the required equipment on uninspected motorboats. Manufacture of these cushions ceased 1 October 1955. All approved kapok and fibrous glass buoyant cushions bearing approval numbers beginning with the prefix "160.048", have the required plastic-covered inserts. Cushions with other approval numbers do not have the plastic-covered inserts and are not acceptable.

e. *Special Purpose Water Safety Buoyant Devices.* These devices are marked with the following information:

The special purpose for which intended.

The size or weight groups for which the device is designed.

The instructions as necessary for use and maintenance.

The name of the recognized laboratory and approval number. (160.64)

Approved for general use on motorboats of classes A, 1 or 2 not carrying passengers for hire and accepted as excess equipment on all other motorboats.

Name and address of manufacturer or distributor.

*Note:* Devices intended for grasping (not worn) must also contain the following "WARNING: DO NOT WEAR ON BACK".

#### VIII-5. Whistles

The legal requirements for whistles need no detailed explanation. The size of the boat determines whether the whistle is mouth, hand, or power operated.

Motorboats operating on the navigable waters of the United States shall be provided with an efficient whistle or other sound producing mechanical device as set forth in the following table except:

Motorboats engaged in a race which has been previously arranged or announced, or while engaged in such navigation as is incidental to the tuning up of the motorboat and engines for the race, need not carry the devices required by the table.

Class of motorboat	Type of device
A.-----	None.
1.-----	Mouth, hand, or power operated, capable of producing a blast of 2 seconds or more duration, and audible for at least one-half mile.
2.-----	Hand or power operated, capable of producing a blast of 2 seconds or more duration, and audible for a distance of at least 1 mile.
3.-----	Power operated, capable of producing a blast of 2 seconds or more duration, and audible for a distance of at least 1 mile.

#### VIII-6. Bells

The bell carried on Class 2 and 3 boats need be of no specific size as long as it produces a clear bell-like tone of full round characteristics. The bell may be carried inside the cabin, but provision should be made so that it may be mounted outside for use as a navigational warning when the boat is anchored under conditions of low visibility. This is of course only a recommendation, not a requirement. Motorboats engaged in a race which has been previously arranged

or announced, or while tuning up for this race, need not carry a bell.

#### **VIII-7. Backfire Flame Control**

Every gasoline engine installed in a motorboat or motor vessel after April 25, 1940, except outboard motors, shall be equipped with an efficient means of backfire control. Installations made before November 19, 1952, need not meet the detailed requirements and may be continued in use as long as they are in good condition.

The following are acceptable means of backfire flame control for gasoline engines:

(a) a backfire flame arrester constructed in accordance with the specifications approved by the Commandant and listed in Equipment Lists (CG-190). The flame arrester shall be suitably secured to the air intake with flame tight connections.

(b) an engine and fuel intake system with provides adequate protection from propagation of backfire flame to the atmosphere equivalent to that provided by an approved flame arrester. A gasoline engine which has such an air and fuel intake system and which is operated without an approved flame arrester shall be tested and labeled in accordance with detailed specifications and approved by the Commandant. (OMC 480 DU, two cycle, 4 cylinder inboard gasoline with Reed valve assembly, and air intake screen labeled: "U.S. Coast Guard has accepted this Model DU engine for use without an external backfire flame arrester").

(c) Any attachment to the carburetor or location of the engine air intake by means of which flames caused by engine backfire will be dispersed to the atmosphere outside of the vessel in such a way that the flames will not endanger the vessel or persons on board. All attachments shall be of metallic construction with flame tight connections and firmly secured to withstand vibration, shock and engine backfire. Such installations do not require formal approval but will be accepted by the Coast Guard enforcement officer on the basis of the above. (See appendix F for detailed examination instructions.)

★ Note.—On 1 January 1966, all certificates of approval issued under 162.015 were terminated. Flame arresters approved under specifications 162.015 and manufactured prior to 1 January 1966 may be sold and continued in service as long as they are serviceable and in good condition.

#### **VIII-8. Ventilation**

All motorboats or motor vessels, except open boats, the construction or decking over of which is commenced after April

25, 1940, and which use fuel having a flash point of 110° F. or less, shall have at least 2 ventilator ducts, fitted with cowls or their equivalent, for the efficient removal of explosive or flammable gases from the bilges of every engine and fuel tank compartment. There shall be at least one exhaust duct installed so as to extend from the open atmosphere to the lower portion of the bilge and at least one intake duct installed so as to extend to a point at least midway to the bilge or at least below the level of the carburetor air intake. The cowls shall be located and trimmed for maximum effectiveness so as to prevent displaced fumes from being recirculated.

As used above, the term "open boats" means those motor-boats or motor vessels with all engine and fuel tank compartments, and other spaces to which explosive or flammable gases and vapors from these compartments may flow, open to the atmosphere so as to prevent the entrapment of such gases and vapors within the vessel.

#### **VIII-9. Liquefied Petroleum Gas**

On vessels carrying passengers for hire, the use of liquefied petroleum gas and certain flammable liquids for cooking, heating, or lighting is prohibited. (46 CFR 25.45-1 (a)).

#### **VIII-10. Approved Equipment**

Where equipment is required to be of an approved type, such equipment requires the specific approval of the Commandant. Such approvals are published in the Federal Register, and, in addition, are contained in Coast Guard publication CG 190, "Equipment Lists."

a. Status of formerly approved equipment. With few exceptions any equipment which has ever been approved by the Coast Guard or former Bureau of Marine Inspection and Navigation will be accepted as legal equipment so long as it remains in good and serviceable condition. When no longer serviceable, or when the required approval stamps are no longer legible and the equipment cannot otherwise be identified as being approved, such equipment must be replaced with currently approved equipment.

#### **VIII-11. Numbering and Recording of Undocumented Vessels**

1. Every undocumented vessel propelled by machinery of more than 10 horsepower, whether or not such machinery is the principal source of propulsion using the navigable waters of the United States, Guam, Puerto Rico, Virgin Islands, and the District of Columbia, and every such vessel owned in a State and using the high seas, shall be numbered in accordance with the Federal Boating Act of 1958, except:

a. Foreign vessels temporarily using the navigable waters of the United States, Guam, Puerto Rico, Virgin Islands, or the District of Columbia.

b. Public vessels of the United States

c. State and municipal vessels

d. Ship's lifeboats

e. Motorboats used exclusively for racing

It should be emphasized that any undocumented vessel requiring a number in accordance with the above will be in violation of federal law if it fails to have either a federal number or a number issued by a state with an approved numbering system. Undocumented vessels other than those noted above which may require a number in accordance with the laws of a particular state are not in violation of federal law for failure to have such number.

(1) *Numbering and Recording of Undocumented Vessels.*

The numbers shall be placed on each side of the forward half of the vessel in such position as to provide clear legibility for identification. The numbers shall read from left to right and shall be in block characters (not slanted) of good proportion not less than 3 inches in height. The numbers shall be of a color which will contrast with the color of the background and so maintained as to be clearly visible and legible; i.e.,

dark numbers on a light background, or light numbers on a dark background. See 46 CFR 171.05-6 for arrangement of number, display, and definition of terms. (CG-267) The Boarding Officer is to determine if the numbers are displayed so as to be visible and legible for a reasonable distance (100 feet), not to measure spacing and size of numbers to determine exacting compliance with the detailed specifications of the numbering regulations. However, in obvious cases of violation, measurement of spacing and size of numbers is required to support a Notice of Violation.

(2) The Certificate of Number shall be of pocket size and is required to be available for inspection at all times when the vessel is in use.

(3) The word "official number" always refers to the serial number of a documented vessel and is not to be confused or mistaken for the Number Awarded to Undocumented Vessels. The "official number" *always* consists of 4, 5 or 6 numerals and is not combined with letters (except for certain vessels of the Maritime Administration which have their "official number" preceded with the letters MC such as MC 1006). They are issued by the U.S. Coast Guard and are PERMANENTLY assigned for the life of the vessel, which is why it must be carved (or otherwise permanently marked) on the main beam. On the other hand, an "awarded number" always consists of two letters identifying the State of principal use followed by a combination of numerals and letters which furnish individual vessel identification. The groups of digits appearing between letters shall be separated from those letters by hyphens or equivalent spaces. As examples AL-001-AA, or AK 99 AZ. These numbers are awarded by the Coast Guard or a State in accordance with law; and while this kind of number is official in every respect, it is best to call it the "awarded number" or "identification number" to avoid getting it mixed up with the "official number." A vessel may have one or the other, but never both at the same time.

#### **VIII-12. Reckless or Negligent Operation of Vessels**

It is a federal offense to operate any motorboat or any vessel in a reckless or negligent manner so as to endanger life, limb, or property of any person. Prior to the passage of the Federal Boating Act of 1958, a case involving the reckless or negligent operation of a vessel was required to be prosecuted in federal court if punitive action were to be taken. However, the Federal Boating Act of 1958 amended the Motorboat Act of 1940 to provide for a civil penalty in a case involving reckless or negligent operation. A civil penalty in the amount of \$100.00 may be assessed against negligent or reckless operators in the same manner that other penalties

have been invoked in the past for failure to carry minimum items of safety equipment or violation of certain other sections of the Motorboat Act of 1940. Nevertheless, the provisions of 46 USC 526m, which provides that a person convicted of reckless or negligent operation shall be punished by a fine not exceeding \$2000.00 or by imprisonment for a term of not exceeding one year, or both, are in no way altered and remain in full effect.

The ordinary motorboat equipment deficiency encountered by Boarding Officers in routine motorboat examinations are usually very obvious violations of the law. On the other hand, alleged reckless or negligent vessel operation offenses require the careful evaluation of a variety of facts in light of the existing conditions or circumstances in each particular instance. To assist the District Commander in this regard, operating units are responsible for making a preliminary inquiry into cases of alleged reckless or negligent operation violations, including those involving reportable marine casualties and "boating accidents". If it appears that a reckless or negligent violation did occur, "Report of Boarding and Notice of Violation Form CG-4100" will be completed and it, together with any supporting papers, will be forwarded to the District Commander via the chain of command and the officer designated by the District Commander. (In most cases this will be the OCMI having geographical jurisdiction of the area in which the alleged offense was committed). In order to apprise the District Commander of the status of cases of this nature, a copy of the "Report of Boarding and Notice of Violation" shall be sent direct to the District Commander by the Commanding Officer or Officer-in-Charge of unit reporting the violation. The Officer designated by the District Commander, will review the submitted material to determine whether or not the allegation is sufficiently supported by the facts. If more information is deemed to be necessary, he may either request the originating unit to obtain additional facts or direct someone under his command to obtain them. When the commanding officer or officer-in-charge is requested by the Officer designated by the District Commander, to obtain further information, he will cooperate as fully as possible within his capabilities, taking into account any operational requirements and personnel limitation.

Where a citizen's written complaint of reckless or negligent operation is received by a unit but it appears that a violation did not occur, such complaint shall be forwarded to the District Commander through normal channels, and no "Report of Boarding and Notice of Violation" will be prepared nor

will the complaint be sent via the Officer designated by the District Commander.

The enforcement of the reckless or negligent operation statute requires Coast Guard personnel to possess an accurate knowledge of the laws, and to exercise sound and mature judgment. Commanding Officers and Officers-in-Charge of units should assure that every effort is made to expedite the preliminary inquiry and submission of required report due to the transient nature of possible witnesses and other factors in cases of this type. This is especially important in cases where a boating accident has occurred. Information obtained from eye witnesses as soon as possible after an accident occurs will be much better than that obtained later.

The following enforcement guidelines concerning reckless or negligent vessel operation have been prepared to assist in determining what may constitute reckless or negligent operation, and to indicate what action to take when a violation of this section is encountered or reported.

#### 1. DEFINITIONS:

a. *A vessel is:* "Every description of watercraft other than a seaplane on the water, used or capable of being used as a means of transportation on water."

b. "*Reckless*" or "*negligent*."

(1) Either is sufficient to constitute an offense. Both need not be present.

(2) *Negligent means* lack of care under the circumstances; the failure to exercise that care which a reasonable, careful and prudent person would exercise under like circumstances; failure to exercise the care that the circumstances justly demand (culpably careless; inattentive; indifferent; inattentive to duty).

(3) *Reckless* signifies more than mere negligence and implies extreme form of negligence. Recklessness indicates an absence of all care. The term means either a wilful disregard for the safety of persons or property which involves intentional conduct but not intentional harm. To constitute reckless misconduct the operator must have known that his act created an unreasonable risk of harm, but he need not have intended actually to cause harm (i.e. wanton disregard to the rights of others; wanton indifference to the rights of others; rashness; wanton wilful misconduct).

(4) *Examples of actions that may constitute reckless or negligent operation under certain circumstances.*

(a) Excessive speed in close proximity to other boats in narrow winding channels where visibility is reduced and during periods of reduced visibility.

(b) Overloading of vessels beyond manufacturers recommended safe loading capacity and evidenced by instability, little freeboard, shipping water from slight wakes, etc. In absence of manufacturers recommended safe loading capacity plate, reckless or negligent operation may be more difficult to prove.

(c) Operating while under the influence of intoxicants, drugs, etc., and recognizable by erratic operation.

(d) Certain water skiing practices; such as, towing water skiers in the vicinity of other vessels where if the skier fell he may likely be hit by other vessels.

(e) Operating within swimming areas where bathers are present.

(f) Operation of vessels in the vicinity of dams when such areas are known to be hazardous. Where such areas are marked by warning signs, posters, buoys, or other means to inform the public of the hazards present, operation thereat would be of a greater degree of negligence than if not posted.

c. A "boating accident" is one which results in any one or more of the following:

(1) Loss of life. (Unit report immediately to local OCMI.)

(2) Injury causing any person to remain incapacitated for a period in excess of 72 hours.

(3) Actual physical damage to property (including vessels) in excess of \$100.

d. "Marine casualties" are required to be reported by vessels of the United States and are basically similar to the term "boating accident" except that physical damage to property must be in excess of \$1500. All marine casualties should be reported promptly in accordance with directives of the District Commander.

## 2. INFORMATION REQUIRED:

a. A guide as to information needed, where applicable, to support a "Report of Boarding and Notice of Violation, Form CG-4100" which reports a reckless or negligent operation violation is outlined below:

(1) Date, time and exact location of the incident.

(2) Name, address, and age of the operator of the offending vessel.

(3) Name and address of the owner of the offending vessel.

(4) Description of the offending vessel.

(a) Type of vessel (open motorboat, closed motorboat, etc.).

(b) Name and/or number of vessel.

- (c) Hull construction (wood, aluminum, steel, plastic, etc.).
- (d) Length of vessel.
- (e) Type of propulsion (inboard, outboard, etc.).
- (f) Color arrangement.
- (g) Rig.
- (5) Weather.
- (6) Visibility.
- (7) Sea conditions.
- (8) Wind conditions.
- (9) Names and addresses of witnesses and statements concerning their willingness to testify.
- (10) Proximity of bathers or other vessels.
- (11) Attitude and conduct of the operator.
- (12) Concise summary of injuries to persons or property.
- (13) A brief, clear description of pertinent facts relative to the manner in which the vessel was being negligently or recklessly operated.

### 3. ACTION PROCEDURES:

a. When it appears that a reportable marine casualty or "boating accident" is involved in an alleged reckless or negligent operation incident, the local Officer-in-Charge, Marine Inspection, shall be notified as soon as possible, and the investigation of the case shall be that officer's responsibility. However, it is the Boarding Officer's responsibility to make a preliminary investigation to determine the facts surrounding the incident and to obtain the names and addresses of witnesses. The following discussion concerns action to be taken when the above does not apply:

(1) Coast Guard personnel observe an act which appears to be a reckless or negligent operation violation.

(a) Board vessel.

(b) Warn operator to cease such action and advise him of the hazards of his operation.

(c) Fill out and complete Form CG-4100. Be sure that this form or supporting papers contains applicable information as noted in paragraph 2. above. (It will be necessary to prepare one colored and three white copies of this form in this case. Therefore, tear out and destroy the next colored form in the pad).

(d) Deliver a copy of Form CG-4100 to the operator of the vessel. (Note paragraph 4, under the "Instructions for Boarding Officers" which appears on the report pad, for information to be placed on this copy).

(e) If unable to board vessel, obtain pertinent facts and proceed as outlined in subparagraph 3. a. (3) below.

(f) The Commanding Officer or Officer-in-Charge of the

reporting unit will review the report and its supporting papers; procure additional information, if such is needed and can be readily obtained, and then forward the report and any supporting papers to the District Commander via the chain of command and the local officer designated by the District Commander.

In addition, a copy of Form CG-4100 shall be forwarded directly to the District Commander.

(2) If a citizen's complaint of a reckless or negligent operation violation is received by telephone:

(a) If action is still occurring and it is within the capability of the unit to take positive action, dispatch personnel to the scene of the incident. Those personnel dispatched shall:

1. If such action is still occurring, board vessel and carry out procedures noted in paragraph 3. a. (1) above.

2. If such action has ceased, attempt to contact the citizen complainant, and obtain such information as required by paragraph 2. above.

(b) If action has ceased at the time of receipt of complaint, the Commanding Officer or Officer-in-Charge shall:

1. Request the citizen complainant to forward to him a written complaint of the incident, advising the complainant of what facts should be included in the complaint, or

2. Request the complainant to come to the unit at which time the Commanding Officer or Officer-in-Charge will assist the complainant in preparing a written complaint, or

3. If only a short time has elapsed since the incident, and it is felt that it is advantageous to make immediate inquiry into the matter, dispatch personnel to inquire into it.

(3) Written complaints are received, or preliminary inquiry of an incident has been made by Coast Guard personnel but no actual boarding has taken place:

(a) The Commanding Officer or Officer-in-Charge shall review the complaint or the results of the inquiry. If additional information is deemed necessary and it is readily obtainable, take steps to obtain it.

1. If from the facts available it appears that a reckless or negligent operation violation occurred, complete Form CG-4100 and forward it, together with any supporting papers to the District Commander via the chain of command and the officer designated by the District Commander, having geographical jurisdiction of the area in which the alleged offense was committed. A

copy shall be sent direct to the District Commander.

2. If from the facts available it appears that a reckless or negligent operation violation did *not* occur, forward the material to the District Commander via the chain of command. Do not complete a Form CG-4100 and do not send via the local officer designated by the District Commander. In all of the above cases an individual complainant may be advised that Coast Guard action in no way limits his right to pursue civil action nor to make complaint to State or local authorities where violations of State or local laws are alleged.

(4) Procedure for making an arrest when such action is deemed necessary due to the gross nature of the incident:

(Note: DO NOT MAKE AN ARREST WITHOUT A WARRANT IF YOU DO NOT SEE THE OFFENSE. EXERCISE CARE IN MAKING AN ARREST SINCE ARBITRARY OR CAPRICIOUS ACTION MAY SUBJECT YOU TO A SUIT FOR FALSE ARREST.)

(a) If the offense is observed by Coast Guard personnel:

1. Make an arrest: (See Chapter IX, pages 9-3 and 9-4 of the Boarding Manual. Officers, warrant officers, and petty officers have this authority under Title 14 of the U.S. Code, Section 89 and Title 46 of the U.S. Code, Section 526(n).

2. If during working hours:

a. Immediately notify the immediate superior in command and that officer will in turn make arrangements with the U.S. Commissioner for you to appear with the prisoner without delay.

b. The immediate superior will also notify the District Commander and the U.S. Attorney who may want to be present at the Commissioner's office.

3. If not during working hours:

a. Follow the same procedure as above. If unable to get a Commissioner it may be necessary to make arrangements to have the person arrested placed in a jail as a "federal holdover" prisoner. In this event the assistance of the U.S. Attorney would be invaluable.

b. Keep the immediate superior in command informed of any events of interest such as disposition of arrested persons, his vessel, equipment, etc.

c. District boarding directives shall include current lists of local U.S. Attorneys as well as lists of U.S. Commissioners and others before whom arraignment may be made. Boarding Officers shall be kept ad-

vised of the address of the U.S. Commissioners having cognizance of the area in which they are boarding.

(b) If the offense is not observed by Coast Guard personnel:

1. Immediately go to the U.S. Commissioner and get a warrant for arrest. To get a warrant the Commissioner has to be shown probable cause to believe that the offense has been committed and that the person to be arrested committed the offense.

a. For proof of probable cause there must be:

1. Personal knowledge of the facts. Take along someone who saw the offense committed by the person to be arrested, or

2. Information based on personal knowledge of the facts.

a. If the eyewitness will not go to the Commissioner, have an eyewitness write out the data as to time, date, description, name or identification of person in the boat, and other information.

b. Have the eyewitness sign and date the statement.

c. If an officer of the grade of chief warrant or above is present, have the eyewitnesses swear to the statement before that officer and have the officer notarize.

d. If no commissioned officer is present, the Coast Guardsman shall sign his name as witness to the signing of the statement.

e. Take the statement to the U.S. Commissioner.

2. After a warrant is obtained, arrange for the U.S. Marshal to make the arrest. If the U.S. Marshal is not available, make the arrest as directed by the U.S. Commissioner or U.S. Attorney. After making the arrest proceed as previously described for an arrest case in paragraph 3.a.(4) (a).

*Note:* Federal authority to prescribe speed regulations on navigable waters is vested in the Corps of Engineers, U.S. Army except on the St. Marys River, Michigan, on which waters this authority is vested in the Coast Guard. The federal regulations prescribe the maximum permitted speed of a vessel in certain designated waters of the United States. These regulations may be enforced by the Coast Guard. A vessel operating at a speed in excess of that permitted by the regulations may or may not be considered in violation of the "reckless or negligent operations" laws depending on the circumstances. The Coast Guard is under no legal responsibility

and has no legal authority in the enforcement of harbor speed regulations imposed by state, or municipal authorities, nevertheless, when facilities are available, it is appropriate that the U.S. Coast Guard cooperate with local law-enforcement officials in such matters as reporting violations of local laws to appropriate authority, and providing water transportation for local law-enforcement officials engaged in law-enforcement activity.

#### **VIII-13. Boat Rentals**

The Boarding Officer should in every case of violation of the law by rented boats make a special effort to obtain the correct name and address of both the owner and operator.

In the enforcement of applicable sections of the Motorboat Act of 1940 in connection with rented motorboats, the Boarding Officer should report the following information:

a. Whether the boat is rented from a boat livery with the understanding that it will not be operated with an outboard motor, and the person who rented the boat subsequently attaches an outboard motor, or

b. Whether the boat is rented from a livery and an outboard motor is attached with the consent of the livery operator.

## INTENT OF THE FEDERAL BOATING ACT OF 1958

This law makes no change in the requirements of the Motorboat Act of 1940 respecting lifesaving equipment, fire extinguishers, lights, or other equipment.

Numbers issued under this act are for identification only and do not authorize any vessel to engage in trade.

**In Substance, This Act—**

Requires that the operator of any boat involved in an accident causing death, personal injury, or property damage must stop, render assistance, offer identification, notify the authorities, and file a written report. Form CG-3865 is designed to simplify the making of these reports and to provide necessary statistical information. (See Page 5-27)

Provides for the publication by the Coast Guard of statistics based upon information contained in the accident reports, together with such findings as to cause and recommendations for the prevention thereof as may be deemed necessary.

Amended the Motorboat Act of April 25, 1940, to permit the imposition of a civil penalty by the Coast Guard for reckless or negligent operation, failure to comply with the regulations, etc.

Requires the numbering of all undocumented vessels on the navigable waters of the United States, propelled in whole or in part by machinery of more than 10 horsepower (in the aggregate), regardless of length.

Numbers shall be issued for periods not exceeding 3 years.

Boats will be numbered according to the State of principal use, and that State may, at any time, by the enactment of an approved law, assume the numbering functions.

Provides for reciprocity between States in recognizing the validity of a number awarded to a vessel by another State or by the Coast Guard.

Although Federal laws are to be enforced by Federal enforcement agents and State laws by the law enforcement officers of that State or its political subdivisions, this act specifically provides that "nothing herein shall preclude enforcement of State or Federal laws pursuant to agreements or other arrangements" between the Coast Guard and any State designed to "insure that there shall be the fullest cooperation in

the enforcement of both State and Federal statutes, rules, and regulations relating to recreational boating.”

The intent of the law is the promotion of boating safety, to provide coordination and cooperation between the States and with the Federal Government in the interest of uniformity of boating laws, and to encourage the highest degree of reciprocity and comity among the several jurisdictions.

Nothing in this act interferes with, abrogates, or limits the jurisdiction of any State, and any State system for numbering which is not incompatible with the Federal numbering system will be approved as provided for in the act.

## CHAPTER IX

### LAW AND STATUTES

#### IX-1. Source of Law

The written law of the United States, with the enforcement of which the Coast Guard is concerned, is found principally in two places; acts of Congress and Federal regulations.

The acts of Congress, called statutes, are most conveniently found in the compilation known as the United States Code. In this Code all statutes of permanent effect are arranged in subject divisions called titles. There are fifty titles, each being divided into chapters and sections. The titles which the Boarding Officers will be most interested in are:

Title 14—Coast Guard

Title 18—Crimes and Criminal Procedures

Title 19—Customs Duties

Title 33—Navigation and Navigable Waters

Title 46—Shipping

#### IX-2. United States Code (U.S.C.)

The Code will generally be available to the officer in one of two forms. The first is the official publication called simply *United States Code*. This publication is reissued about every sixth year and it is kept current between reissues by cumulative annual supplements.

#### IX-3. United States Code Annotated (U.S.C.A.)

The United States Code Annotated is an unofficial publication identical in arrangement with the official United States Code but having the following distinctive features:

a. Many small volumes, each containing individual titles, parts of titles, or, in some cases, two small titles.

b. Each section accompanied by annotations of court decisions interpreting the section.

c. Individual supplement to each volume, published annually and bound for insertion in the basic volume as a pocket part.

(1) In consulting either edition of the Code, the officer must take care to check the section number in question in all supplementary pocket parts in order to note repeal or amendment of the section since the date of publication of the basic volume.

(2) During the course of any one year the officer will

generally not have access to further sources containing laws enacted since the first of the year. In such cases it is the policy of the Commandant to issue special notices to keep the field abreast of important new legislation.

#### **IX-4. Citation of Laws**

In citing laws of the United States, reference to the U.S. Code is sufficient for purposes of the Boarding Officer. Such citations are given in the form of title number and section number (and subsection if appropriate). Thus 14 U.S.C. 89 (a) contains the basic authority for Coast Guard boarding activities. 33 U.S.C. 192 contains Article 16 of the Inland Rules (speed in fog, etc.). 46 U.S.C. 526*l* prohibits reckless operation of vessels. If references to the statutes in other forms are found, both editions of the Code contain tables which give cross-reference to the Code for citations by date of enactment, Revised Statutes number, or volume and page of Statutes at Large. Thus, Table I of the official code will show that section 4369 of the Revised Statutes (R.S. 4369) is the same as 46 U.S.C. 315 (penalty against foreign vessels trading coastwise). Table IIb will show that in the Act of April 25, 1940, section 13 is the same as 46 U.S.C. 526(1). *However, occasions to refer to these tables will probably be few because most citations incorporate the reference to the U.S. Code.*

#### **IX-5. Code of Federal Regulations (C.F.R.)**

The Federal Regulations are rules issued by executive or administrative officers pursuant to authority granted by Congress and having the force of law. They are published initially in the Federal Register, but are compiled in a set called *Code of Federal Regulations*. This Code is divided into titles and sections similar to those of the U.S. Code. Of principal concern are Title 33—Navigation and Navigable Waters and Title 46—Shipping.

These volumes are kept up to date by pocket parts and by circulation of current reprints of the Federal Register. *Most of the important regulations are reprinted by the Coast Guard in pamphlet form and are easily available.* Reference to sections of the regulations are in form similar to citations to the U.S. Code, as: 33 CFR 82.1 (general basis and purpose of boundary lines of inland waters); 46 CFR 172.10-15 (certificate of award of number to be kept on board undocumented vessels).

Included in this manual is a table of the statutes cited throughout giving the applicable penalty for violations.

## **IX-6. Arrest**

An arrest is the physical taking into custody of the person of one accused of a crime. Not all offenses against the laws of the United States are crimes. When only a monetary penalty is assessed for a violation of law and when the monetary penalty is to be sued for civilly by the government, the offense is not a crime (e.g., a violation of the Inland Rules; e.g., 33 U.S.C. 171). A crime is an offense requiring *criminal prosecution* and punishable by fine or imprisonment or both.

a. Coast Guard commissioned, warrant and petty officers are authorized by 14 USC 89 to arrest for any offense against the laws of the United States for which a person is liable to arrest (i.e. for any *crime*), when the arrest is to be made on the high seas or on waters over which the United States has jurisdiction. If the person to be arrested escapes ashore he may be followed and arrested ashore.

b. However, a Coast Guard officer may not arrest without a warrant for violation of certain laws unless the violation is committed in his presence. These laws are indicated in the Table of Penalties by the mark\*\*.

## **IX-7. Elements**

For a lawful arrest these elements are necessary:

- a. Authority in the officer to arrest.
- b. Intention of the officer to arrest.
- c. Knowledge on the part of the person to be arrested, either from direct communication or from circumstances, of the authority and of the intention of the arresting officer. A false arrest (one lacking any one of the elements above) may render the arresting officer personally liable for damages.

## **IX-8. Arrest Procedure**

In the procedure of making an arrest, all that is required to make the arrest valid is that the arresting officer make his authority and intention known to the offender and *order* the person into arrest. Force is not necessary to effect arrest, but if a person who has been ordered into arrest refuses to comply the arresting officer may use whatever force is *reasonable and necessary* to insure compliance.

a. Whenever possible, as a matter of policy, warrants for arrest should be obtained, but when conditions are such that a proper arrest without warrant be made, the arresting officer should communicate as soon as possible with his immediate superior, and with the District Duty Officer.

## **IX-9. Disposition of Prisoner's Vessel**

In those cases where the offense is committed on the navigable waters of the United States and the offender has been

operating his own vessel or the vessel of another, the arresting officer should bring his prisoner aboard his vessel and, if possible, assign one of his crew to bring the vessel which the offender was operating into port. The expense of the vessel movement is not chargeable to the government since it is incidental to a lawful exercise of police powers. If the arresting officer is operating his Coast Guard vessel by himself, he may, in his discretion, take the prisoner's vessel in tow or direct the offender to go ahead of the Coast Guard boat into port. An exception to this rule may be made in case the offender has passengers aboard his craft who can operate the vessel safely back to her moorings. Under these circumstances, if the passengers had nothing to do with the offense committed, the Coast Guard officer may release the craft to one of the passengers, with the agreement of the operator. In all cases where the offender is directed to bring the vessel into port, or a Coast Guard officer or enlisted man is placed in charge of a vessel, the vessel should be brought into Coast Guard moorings for safekeeping. Upon arrival at the Coast Guard moorings, the arresting officer should notify the duty officer of the arrest and the fact that the offender's vessel has been brought into Coast Guard moorings. These instructions apply **ONLY** when the owner or operator of the vessel is liable to arrest. The measures for safeguarding the vessel are necessary to protect the government from claims for damage to the vessel, and in some cases to secure evidence. It must be remembered that when the vessel is in Coast Guard custody, the government is liable for any damage to the property caused by **NEGLIGENCE**.

## TABLE OF STATUTES AND PENALTIES

### CUSTOMS LAWS

STATUTE	OFFENSE	ACTION
19 USC 70	Obstruction or hindrance	Penalty only
19 USC 1433	ARRIVAL, failure to make report of	Arrest
19 USC 1459	ARRIVAL, from contiguous country CONTIGUOUS COUNTRY, Entering from	Penalty only
19 USC 1585	DEPARTURE before report on entry  ENTRY of Vessel, formal; Failure to make	Arrest of vessel
19 USC 1434	ENTRY of Vessel, U.S. Vessel	Arrest/Fine
19 USC 1435	ENTRY of Vessel, Foreign Vessel	Arrest/Fine
19 USC 1436	ENTRY of Vessel, If forged, altered or false document	Arrest/Fine
19 USC 1436	ENTRY of Vessel, If liquor or non- importable goods on board	Arrest/Fine
	<b>HOVERING VESSELS*</b>	
19 USC 1584	LIQUOR on board, Not described in manifest	Penalty only
19 USC 1584	False manifest	Penalty
19 USC 1584	Lack of manifest	Penalty
19 USC 1584	Liquor not described in manifest	Penalty
19 USC 1584	Narcotics not described in manifest	Penalty
19 USC 1465	Supplies purchased in contiguous coun- try; failure to report	Arrest
19 USC 1586	Transshipment, unlawful	Arrest/ Seizure
19 USC 1586	Unlading; unlawful	Arrest/ Seizure

### NAVIGATION AND NAVIGABLE WATERS

33 USC 361	Accidents, reports of, generally; penalty	Penalty
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\* See 19 USC 1467, 1585-1587.

## NAVIGATION AND NAVIGABLE WATERS—Continued

STATUTE	OFFENSE	ACTION
33 USC 1	Army ; Secretary of the ; regulations for navigation of waters in general ; violation	Arrest/ Fine**
33 USC 367-368	Collision ; vessel in ; duty of master to give aid, name of his vessel, etc.	Arrest/ Penalty/ Seizure
33 USC 419	Dredging, refuse, etc ; transportation and dumping into navigable waters ; violation of regulations	Arrest/ Fine**
33 USC 241-295	Great Lakes and their connecting and tributary waters ; navigation ; rules ; violation	Fine/ Seizure
33 USC 407-409	Harbor Improvements ; wrongful use of or injury to ; wrongful deposit of refuse ; obstruction of navigable waters generally	Arrest/ Fine
33 USC 154-232	"Inland Rules" ; violation	Penalty/ Seizure
33 USC 367-368	Master ; duty of to give aid, name of his vessel, etc. when in collision	Arrest/ Penalty/ Seizure
33 USC 407-409	Navigable waters ; obstruction of ; generally ; wrongful use of or injury to harbor improvements ; wrongful deposit of refuse	Arrest/Fine
33 USC 419	Navigable waters ; transportation and dumping dredgings, refuse, etc. into ; violation of regulations	Arrest/ Fine**
33 USC 1	Navigation of waters in general ; Secretary of the Army ; regulation for ; violation	Arrest/ Fine**
33 USC 301-356	Navigation rules ; Red River of the North and rivers emptying into Gulf of Mexico and tributaries ; violation	Penalty/ Seizure

### *New York Harbor and Adjacent Waters—Offenses*

33 USC 444	Dumping grounds ; dumping at places other than	Revocation/ Arrest/ Fine**
33 USC 443	Dumping permit ; taking or towing scow or boat without	Revocation/ Arrest/ Fine**
33 USC 445	Equipment and marking of boats or scows ; improper	Penalty

## NAVIGATION AND NAVIGABLE WATERS—Continued

STATUTE	OFFENSE	ACTION
33 USC 452	Interfering with navigation by taking shell fish or otherwise	Arrest/ Fine**
33 USC 445	Marking and equipment of boats or scows; improper	Penalty
33 USC 441-442	Refuse; deposit of in water	Revocation/ Arrest/ Fine**
33 USC 445	Scows or boats; marking and equipment; improper	Penalty
33 USC 452	Shellfish; interfering with navigation by taking	Arrest/ Fine**
33 USC 407-409	Obstruction of navigable waters; wrongful deposit of refuse; wrongful use of or injury to harbor improvements	Arrest/Fine
33 USC 431-437	"Oil Pollution Act 1924"; violation	Arrest/ Fine**
33 USC 1001-1015	Oil Pollution Act 1961	Arrest/ Fine**
33 USC 407-409	Refuse, wrongful deposit of; wrongful use of or injury to harbor improvements, and obstruction of navigable waters generally	Arrest/Fine
33 USC 1	Secretary of the Army; regulations for Navigation of waters in general; violation	Arrest/ Fine**
33 USC 3	Target practice; regulations to prevent injuries from; violation	Arrest/Fine
33 USC 367-368	Vessel in collision; duty of master to give aid, name of his vessel, etc.	Arrest/ Penalty/ Seizure
<b>42 USC THE PUBLIC HEALTH AND WELFARE</b>		
42 USC 264	Communicable diseases; regulations to control violation	Arrest/Fine
42 USC 264	Diseases; communicable; regulations to control; violation	Arrest/Fine
42 USC 265	Diseases; communicable; suspension of entries and imports from designated places to prevent spread of; violation	Arrest/Fine
42 USC 265	Entries and imports from designated places; suspension of to prevent spread of communicable diseases; violation	Arrest/Fine
42 USC 266	Quarantine powers; special wartime; violation	Arrest/Fine

## 46 U.S.C.

### SHIPPING LAWS

STATUTE	OFFENSE	ACTION
<b>A</b>		
46 USC 312	Arrival at port other than destination ; failure to report ; coasting vessel	Penalty
46 USC 158	Arrival ; boarding on ; violation of regulations	Arrest
46 USC 163	Arriving vessels ; boarding regulations ; violation	Arrest
46 USC 526l	Assistance, failure to render	Penalty
<b>B</b>		
46 USC 526l	Back fire traps, carburetor flame arrestors ; motorboat regulations ; violation	Penalty
46 USC 398	Barge ; navigating without prescribed certificate or equipment	Penalty
46 USC 490	Barges carrying passengers ; lifesaving, firefighting apparatus ; failure to carry required	Penalty
46 USC 526d	Bells ; motorboat regulations ; violation	Penalty
46 USC 152	Berthing ; passenger regulations ; violation	Penalty
46 USC 158	Boarding on arrival ; violations of regulations	Arrest
46 USC 163	Boarding regulations for arriving vessels ; violation of	Arrest
46 USC 239(1)	Bribery or coercion of witness	Arrest
<b>C</b>		
46 USC 404	Canal boats ; ferry boats, Small craft ; Inspection regulations ; violation of	Penalty/ Fine
46 USC 526l	Carburetor flame arrestors ; back fire traps ; motorboat regulations ; violation	Penalty
46 USC 91	Cargo ; adding after clearance	Penalty
46 USC 452	Carrying too many passengers ; knowingly	Arrest/Fine
46 USC 526l	Casualty, failure to report	Penalty
46 USC 400	Certificate of inspection ; display of ; violation of requirements for	Penalty

## SHIPPING LAWS—Continued

STATUTE	OFFENSE	ACTION
46 USC 527e	Certificate of Number, none aboard undocumented vessel	Penalty
46 USC 398	Certificate of equipment; barge navigating; without prescribed	Penalty
46 USC 91	Clearance; adding cargo after	Penalty
46 USC 103	Clearance and entry regulations; pleasure yachts; violation	Seizure/ Forfeiture
46 USC 91	Clearance; delaying departure after	Penalty
46 USC 91	Clearance; departure without	Penalty
46 USC 91	Clearance; obtaining by false manifest	Penalty
46 USC 91	Clearance; violation while carrying narcotics or liquor	Detention
46 USC 312	Coasting vessel; arrival at port other than destination; failure to report	Penalty
46 USC 239 (1)	Coercion or bribery of witness	Arrest
46 USC 526l	Collision, failure to report	Penalty
<b>D</b>		
46 USC 91	Departure, delaying after clearance	Penalty
46 USC 91	Departure without clearance	Penalty
46 USC 400	Display of certificate; violation of requirements for	Penalty
<b>E</b>		
46 USC 103	Entry and clearance regulations; pleasure yachts; violation	Seizure/ Forfeiture
46 USC 398	Equipment or certificate; barge; navigating without prescribed	Penalty
<b>F</b>		
46 USC 91	False manifest; obtaining clearance by	Penalty
46 USC 404	Ferryboats, canal boats, small craft; inspection regulations; violation of	Penalty/ Fine
46 USC 526g	Fire extinguishers; motorboat regulations; violation	Penalty
46 USC 278	Foreign voyage; unlawfully proceeding on	Forfeiture/ Seizure
<b>I</b>		
46 USC 404	Inspection regulations; ferry boats, canal boats, small craft; violation of	Penalty/ Fine

## SHIPPING LAWS—Continued

STATUTE	OFFENSE	ACTION
<b>L</b>		
46 USC 319	License; trading without	Penalty
46 USC 319	License; trading without; if foreign goods aboard	Forfeiture
46 USC 526e	Life preservers, etc.; motor boat regulations; violation	Penalty
46 USC 400	Lifesaving, fire fighting apparatus; barges carrying passengers; failure to carry required	Penalty
46 USC 528b	Lights; motorboat regulations; violation	Penalty
46 USC 91	Liquor or narcotics; violation of clearance while carrying	Detention
46 USC 85b	Load line certificate; failure to have	Penalty
46 USC 85c	Load line; loading so as to submerge	Detention/ Penalty
46 USC 85g(e)	Load line marking; concealing, alteration, or obliteration of	Arrest
46 USC 85b	Load line markings; departure without	Detention/ Penalty
46 USC 85g(e)	Load line; permitting or causing vessel to depart while overloaded	Penalty
46 USC 85e	Load line; position of, actual draft; recordation of; failure	Penalty
46 USC 85d	Load line regulations; foreign vessel; violation	Detention/ Penalty
46 USC 85g(f)	Load line regulations; liability for	Seizure
46 USC 85g(d)	Load line; violation of detention order	Arrest
<b>M</b>		
46 USC 91	Manifest, false; obtaining clearance by	Penalty
46 USC 457	Marine parades or regattas; violations of regulations pursuant to	Revocation/ Penalty
46 USC 526d	Motorboats; bells; regulations; violation	Penalty
46 USC 520i	Motorboats; carburetor flame arrestors and back fire traps; regulations; violation	Penalty
46 USC 520f	Motorboats carrying passengers for hire; operators' licenses; regulations; violations	Penalty

## SHIPPING LAWS—Continued

STATUTE	OFFENSE	ACTION
46 USC 526g	Motorboats; fire extinguishers; regulations; violation	Penalty
46 USC 526e	Motorboats; life preservers, etc.; regulations; violation	Penalty
46 USC 526b	Motorboats; lights; regulations; violation	Penalty
46 USC 526j	Motorboats; ventilation of engine compartments, etc.; regulations; violation	Penalty
46 USC 526c	Motorboats; whistles or other sound producing appliances; regulations; violation	Penalty
N		
46 USC 498	Name; steam vessels; failure to display	Penalty
46 USC 91	Narcotics or liquor; violation of clearance while carrying	Detention
46 USC 526l	Negligent or reckless operation of vessels	Arrest/ Fine**/ Penalty
46 USC 527e	Numbers, failure to have; undocumented vessel	Penalty
46 USC 527e	Numbers, unauthorized; undocumented vessel	Penalty
O		
46 USC 526f	Operator's licenses; carrying passengers for hire; motorboat regulations; violation	Penalty
P		
46 USC 526f	Passengers; carrying for hire; operators' licenses; motorboat regulations; violation	Penalty
46 USC 452	Passengers; carrying too many knowingly	Arrest/Fine
46 USC 158	Passenger list; violation of requirement	Arrest
46 USC 108	Pleasure yachts; clearance and entry regulations; violation	Seizure/ Forfeiture
R		
46 USC 526l	Reckless or negligent operation of vessels	Arrest/ Fine**/ Penalty
46 USC 457	Regattas or marine parades; violation of regulations pursuant to	Revocation/ Penalty

## SHIPPING LAWS—Continued

STATUTE	OFFENSE	ACTION
46 USC 21	Registry ; false swearing by owner to obtain	Forfeiture
46 USC 60	Registry ; fraudulent	Forfeiture
46 USC 38	Registry ; new ; failure to obtain	Penalty
46 USC 246 (a)	Registry, officer's certificate of ; employment without	Penalty
46 USC 246 (b)	Registry, officer's certificate of ; unlawful change	Penalty
46 USC 30	Registry, purchaser's certificate of ; failure to surrender	Penalty
46 USC 435	Reinspection and notice for repairs ; failure to comply with orders for	Seizure/ Revocation
46 USC 435	Repairs and reinspections notice for ; failure to comply with orders	Seizure/ Revocation
46 USC 436	Repairs ; failure to make after notice	Penalty/ Seizure
46 USC 108	Revenue law ; yacht ; violation	Penalty
46 USC 738b	Routes ; notice of ; avoidance of ice regions ; operator of passenger vessel to give ; violation	Fine
S		
46 USC 413	Safety valves ; obstructing	Arrest/Fine
46 USC 527e	Sale, destruction, or abandonment ; undocumented vessel ; failure to notify CG	Penalty
46 USC 493	Steam vessel ; failure to display name	Penalty
T		
46 USC 319	Trading without license	Penalty
46 USC 319	Trading without license if foreign goods aboard	Forfeiture
46 USC 319	Trading without license if liquor aboard	Forfeiture
U		
46 USC 527e	Undocumented vessel ; destruction ; abandonment or sale ; failure to notify Coast Guard	Penalty
46 USC 527e	Undocumented vessel ; failure to have numbered	Penalty
46 USC 527e	Undocumented vessel ; no certificate on board	Penalty

## SHIPPING LAWS—Continued

STATUTE	OFFENSE	ACTION
46 USC 527e	Undocumented vessel; unauthorized numbers	Penalty
V		
46 USC 526j	Ventilation of engine compartments, etc.; motorboat regulations; violation	Penalty
46 USC 526l	Vessels; reckless or negligent operation of	Arrest/ Fine**
46 USC 527e	Vessel, undocumented; destruction, sale, or abandonment; failure to notify Coast Guard	Penalty
46 USC 527e	Vessel, undocumented; failure to have numbered	Penalty
46 USC 527e	Vessel, undocumented; no certificate on board	Penalty
46 USC 527e	Vessel, undocumented; unauthorized numbers	Penalty
W		
46 USC 526c	Whistle or other sound producing appliances; motorboat regulations; violation	Penalty
46 USC 230i	Witness; bribery or coercion of	Arrest
Y		
46 USC 103	Yachts; clearance and entry regulations; violation	Seizure/ Forfeiture

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\*\* Arrest without warrant may be made under this section *only* when the offense is committed in the presence of the arresting officer.

## APPENDIX A

### SAILING VESSEL

(Without power propulsion)

20 net tons or over

Engaged in the Fisheries

#### GENERAL REQUIREMENTS

1. *NAME*—On each bow and on the stern in letters not less than 4 inches in height. 46 USC 46, 19 CFR 3.16.
2. *HAILING PORT*—On the stern in letters not less than 4 inches in height. 46 USC 46, 19 CFR 3.16.
3. *NUMBER AND NET TONNAGE ON MAIN BEAM*—(46 USC 45) (19 CFR 3.14)
4. *ENROLLMENT AND LICENSE*—One document; license renewed annually; note official number, note master's and owner's names, gross and net tonnage, length. (Qualification, 46 USC 11, 46 USC 14, 46 USC 221, 46 USC 251, 46 USC 258, 46 USC 273; duration, 46 USC 263, 46 USC 266; renewal, 46 USC 267; lost, 46 USC 268; change of master, 46 USC 276; inspection of, 46 USC 277; forgery and alteration, 46 USC 323; obstructing officer, 46 USC 324; penalty for violation of license, 46 USC 325; Great Lakes, 46 USC 258)

#### INTERNATIONAL

5. *FOG HORN AND BELL*
6. *LIGHTS*—Sunset to sunrise, appropriate.
  - (1) Side lights with inboard screens 36 inches long to prevent light from being seen across bow.
  - (2) Stern light.
  - (3) Anchor lights.
  - (4) Vessels fishing with nets or lines, except trolling lines, extending from the vessel not more than 500 feet horizontally into the seaway shall show, where it can best be seen, one all around white light and in addition, on approaching or being approached by another vessel, shall show a second white light at

least 6 feet below the first light and at horizontal distance of at least 10 feet away from it (6 feet in small open boats) in the direction in which the outlying gear is attached.

(See 33 USC 143-147d)

Vessels fishing with nets or lines, except trolling, extending from the vessel more than 500 feet horizontally into the seaway shall show, where it can best be seen, three white lights at least 3 feet apart in a vertical triangle visible all around the horizon. When making way through the water, such vessels shall show proper colored sidelights but when not making way they shall not show them.

Vessels when engaged in trawling (dragging of dredge net or other apparatus along or near the bottom) and not at anchor, shall carry a white light in a lantern so constructed as to show a clear and unbroken light all around the horizon, and upon approach of or to another vessel show, where it can best be seen, a white flare-up light.

Vessel fishing at anchor in addition to anchor lights shall on the approach of another vessel show an additional white light at least 6 feet below the forward anchor light and at a horizontal distance of at least 10 feet away from it in the direction of the outlying gear. 33 USC 143-147d.

### *INLAND WATERS OF THE ATLANTIC AND PACIFIC COAST AND OF THE COAST OF THE GULF OF MEXICO*

1. *FOG HORN AND BELL*—(33 USC 191) (See footnote No. 1)
2. *LIGHTS*—Sunset to sunrise, appropriate. (33 USC 171)
  - (1) Side lights with inboard screens 36 inches long to prevent lights from being seen across bow. (33 USC 174) (See footnote No. 2)
  - (2) Stern light. (33 USC 179)
  - (3) Anchor lights. (33 USC 180)
  - (4) When trawling, dredging, or fishing with any kind of drag nets or lines, shall exhibit, from some part of the vessel where they can best be seen, a red light and a white light. The red light shall be not less than 6 feet or more than 12 feet above the white light. The horizontal distance, if any, shall be not

more than 10 feet. The lights to be of such construction as to be visible all around the horizon. (33 USC 178) (See footnote No. 2)

*GREAT LAKES AND THEIR CONNECTING AND TRIBUTARY WATERS AND THE ST. MARY'S RIVER*

1. *FOG HORN AND BELL*—(33 USC 271) (See footnote No. 1)
2. *LIGHTS*—Sunset to sunrise, appropriate. (33 USC 251)
  - (1) Side lights with inboard screens 36 inches long to prevent lights from being seen across bow. (33 USC 255)
  - (2) Use of torch. On approach of steamer show lighted torch upon that point or quarter to which steamer is approaching. (33 USC 261)
  - (3) Anchor lights. (33 USC 258)

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OTHER REQUIREMENTS DEPENDING ON  
TONNAGE AND TRADE

1. *FOG HORN AND BELL*. Vessel must give prescribed signal though sound device is not prescribed for vessels of all tonnages. The burden is on the operator to provide proper sound device.
2. *LIGHTS*. Vessels of less than 10 gross tons, when underway and not having nets, trawls, dredges, or lines in the water are not required to have side lights; but in lieu thereof a combined red and green lantern. (33 USC 178)
3. *LICENSE ONLY (NOT ENROLLMENT) REQUIRED*. (If under 20 net and of or over 5 net tons) (46 USC 273)
4. *PERMIT TO TOUCH AND TRADE*. (If touching and trading at foreign port.) (46 USC 310)

## SAILING VESSEL

(Without power propulsion)

### YACHT (Documented)

5 net tons or over

#### GENERAL REQUIREMENTS

1. *NAME*—On some conspicuous part of the hull. (46 USC 103)
2. *HAILING PORT*—On some conspicuous part of the hull. (46 USC 103)
3. *NUMBER AND NET TONNAGE ON MAIN BEAM*—(46 USC 45) (19 CFR 3.14)
4. *ENROLLMENT AND LICENSE*—(See footnote No. 2) One document; license renewed annually by endorsement; note official number and master's name.

#### INTERNATIONAL

5. *FOG HORN AND BELL*—(See footnote No. 1)
6. *LIGHTS*—Sunset to sunrise, appropriate.
  - (1) Side lights with inboard screens 36 inches long to prevent lights from being seen across the bow. (See footnote No. 4)
  - (2) Stern light.
  - (3) Anchor lights.  
(See 33 USC 143-147d, 33 USC 179)

#### INLAND WATERS OF THE ATLANTIC AND PACIFIC COAST AND OF THE COAST OF THE GULF OF MEXICO

1. *FOG HORN AND BELL*—(33 USC 191) (See footnote No. 1)
2. *LIGHTS*—Sunset to sunrise, appropriate. (33 USC 171)
  - (1) Side lights with inboard screens 36 inches long to prevent lights from being seen across bow. (33 USC 174) (See footnote No. 5)

- (2) Stern light. (33 USC 179)
- (3) Anchor lights. (33 USC 180)

*GREAT LAKES AND THEIR CONNECTING TRIBUTARY WATERS AND THE ST. MARY'S RIVER*

1. *FOG HORN AND BELL*—(33 USC 271) (See footnote No. 1)

2. *LIGHTS*—Sunset to sunrise, appropriate. (33 USC 251)
  - (1) Side lights with inboard screens 36 inches long to prevent lights from being seen across bow. (33 USC 255) (See footnote No. 6)
  - (2) Use of torch. On approach of steamer show lighted torch upon that point or quarter to which steamer is approaching. (33 USC 261)
  - (3) Anchor lights. (33 USC 258)

*NAVIGATION RULES FOR RED RIVER OF THE NORTH AND RIVERS EMPTYING INTO GULF OF MEXICO AND TRIBUTARIES*

1. *FOG HORN AND BELL*—(33 USC 331)
2. *LIGHTS*—Sunset to sunrise, appropriate. (33 USC 311)
  - (1) Side lights with inboard screens 36 inches long to prevent lights from being seen across bow. (33 USC 317) (See footnotes 6 and 7)
  - (2) Stern light. (33 USC 319) (33 USC 317)
  - (3) Anchor lights. (33 USC 322)

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OTHER REQUIREMENTS

1. *FOG HORN AND BELL*—Vessel must give prescribed signal though sound device is not prescribed for vessels of all tonnages. The burden is on the operator to provide proper sound device.
2. *LICENSE ONLY*—(Not enrollment; if under 20 net tons and documented.) (46 USC 103)
3. *ENTRY*—(Must report arrival if from foreign port and declare dutiable articles.)
4. *LIGHTS*—Vessel under sail, less than 20 tons; side lights not required but shall have combination red and green lantern. (33 USC 143-147d, 33 USC 179)
5. *LIGHTS*—Vessels of less than 10 gross tons, under way in

bad weather: When side lights cannot be fixed these lights shall be kept at hand lighted, fitted with proper screens and ready for use. (33 USC 175)

6. LIGHTS—Small vessels under way in bad weather; when side lights cannot be fixed these lights shall be kept at hand lighted, fitted with suitable screens and ready for use. (33 USC 257) (33 USC 318)

7. LIGHTS—Open boats. Side lights not required but shall have combination red and green hand lanterns; exhibit on approach of another vessel (33 USC 322) (33 USC 260)  
(See 33 USC 179 and 33 USC 319 for stern lights)

## APPENDIX B

### AMERICAN STEAMER

#### YACHT (Documented)

##### 5 net tons or over

#### GENERAL REQUIREMENTS

1. NAME—On some conspicuous part of the hull. (46 USC 103) (See footnote No. 6)
2. HAILING PORT—On some conspicuous part of the hull. (46 USC 103) (See footnote No. 6)
3. NUMBER AND NET TONNAGE ON MAIN BEAM—(46 USC 45) 19 CFR 3.14
4. ENROLLMENT AND LICENSE—One document; license renewed annually; note official number, note master's and owner's name, gross and net tonnage, length. (Qualification, 46 USC 11, 46 USC 14, 46 USC 221, 46 USC 251, 46 USC 258, 46 USC 273; duration, 46 USC 263, 46 USC 266; renewal, 46 USC 267; lost, 46 USC 268; change of master, 46 USC 276; inspection of, 46 USC 277; forgery and alteration, 46 USC 323; obstructing officer, 46 USC 324; penalty for violation of license, 46 USC 325; Great Lakes, 46 USC 258) (See footnote No. 1)
5. OFFICER'S LICENSE—Unexpired. (46 USC 232)
6. CERTIFICATE OF INSPECTION—If over 65 feet. Unexpired, posted. (46 USC 390, 400, 404)
7. REQUIREMENTS OF CERTIFICATE OF INSPECTION—(See footnote No. 4)
8. RULES OF THE ROAD—For requirements for possession of and displaying see 33 USC 157, 33 USC 243, 33 USC 353, 33 CFR 80.13(b), 33 CFR 90.15(b), 33 CFR 95.23.
9. LIGHTS—Sunset to sunrise, underway or anchored, appropriate 33 USC 143-147d, 179, 171, 251, 311) (June 4, 1956) (If 65 feet or less, Act of April 25, 1940—46 USC 526b)
10. FOG HORN, BELL, WHISTLE—(33 USC 143-147d, 179, 191, 271, 331)

## OTHER REQUIREMENTS DEPENDING ON TONNAGE AND TRADE

1. LICENSE ONLY—(Not enrollment, if under 20 net tons and documented) (46 USC 273)
2. TRADE—(Yachts are forbidden to engage in trade) (46 USC 103)
3. ENTRY—(Must report arrival if from foreign port and declare dutiable articles)
4. REQUIREMENTS OF CERTIFICATE OF INSPECTION—Required equipment is listed on this certificate but unless obvious deficiencies exist no examination by the boarding officer is required other than a check to insure Inspection Certificate has not expired.
5. DRAFT MARKS—(Stem and stern post if over 50 gross tons and registered) (46 USC 48)
6. A marking of a name and hailing port on the hull of a yacht in letters which are of such a size as to be legible and conspicuous may be accepted as in sufficient compliance with the cited law and regulation even though such letters are less in size than 4 inches. Individual roman letters of such suitable size and of a color contrasting with that of the hull (dark letters on a light ground or light letters on a dark ground) which have been painted on or applied by a decalcomania transfer covered over with four or five coats of clear varnish or which have been cut, carved, or stamped from aluminum or other metal or from masonite, plywood, plastic, or other similar material firmly secured in place by means of screws or nails are acceptable.

However, the use of cut or carved letters joined in one continuous piece, the use of individual letters not firmly secured in place, or the use of decalcomania transfers not applied in such a manner as to be as secure against wear and weather as painted names is not acceptable in compliance with the requirements.

**APPENDIX C**  
**MOTOR VESSELS**  
**GAS OR OIL SCREW**  
**YACHT (Documented)**

**Over 65 feet in length. 20 net tons or over.**

**GENERAL REQUIREMENTS**

1. **NAME**—On some conspicuous part of the hull. (46 USC 103) (19 CFR 3.16 (e)) See footnote No. 1.
2. **HAILING PORT**—On some conspicuous part of the hull (4"). (46 USC 103) (19 CFR 3.16 (e)) See footnote No. 1.
3. **NUMBER AND NET TONNAGE ON MAIN BEAM**—(46 USC 45) (19 CFR 3.14)
4. **ENROLLMENT AND LICENSE**—One document renewed annually; note official number, note master's and owner's names, gross and net tonnage; length. (Qualification, 46 USC 11, 46 USC 14, 46 USC 221, 46 USC 251, 46 USC 258, 46 USC 273; duration, 46 USC 263, 46 USC 266; renewal, 46 USC 267; lost, 46 USC 268; change of master, 46 USC 276; inspection of, 46 USC 277; forgery and alteration, 46 USC 323; obstructing officer, 46 USC 324, penalty for violation of license, 46 USC 325; Great Lakes, 46 USC 258)
5. **WHISTLE, FOG HORN AND BELL**—(33 USC 191, 33 USC 271, 33 USC 331)
6. **APPROVED FIRE EXTINGUISHERS**—(46 USC 526g) (46 CFR 25.30-20 (b) (1))
7. **APPROVED LIFE PRESERVERS**—To sustain afloat every person on board. Readily accessible. (46 USC 526e) (46 CFR 25.25-10 (a))
8. **VENTILATION**—Two or more ventilator ducts fitted with cowls or equivalent capable of removing gases from the bilges in engine and fuel-tank compartments. (On vessels constructed or decked over after 25 April 1940, using gasoline for fuel): Motor vessels with all engine and fuel tank compartments, and other spaces to which explosive or flammable gases and vapors from these compartments may flow, open to the atmosphere, exempted. (46 USC 526j) (46 CFR 25.40-1 (a))

9. FLAME ARRESTOR—Carburetors on all gasoline engines on motor vessels shall be fitted with an approved device for arresting backfire. Installations made before 19 November 1952, need not meet the detailed requirements of the specifications and may be continued in use so long as they are in good condition. (See Page 8-7)

10. LIGHTS—At night, underway or anchored, appropriate. 33 USC 143-147d, (33 USC 171, 33 USC 179, 33 USC 180, 33 USC 251, 33 USC 311, 33 USC 319)

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#### OTHER REQUIREMENTS DEPENDING ON TONNAGE AND TRADE

1. A marking of a name and hailing port on the hull of a yacht in letters which are of such a size as to be legible and conspicuous may be accepted as in sufficient compliance with the cited law and regulations even though such letters are less in size than 4 inches. Individual roman letters of such suitable size and of a color contrasting with that of the hull (dark letters on a light ground or light letters on a dark ground) which have been painted on or applied by a decalcomania transfer covered over with four or five coats of clear varnish or which have been cut, carved, or stamped from aluminum or other metal or from masonite, plywood, plastic, or other similar material firmly secured in place by means of screws or nails are acceptable.

However, the use of cut or carved letters joined in one continuous piece, the use of individual letters not firmly secured in place, or the use of decalcomania transfers not applied in such a manner as to be as secure against wear and weather as painted names is not acceptable in compliance with the requirements.

## **GAS SCREW OR OIL SCREW**

**Over 65 feet in length**

**20 net tons or over**

**(Engaged in Fisheries)**

### **GENERAL REQUIREMENTS**

1. **NAME**—On the bow and on the stern in letters not less than 4 inches in height. 46 USC 46, 19 CFR 3.16.
2. **HAILING PORT**—On the stern in letters not less than 4 inches in height. 46 USC 46, 19 CFR 3.16.
3. **NUMBER AND NET TONNAGE ON MAIN BEAM**—(46 USC 45) (19 CFR 3.14)
4. **ENROLLMENT AND LICENSE**—One document renewed annually; note official number, note master's and owner's names, gross and net tonnage, length. (Qualification, 46 USC 11, 46 USC 14, 46 USC 221, 46 USC 251, 46 USC 258, 46 USC 273; duration, 46 USC 263, 46 USC 266; renewal, 46 USC 267; lost, 46 USC 268; change of master, 46 USC 276; inspection of, 46 USC 277; forgery and alteration, 46 USC 323; obstructing officer, 46 USC 324; penalty for violation of license, 46 USC 325; Great Lakes, 46 USC 258)
5. **WHISTLE, FOG HORN AND BELL**—(33 USC 191) (33 USC 271, 33 USC 331)
6. **APPROVED FIRE EXTINGUISHERS**—(46 USC 526g) (46 CFR 25.30-20 (b) (1))
7. **APPROVED LIFE PRESERVERS**—To sustain afloat every person on board. Readily accessible. (46 USC 526e) (46 CFR 25.25-10 (a))
8. **VENTILATION**—Two or more ventilator ducts fitted with cowls or equivalent capable of removing gases from the bilges in engine and fuel-tank compartments. (On vessels constructed or decked over after 25 April 1940 using gasoline for fuel): Motor vessels with all engine and fuel tank compartments, and other spaces to which explosive or flammable gases and vapors from these compartments may flow, open

to the atmosphere, exempted. (46 USC 526j) (46 CFR 25.40-1 (a))

9. **FLAME ARRESTOR**—Carburetors on all gasoline engines on motor vessels shall be fitted with an approved device for arresting backfire. Installations made before 19 November 1952, need not meet the detailed requirements of the specifications and may be continued in use so long as they are in good condition. (See Page 8-7)

10. **RULES OF THE ROAD**—for requirements for possession of and displaying see 33 USC 157, 33 USC 243, 33 USC 353 and 33 CFR 80.13(b), 33 CFR 90.15(b), 33 CFR 95.23.

11. **LIGHTS**—At night, underway, or anchored, appropriate. (33 USC 143-147d, 33 USC 171, 33 USC 179, 33 USC 180, 33 USC 251, 33 USC 311)

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### OTHER REQUIREMENTS

1. **PERMIT TO TOUCH AND TRADE**—(If to touch and trade at foreign ports) (46 USC 310) (46 USC 311)

**APPENDIX D**  
**MOTORBOATS**

**LIGHTS REQUIRED FOR MOTORBOATS**  
**DISCUSSED**

All vessels whether underway or anchored are required by law to display lights between sunset and sunrise. The light requirements vary both as to the area of operation and size of the boat.

A motorboat on the waters of the United States may carry the lights prescribed by the act of 25 April 1940 (Motorboat Act) or it may carry the lights prescribed by the International Rules. In addition, there are requirements for stern, anchor and other special lights contained in the applicable Inland, Western Rivers and Great Lakes Rules.

A motorboat on the high seas must carry the lights prescribed by the International Rules, and *only* these lights.

Failure to display the required lights may make the vessel liable to penalty.

Requirements for lights are summarized in tables on pages D-5, D-7 and D-9.

Section 3 of the Motorboat Act of April 25, 1940, and the International Rules specify the arcs and distances through which the prescribed lights are required to be seen. However, the separation and/or location of the prescribed lights is usually described in broad terms. In the absence of specific dimensions and positions, the intent of the rules may be determined from the following excerpts from the recommendations of the American Boat and Yacht Council, Inc.:

**WITH RESPECT TO** location of lights, "forward" means forward of the midlength measured from end to end of the hull over the deck excluding sheer, and "aft" is aft of this midlength.

**"AT THE STEM"** and "at the stern" means as nearly as practicable at the stem and at the stern, respectively.

**"HIGHER THAN"** or "lower than" means at a higher level or lower level, respectively, than another light under any normal condition of trim underway or stopped in smooth water.

**LIGHTS SHOULD NOT BE** obscured by moving objects

such as sails, exhaust smoke, awnings, waves, the boat's wake, or persons on board the boat.

THERE SHOULD BE no interference with the boat operator's visibility due to direct light rays, reflection of light from parts of the boat, or reflection of light from haze and fog. In the last case the higher the light the better.

LIGHTS SHALL be mounted in a level position to assure proper distances and arcs of visibility.

TO AVOID LIMITATION in distance of visibility by the curvature of the earth, no light required to be visible 3 miles shall be mounted less than 3 feet above water level.

TO ASSURE THAT colored lights may be distinguished separately from white lights at a distance of one mile, when practicable, no white light should be so mounted that the projected distance of separation from a colored light is less than 3 feet where viewed from any horizontal position in the arc of visibility of the colored light.

#### LOCATION OF STERN LIGHTS:

(a) Motorboat Act of 1940—*Motorboats operating on the navigable waters of the United States.*—The all around white light aft shall be carried on the centerline of every motorboat of class 2 or 3. Motorboats of class A or 1 may carry this light off the centerline.

(b) International Rules—*Motorboats operating on the high seas and/or navigable waters of the United States.*—The 12-point light shall be carried on the centerline of every motorboat of class 2 or 3. Motorboats of class A or 1 may carry this light off the centerline.

★ NOTE -- Anchor Lights: Boarding Officers will not issue a Notice of Violation for those Class A and 1 motorboats which use their 32 point white stern light as an anchor light.

## Where To Find the Details on Lights for Motorboats

(Inboards, outboards, and auxiliaries not over 65 feet in length used exclusively for pleasure)

LIGHT	WATERS SAILED	
	International	Inland
Forward, or Masthead	International Rule 7 <sup>1</sup>	Motorboat Act, Sec. 3 (46 U.S.C. 526b)
After, or Range	No requirement for motorboats under the International Rules	Do.
Side, or Combination	International Rule 7 <sup>1</sup>	Do.
Stern, or Overtaken	International Rule 40	Inland Rules, Art. 10
Anchor	International Rule 11	Inland Rules, Art. 11

LIGHT	WATERS SAILED	
	Great Lakes	Western Rivers
Forward, or Masthead	Motorboat Act, Sec. 3 (46 U.S.C. 526b)	Motorboat Act, Sec. 3 (46 U.S.C. 526b)
After, or Range	Do.	Do.
Side, or Combination	Do.	Do.
Stern, or Overtaken	No requirement in Great Lakes Rules	Western Rivers Rule No. 10
Anchor	Great Lakes Rule 9	Western Rivers Rule No. 13

<sup>1</sup> International Rule 2 applies in lieu of Rule 7 in the case of a motorboat of 65 feet or more and in the case of an auxiliary of 40 or more feet.

**Anchor Lights:** Boats at anchor must display anchor lights except those of not more than 65 feet in length in "special anchorage areas" designated by the Secretary of the Army.

## Lights Required on Motorboats Underway Between Sunset and Sunrise

### MOTORBOATS: INBOARDS, OUTBOARDS, AND AUXILIARIES

Under Power alone	Auxiliaries under Sail and Power	Auxiliaries under Sail alone
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**INLAND RULES.**—These lights may be shown only on Inland Waters, Western Rivers, and Great Lakes.<sup>1</sup>

#### *Under 26 Feet*

White, aft  
all around  
32 pt., 2 mi.



Combination  
red and green  
20 pt., 1 mi.

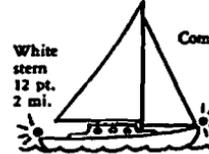


White, aft  
all around  
32 pt.  
2 mi.



Combination  
red and  
green  
20 pt.  
1 mi.

White  
stern  
12 pt.  
2 mi.



Combination  
red and  
green  
20 pt.  
1 mi.

#### *26 feet or over, but not more than 65 feet*

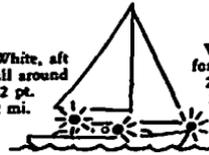
White, aft  
all around  
32 pt.  
2 mi.



Separate side lights  
10 pt., 1 mi.

White  
20 pt., 2 mi.

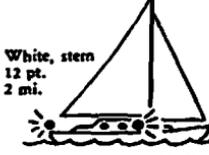
White, aft  
all around  
32 pt.  
2 mi.



Separate side lights  
10 pt., 1 mi.

White  
forward  
20 pt.  
2 mi.

White, stern  
12 pt.  
2 mi.



Separate side lights  
10 pt., 1 mi.

<sup>1</sup> A motorboat under sail alone on the Great Lakes is not required to display a stern light. All motorboats under sail alone must on approach of another vessel display a white light in the direction of the approaching vessel.

(Continued on following page)

**LIGHTS REQUIRED ON MOTORBOATS UNDERWAY  
BETWEEN SUNSET AND SUNRISE (CONTINUED FROM PAGE D-7)**

**INTERNATIONAL RULES.**—Lights under International Rules may be shown on Inland Waters, Western Rivers, and Great Lakes, and are required on the high seas.

POWER ALONE	SAIL and POWER	AUXILIARY, SAIL ALONE*	SAILBOATS
<p>less than 40' in length</p> <p>20 pt. 3 m. 12 pt. 2 m. 20 pt. 3 m. or 10 m. (deck)</p>	<p>carried 3 ft. higher than colored lights</p> <p>20 pt. 3 m. 12 pt. 2 m. 20 pt. 3 m. or 10 pt. (deck)</p>	<p>12 pt. 2 m. 20 pt. 3 m. 20 pt. 3 m.</p>	<p>12 pt. 2 m. 20 pt. 3 m. 10 pt. 1 m.</p>
<p>power—40' but less than 65'</p> <p>20 pt. 3 m. 12 pt. 2 m. 10 pt. 1 m.</p>	<p>sailing vessels over 40' carried 3 ft. higher than colored lights and located 9 ft. above outwales</p> <p>20 pt. 3 m. 12 pt. 2 m. 10 pt. 1 m. 20 pt. 3 m. or 10 pt. (deck)</p>	<p>12 pt. 2 m. 20 pt. 3 m. 20 pt. 3 m.</p>	<p>Optional for all boats under sail alone in International Waters. Red over Green 20 pt. 2 m. for masthead. All sailboats must carry lights as shown on left if optional lights are used.</p>

**EXCEPTIONS:** (1) Western River Rules. Sidelights for vessels under sail must be visible for 3 miles. (2) Great Lakes. On the Great Lakes sailing vessels show a white light (in lieu of a stern light) upon that portion of the vessel which is being approached by another vessel.

**IMPORTANT:** LIGHTS MUST BE PLACED HIGH ENOUGH THAT THEIR LIGHT WILL NOT BE BLOCKED BY PERSONS OR PARTS OF THE BOAT.

## ADDITIONAL RECOMMENDED EQUIPMENT FOR MOTORBOATS

The following equipment is *not* required by any federal laws, however, boarding officers should make every effort to encourage the boat owners to carry the material for their own safety in emergencies and to avoid emergencies arising:

1. ANCHORS—Preferably 2 or more provided with chain, cable or line of adequate scope.
  2. BAROMETER
  3. BILGE PUMP—Kept clean and rust free.
  4. CARBURETOR DRIP PAN—Provided with fine mesh flame screen.
  5. COMPASS—Preferably a binnacle type with illumination for night cruising.
  6. DISTRESS SIGNALS—Pyrotechnic smoke signals and flares, signal mirror, flashlight.
  7. EMERGENCY RATIONS AND WATER
  8. LOCAL COAST AND GEODETIC SURVEY CHARTS
  9. FIRST AID KIT AND MANUAL
  10. \*FOG BELL—One bell which produces a clear tone for sounding bell signals.
  11. \*\*WHISTLE—Mouth, hand, or power operated, capable of producing a blast of 2 seconds or more duration, and audible for a distance of at least ½ mile.
  12. SPARE PARTS:—Condenser, coil, spark plugs, distributor head, distributor rotor, distributor points, water pump, light bulbs, propeller, fuses, fuel pump, tools.
- \*Required equipment for Motorboats—Class “2” and “3”. Recommended as additional equipment for Class “A” and “1”.
- \*\*WHISTLES are required equipment for motorboats, Class “1”, “2”, and “3” recommended as additional equipment for Class “A”.

## **MOTORBOATS (Class A)**

**Pleasure or commercial fishing.**

**Less than 16 feet in length.**

### **GENERAL REQUIREMENTS**

1. **NUMBER**—On each side of the forward half of the vessel, 3", visible and legible. (46 USC 527a, 46 CFR 171.05) Required on all vessels over 10 h.p. States may require on vessels 10 h.p. or less.
2. **CERTIFICATE OF NUMBER**—Required to be available for inspection whenever the vessel is in use (46 USC 527a (c) (4)).
3. **APPROVED FIRE EXTINGUISHER**—One B-I type unless fixed fire-extinguishing system in machinery space. (46 USC 526g) (46 CFR 25.30-20(a) (1)) (Boats of open construction propelled by outboard motors, not required)
4. **APPROVED LIFE PRESERVERS**—(Or other device). One for each person on board, each capable of sustaining a person afloat. Readily accessible. Commercial fishing boats may substitute wood floats. (46 USC 526e, 46 CFR 25.25-10 (b) (4), (5).)
5. **VENTILATION**—Two or more ventilator ducts fitted with cowls or equivalent capable of removing gases from the bilges in engine and fuel-tank compartments. (Applicable to boats constructed or decked over after 25 April 1940 using gasoline for fuel): Motorboats with all engine and fuel tank compartments, and other spaces to which explosive or flammable gases and vapors from these compartments may flow, open to the atmosphere, exempted. (46 USC 526j) (46 CFR 25.40-1(a))
6. **FLAME ARRESTOR**—Carburetors on all engines on motorboats using gasoline as fuel shall be fitted with an approved device for arresting backfire. Installations made before 19 November 1952 need not meet the detailed requirements of the specifications and may be continued in use so long as they are in good condition. (Outboard engines exempted) (46 USC 526i) (46 CFR 25.35-1(a)). (see page 8-8)
7. **LIGHTS**—Night only, appropriate: (46 USC 526b)
  - (1) White all around aft.

- (2) Combined red and green lantern forward—lower than after light.
  - (3) Anchor light, all around white (33 USC 180) (see Page D-4)
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## OTHER REQUIREMENTS DEPENDING ON SERVICE

1. **MOTORBOAT OPERATOR'S LICENSE** (If carrying six or less passengers for hire) (46 USC 526f)
2. **LIFE PRESERVERS** (No substitute devices if carrying passengers for hire; additional preservers, unless the service is such that children are never carried, suitable for children, must number at least ten percent of the total number of persons carried. (46 CFR 25.25-10(b)(1).)
3. **LIGHTS**—Combined lantern on fishing vessels under 10 gross tons under way permitted and need only be shown, need not be mounted. (33 USC 178a)
4. **FIRE EXTINGUISHERS**—Toxic vaporizing type fire extinguishers *may not be carried* on vessels carrying more than six passengers for hire.
5. **CERTIFICATE OF INSPECTION**—If vessel is carrying more than six passengers for hire, a valid certificate of inspection must be on board. (46 USC 390, see Appendix E)

## MOTORBOATS (Class 1)

### Pleasure or commercial fishing.

### 16 feet to less than 26 feet in length.

## GENERAL REQUIREMENTS

1. **NUMBER**—On each side of the forward half of the vessel, 3", visible and legible. Required on all undocumented vessels of over 10 h.p. States may also require numbering of vessels 10 h.p. or less (46 CFR 171.05).
2. **CERTIFICATE OF NUMBER**—Required to be available for inspection whenever the vessel is in use (46 USC 527a(c)(4)). (Note—If vessel 5 net tons or over and engaged in trade or fisheries, must be documented)
3. **WHISTLE**—Mouth, hand or power-operated. Must produce blast of 2 seconds or more in duration. Audible  $\frac{1}{2}$  mile. (46 USC 526c) (46 CFR 25.10-10(b))
4. **APPROVED FIRE EXTINGUISHERS**—One B-I type unless fixed fire-extinguishing system installed in machinery space. (Boats of open construction if less than 26 feet in length, propelled by outboard motors, exempted) (46 USC 526g) (46 CFR 25.30-20(a)(1))
5. **APPROVED LIFE PRESERVERS**—(Or other device) One for each person on board, each capable of sustaining a person afloat. Readily accessible. Commercial fishing boats may substitute wood floats. (46 USC 526e, 46 CFR 25.25-10(b)(4), (5).)
6. **VENTILATION**—Two or more ventilator ducts fitted with cowls or equivalent capable of removing gases from the bilges in engine and fuel-tank compartments. (Applicable to boats constructed or decked over after 25 April 1940 using gasoline for fuel): Motorboats with all engine and fuel tank compartments, and other spaces to which explosive or flammable gases and vapors from these compartments may flow, open to the atmosphere, exempted. (46 USC 526j) (46 CFR 25.40-1(a))
7. **FLAME ARRESTOR**—Carburetors on all engines on motorboats using gasoline for fuel shall be fitted with an approved device for arresting backfire. Installations made

before 19 November 1952 need not meet the detailed requirements of the specifications and may be continued in use so long as they are in good condition. (Outboard engines, exempted) (46 USC 526i) (46 CFR 25.35-1(a)). (see Page 8-8)

8. LIGHTS—Night only, appropriate. (46 USC 526(b))
- (1) White all around aft.
  - (2) Combined red and green lantern forward—lower than after light.
  - (3) Anchor light, all around white (33 USC 180)  
(See Page D-4)

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## OTHER REQUIREMENTS DEPENDING ON SERVICE

1. MOTORBOAT OPERATOR'S LICENSE (if carrying six or less passengers for hire) (46 USC 526f) (If over six passengers, 46 USC 390)
2. LIFE PRESERVERS (No substitute devices if carrying passengers for hire; additional preservers, unless the service is such that children are never carried, suitable for children, must number at least 10 percent of total number of persons carried. (46 CFR 25.25-10(b)(1).)
3. LIGHTS—Combined lantern on fishing vessels under 10 gross tons under way permitted and need only be shown, need not be mounted (33 USC 178)
4. FIRE EXTINGUISHERS—Toxic vaporizing type fire extinguishers *may not be carried* on vessels carrying more than six passengers for hire.
5. CERTIFICATE OF INSPECTION—If vessel is carrying more than six passengers for hire, a valid certificate of inspection must be on board. (46 USC 390, see Appendix E)

## MOTORBOATS (Class 2)

**Pleasure or commercial fishing.  
26 feet to less than 40 feet in length.  
(Undocumented) and under 5 net tons.**

### GENERAL REQUIREMENTS

1. Number—On each side of the forward half of the vessel, 3", visible and legible. (46 USC 527a, 46 CFR 171.05) Required on all vessels over 10 h.p. States may require on vessels 10 h.p. or less.
2. CERTIFICATE OF NUMBER—Required to be available for inspection whenever the vessel is in use (46 USC 527a (c) (4)).
3. WHISTLE—Hand or power-operated capable of producing a blast of 2 seconds or more in duration. Audible 1 mile. (46 USC 526c) (46 CFR 25.30-10(b)). ~~Commercial fishing boats may carry mouth, hand, or power-operated whistle, capable of producing a blast of 2 seconds or more in duration, audible 1/2 mile.~~
4. EFFICIENT BELL—(46 USC 526d) (46 CFR 25.30-10(b))<sup>05</sup>
5. APPROVED FIRE EXTINGUISHERS—Two B-I type unless fixed fire-extinguishing system installed in machinery space, then one. (46 USC 526g) (46 CFR 25.30-20(b), (c), (a)(1))
6. APPROVED LIFE PRESERVERS—(Or other device) One for each person on board, each capable of sustaining a person afloat. Readily accessible. Commercial fishing boats may substitute wood floats. (46 USC 526e, 46 CFR 25.25-10 (b)(4), (5).)
7. VENTILATION—Two or more ventilator ducts fitted with cowls or equivalent capable of removing gases from the bilges in engine and fuel-tank compartments. (Applicable to boats constructed or decked over after 25 April 1940 using gasoline for fuel) Motorboats with all engine and fuel tank compartments, and other spaces to which explosive or flammable gases and vapors from these compartments may flow, open to the atmosphere, exempted. (46 USC 526j) (46 CFR 25.40-1(a))

8. **FLAME ARRESTOR**—Carburetors on all engines on motorboats using gasoline for fuel shall be fitted with an approved device for arresting back-fire. Installations made before 19 November 1952 need not meet the detailed requirements of the specifications and may be continued in use so long as they are in good condition. (Outboard engines exempted) (46 USC 526i) (46 CFR 25.35-1(a)) (see Page 8-8)

9. **LIGHTS**—Night only, appropriate: (46 USC 526b).

- (1) White, 20 point, light forward near stem, on centerline.
  - (2) Separate sidelights.
  - (3) Inboard screens to prevent lights from being seen across bow unless mounted on cabin sides.
  - (4) All around white light aft, higher than white light forward, on centerline.
  - (5) Anchor light, all around, white. (33 USC 180)
- See Page D-4.

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## OTHER REQUIREMENTS DEPENDING ON SERVICE

1. **MOTORBOAT OPERATOR'S LICENSE** (If carrying six or less passengers for hire) (46 USC 526f) (If over six passengers, see requirements, 46 USC 390)

2. **LIFE PRESERVERS** (No substitute devices if carrying passengers for hire; additional preservers, unless the service is such that children are never carried, suitable for children, must number at least ten percent of the total number of persons carried. (46 CFR 25.25-10(b)(1).)

3. **LIGHTS**—Combined lantern on fishing vessels under 10 gross tons underway permitted and need only be shown, need not be mounted. (33 USC 178)

4. **FIRE EXTINGUISHERS**—Toxic vaporizing type fire extinguishers *may not be carried* on vessels carrying more than six passengers for hire.

5. **CERTIFICATE OF INSPECTION**—If vessel is carrying more than six passengers for hire, a valid certificate of inspection must be on board. (46 USC 390, see Appendix E)

## MOTORBOATS (Class 3)

Pleasure or commercial fishing.

40 feet to not more than 65 feet in length.

(UNDOCUMENTED)

### GENERAL REQUIREMENTS

1. NUMBER—On each side of the forward half of the vessel, 3", visible and legible, (46 USC 527a, 46 CFR 171.05) Required on all vessels over 10 h.p. States may require on vessels 10 h.p. or less.
2. CERTIFICATE OF NUMBER—Required to be available for inspection whenever the vessel is in use (46 USC 527a(c) (4).
3. WHISTLE—Power-operated capable of producing a blast of 2 seconds or more in duration. Audible 1 mile. (46 USC 526c) (46 CFR 25.10-10(b)). ~~Commercial fishing boats may carry mouth-, hand-, or power-operated whistle, capable of producing a blast of 2 seconds or more in duration, audible 1/2 mile.~~
4. EFFICIENT BELL—(46 USC 526d) (46 CFR 25.30-10(a))<sup>.05</sup>
5. APPROVED FIRE EXTINGUISHERS—Three B-I type unless equipped with fixed fire-extinguishing system in machinery space, then two. (46 USC 526g) (46 CFR 25.30-20(a) (1))
6. APPROVED LIFE PRESERVERS—Approved life preserver or ring life buoy for each person on board. No substitutes permitted except commercial fishing boats may substitute wood floats. (46 USC 526e) (46 CFR 25.25-10(b) (2))
7. VENTILATION—Two or more ventilator ducts fitted with cowls or equivalent capable of removing gases from the bilges in engine and fuel-tank compartments. (Applicable to boats constructed or decked over after 25 April 1940 using gasoline for fuel): Motorboats with all bilges under the engine and fuel tank compartments, and other spaces to which explosive or flammable gases and vapors from these compartments may flow, open exposed to the atmosphere, exempted. (46 USC 526j) (46 CFR 25.40-1(a))

8. **FLAME ARRESTOR**—Carburetors on all engines on motorboats using gasoline for fuel shall be fitted with an approved device for arresting backfire. Installations made before 19 November 1952 need not meet the detailed requirements of the specifications and may be continued in use so long as they are in good condition. (Outboard engines, exempted) (46 USC 526i) (46 CFR 25.35-1(a)) (see Page 8-8)

9. **LIGHTS**—Night only appropriate: (46 USC 526b).

- (1) White, 20 point, light forward near stem, on centerline.
- (2) Separate sidelights.
- (3) Inboard screens to prevent lights from being seen across bow unless mounted on cabin sides.
- (4) All around white light aft, higher than white light forward, on centerline.
- (5) Anchor light, all around, white. (33 USC 180) (see Page D-4)

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## OTHER REQUIREMENTS DEPENDING ON SERVICE

1. **MOTORBOAT OPERATOR'S LICENSE** (If carrying six or less passengers for hire) (46 USC 526f) (If over six passengers, see requirements 46 USC 390)

2. **LIFE PRESERVERS** (No substitute devices if carrying passengers for hire; additional preservers, unless the service is such that children are never carried, suitable for children, must number at least ten percent of the total number of persons carried. (46 CFR 25.25-10(b)(1).)

3. **LIGHTS**—Combined lantern on fishing vessels under 10 gross tons under way permitted and need only be shown, need not be mounted. (33 USC 178)

4. **FIRE EXTINGUISHERS**—Toxic vaporizing-type fire extinguishers *may not be carried* on vessels carrying more than six passengers for hire.

5. **CERTIFICATE OF INSPECTION**—If vessel is carrying more than six passengers for hire, a valid certificate of inspection must be on board. (46 USC 390, see Appendix E)

## MOTORBOATS (Class 2—documented)

26 feet or over and less than 40 feet in length.

5 net tons or over and less than 20 tons.

(Licensed to engage in the fisheries)

### GENERAL REQUIREMENTS

1. NAME—On each bow (4"). On stern (4"). (46 USC 46) (19 CFR 3.16)
2. HAILING PORT—On stern (4"). (46 USC 46) (19 CFR 3.16)
3. NUMBER AND NET TONNAGE ON MAIN BEAM—(46 USC 45) (19 CFR 3.14)
4. LICENSE—Renewed annually; note official number, note master's and owner's names, gross and net tonnage, length. (Qualification, 46 USC 221, 46 USC 11, 46 USC 14, 46 USC 251, 46 USC 258, 46 USC 273; duration, 46 USC 263, 46 USC 266; renewal, 46 USC 267; lost, 46 USC 268; change of master, 46 USC 276; inspection of, 46 USC 277; forgery and alteration, 46 USC 323; obstructing officer, 46 USC 324; penalty for violation of license, 46 USC 325; Great Lakes, 46 USC 258, 263)
5. WHISTLE—Hand or power-operated capable of producing a blast of 2 seconds or more in duration. Audible 1 mile. (46 USC 526c) (46 CFR 25.10-10(b))
6. EFFICIENT BELL—(46 USC 526d) (46 CFR 25.10-10(b))
7. APPROVED FIRE EXTINGUISHERS—Two B-I type unless fixed fire-extinguishing system installed in machinery space, then one. (46 USC 526g) (46 CFR 25.30-20(b), (c), (a)(1))
8. APPROVED LIFE PRESERVERS—(Or other device) One for each person on board, each capable of sustaining a person afloat. Readily accessible. Commercial fishing boats may substitute wood floats. (46 USC 526e, 46 CFR 25.25-10(b)(4), (5).)
9. VENTILATION—Two or more ventilator ducts fitted with cowls or equivalent capable of removing gases from the bilges in engine and fuel-tank compartments. (Applicable to boats constructed or decked over after 25 April 1940 using gasoline for fuel): Motorboats with all engine and fuel tank

compartments, and other spaces to which explosive or flammable gases and vapors from these compartments may flow, open to the atmosphere, exempted. (46 USC 526j) (46 CFR 25.40-1(a))

10. **FLAME ARRESTOR**—Carburetors on all engines on motorboats using gasoline for fuel shall be fitted with an approved device for arresting backfire. Installations made before 19 November 1952 need not meet the detailed requirements of the specifications and may be continued in use so long as they are in good condition. (Outboard engines, exempted) (46 USC 526i) (46 CFR 25.35-1(a)) (see Page 8-8)

11. **LIGHTS**—Night only appropriate: (46 USC 526b)

- (1) White, 20 point, light forward near stem, on centerline.
- (2) Separate sidelights.
- (3) Inboard screens to prevent lights from being seen across bow unless mounted on cabin sides.
- (4) All around white light aft, higher than white light forward on centerline.
- (5) Anchor light, all around, white. (33 USC 180) (see Page D-4)

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## OTHER REQUIREMENTS DEPENDING ON SERVICE

1. **MOTORBOAT OPERATOR'S LICENSE** (If carrying six or less passengers for hire) (46 USC 526f) If over 6 passengers, see requirements under 46 USC 390 (Appendix E of this Manual)

2. **LIFE PRESERVERS** (No substitute devices if carrying passengers for hire; additional preservers, unless the service is such that children are never carried, suitable for children, must number at least ten percent of the total number of persons carried. (46 CFR 25.25-10(b)(1).)

3. **LIGHTS**—Combined lantern on fishing vessels under 10 gross tons under way permitted and need only be shown, need not be mounted. (33 USC 178)

4. **FIRE EXTINGUISHERS**—Toxic vaporizing-type fire extinguishers *may not be carried* on vessels carrying more than six passengers for hire.

5. **CERTIFICATE OF INSPECTION**—If vessel is carrying more than six passengers for hire, only permitted if holding a valid license to engage in fisheries and *coastwise trade*, a valid certificate of inspection must be on board. (46 USC 390, see Appendix E)

## MOTORBOATS (Class 3—documented)

40 feet or over and not exceeding 65 feet in length.

5 net tons or over and less than 20 tons.

(Engaged in the Fisheries)

### GENERAL REQUIREMENTS

1. NAME—On each bow (4"). On stern (4"). (46 USC 46) (19 CFR 3.16)
2. HAILING PORT—On stern (4"). (46 USC 46) (19 CFR 3.16)
3. NUMBER AND NET TONNAGE ON MAIN BEAM—(46 USC 45) (19 CFR 3.14)
4. LICENSE—Renewed annually; note official number, note master's and owner's names, gross and net tonnage, length. (Qualification, 46 USC 221, 46 USC 11, 46 USC 14, 46 USC 251, 46 USC 258, 46 USC 273; duration, 46 USC 263, 46 USC 266; renewal, 46 USC 267; lost, 46 USC 268; change of master, 46 USC 276; inspection of, 46 USC 277; forgery and alteration, 46 USC 323; obstructing officer, 46 USC 324; penalty for violation of license, 46 USC 325; Great Lakes, 46 USC 258, 263)
5. WHISTLE—~~Mouth, hand, or~~ power-operated capable of producing a blast of 2 seconds or more in duration. Audible ~~1/2~~<sup>1</sup>/mile (46 USC 526c) (46 CFR 25.10~~(b)~~<sup>(a)</sup>)
6. EFFICIENT BELL—(46 USC 526d) (46 CFR 25.20~~(b)~~<sup>(a)</sup>)
7. APPROVED FIRE EXTINGUISHERS—Three B-I type unless fixed fire-extinguishing system installed in machinery space, then two. (46 USC 526g) (46 CFR 25.30-20(b), (c), (a) (1))
8. APPROVED LIFE PRESERVERS OR RING BUOYS—One for each person on board, each capable of sustaining a person afloat. Readily accessible. Commercial fishing boats may substitute wood floats. (46 USC 526e, 46 CFR 25.25-10(b) (3).)
3. VENTILATION—Two or more ventilator ducts fitted with cowls or equivalent capable of removing gases from the bilges in engine and fuel-tank compartments. (Applicable to

boats constructed or decked over after 25 April 1940 using gasoline for fuel): Motorboats with all engine and fuel tank compartments, and other spaces to which explosive or flammable gases and vapors from these compartments may flow, open to the atmosphere, exempted. (46 USC 526j) (46 CFR 25.40-1(a))

10. **FLAME ARRESTOR**—Carburetors on all engines on motorboats using gasoline for fuel shall be fitted with an approved device for arresting backfire. Installations made before 19 November 1952, need not meet the detailed requirements of the specifications and may be continued in use so long as they are in good condition. (Outboard engines, exempted) (46 USC 526i) (46 CFR 25.35-1(a)) (see Page 8-8)

11. **LIGHTS**—Night only appropriate: (46 USC 526b)

- (1) White, 20 point, light forward near stem, on centerline.
- (2) Separate sidelights.
- (3) Inboard screens to prevent lights from being seen across bow unless mounted on cabin sides.
- (4) All around white light aft, higher than white light forward, on centerline.
- (5) Anchor light, all around, white. (33 USC 180) (see Page D-4)

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## OTHER REQUIREMENTS DEPENDING ON SERVICE

1. **LIGHTS**—Combined lantern on fishing vessels under 10 gross tons under way permitted and need only be shown, need not be mounted. (33 USC 178)

## MOTORBOATS (Class 2—documented)

26 feet or over and less than 40 feet in length.

20 net tons or over.

(Engaged in the Fisheries)

### GENERAL REQUIREMENTS

1. NAME—On each bow (4"). On stern (4"). (46 USC 46) (19 CFR 3.16)
2. HAILING PORT—On stern (4"). (46 USC 46) (19 CFR 3.16)
3. NUMBER AND NET TONNAGE ON MAIN BEAM—(46 USC 45) (19 CFR 3.14)
4. ENROLLMENT AND LICENSE—One document renewed annually; note official number, note master's and owner's names, gross and net tonnage, length. (Qualification, 46 USC 221, 46 USC 11, 46 USC 14, 46 USC 251, 46 USC 258, 46 USC 273; duration, 46 USC 263, 46 USC 266; renewal, 46 USC 267; lost, 46 USC 268; change of master, 46 USC 276; inspection of, 46 USC 277; forgery and alteration, 46 USC 323; obstructing officer, 46 USC 324; penalty for violation of license, 46 USC 325; Great Lakes, 46 USC 258, 263)
5. WHISTLE—~~Mouth~~, hand-, or power-operated capable of producing a blast of 2 seconds or more in duration. Audible ~~1/2~~ mile. (46 USC 526c) (46 CFR 25.~~10~~-10(~~b~~))
6. EFFICIENT BELL—(46 USC 526d) (46 CFR 25.~~20~~-10(~~b~~))  
05
7. APPROVED FIRE EXTINGUISHERS—Two B-I type unless fixed fire-extinguishing system installed in machinery space, then one. (46 USC 526g) (46 CFR 25.30-20(b), (c), (a)(1))
8. APPROVED LIFE PRESERVERS—(Or other device) One for each person on board, each capable of sustaining a person afloat. Readily accessible. Commercial fishing boats may substitute wood floats. (46 USC 526e, 46 CFR 25.25-10(b)(4), (5).)
9. VENTILATION—Two or more ventilator ducts fitted with cowls or equivalent capable of removing gases from the bilges in engine and fuel-tank compartments. (Applicable to

boats constructed or decked over after 25 April 1940 using gasoline for fuel): Motorboats with all bilges under the engine and fuel tank compartments, and other spaces to which explosive or flammable gases and vapors from these compartments may flow, open to the atmosphere, exempted. (46 USC 526j) (46 CFR 25.40-1(a))

10. **FLAME ARRESTOR**—Carburetors on all engines on motorboats using gasoline for fuel shall be fitted with an approved device for arresting backfire. Installations made before 19 November 1952, need not meet the detailed requirements of the specifications and may be continued in use so long as they are in good condition. (Outboard engines, exempted) (46 USC 526i) (46 CFR 25.35-1(a)) (see Page 8-8)

11. **LIGHTS**—Night only appropriate: (46 USC 526b)

- (1) White, 20 point, light forward near stem, on centerline.
- (2) Separate sidelights.
- (3) Inboard screens to prevent lights from being seen across bow unless mounted on cabin sides.
- (4) All around white light aft, higher than white light forward, on centerline.
- (5) Anchor light, all around, white. (33 USC 180) (see Page D-4)

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## OTHER REQUIREMENTS DEPENDING ON SERVICE

1. **LIGHTS**—Combined lantern on fishing vessels under 10 gross tons underway permitted and need only be shown, need not be mounted, (33 USC 178)

## MOTORBOATS (Class 3—documented)

40 feet or over and not exceeding 65 feet in length.

20 net tons or over.

(Engaged in the Fisheries)

### GENERAL REQUIREMENTS

1. **NAME**—On the bow and on the stern in letters not less than 4 inches in height. 46 USC 46, 19 CFR 3.16.
2. **HAILING PORT**—On the stern in letters not less than 4 inches in height. 46 USC 46, 19 CFR 3.16.
3. **NUMBER AND NET TONNAGE ON MAIN BEAM**—(46 USC 45) (19 CFR 3.14)
4. **ENROLLMENT AND LICENSE**—One document renewed annually; note official number, note master's and owner's names, gross and net tonnage, length. (Qualification, 46 USC 221, 46 USC 11, 46 USC 14, 46 USC 251, 46 USC 258, 46 USC 273; duration, 46 USC 263, 46 USC 266; renewal, 46 USC 267; lost, 46 USC 268; change of master, 46 USC 276; inspection of, 46 USC 277; forgery and alteration, 46 USC 323; obstructing officer, 46 USC 324; penalty for violation of license, 46 USC 325; Great Lakes, 46 USC 258, 263)
5. **WHISTLE**—~~Mouth, hand,~~ or power-operated capable of producing a blast of 2 seconds or more in duration. Audible ~~1/2~~ mile. (46 USC 526c) (46 CFR 25.10-10(b))
6. **EFFICIENT BELL**—(46 USC 526d) (46 CFR 25.30-10(b))<sup>05</sup>
7. **APPROVED FIRE EXTINGUISHERS**—Three B-I type unless fixed fire extinguishing system installed in machinery space, then two. (46 USC 526g) (46 CFR 25.30-20(b), (c), (a) (1))
8. **APPROVED LIFE PRESERVERS OR RING BUOY**—One for each person on board, each capable of sustaining a person afloat. Readily accessible. Commercial fishing boats may substitute wood floats. (46 USC 526e, 46 CFR 25.25-10(b) (4), (5).)
9. **VENTILATION**—Two or more ventilator ducts fitted with cowls or equivalent capable of removing gases from the bilges in engine and fuel-tank compartments. (Applicable to

boats constructed or decked over after 25 April 1940, using gasoline for fuel): Motorboats with all bilges under the engine and fuel tank compartments, and other spaces to which explosive or flammable gases and vapors from these compartments may flow, open and exposed to the natural atmosphere at all times, exempted (46 USC 526j) (46 CFR 25.40-1(a))

10. **FLAME ARRESTOR**—Carburetors on all engines on motorboats using gasoline for fuel shall be fitted with an approved device for arresting backfire. Installations made before 19 November 1952, need not meet the detailed requirements of the specifications and may be continued in use so long as they are in good condition. (Outboard engines, exempted) (46 USC 526i) (46 CFR 25.35-1(a)) (see Page 8-8)

11. **LIGHTS**—Night only appropriate: (46 USC 526b)

- (1) White, 20 point, light forward near stem, on centerline.
- (2) Separate sidelights.
- (3) Inboard screens to prevent lights from being seen across bow unless mounted on cabin sides.
- (4) All around white light aft, higher than white light forward, on centerline.
- (5) Anchor light, all around, white.  
(see Page D-4)

## MOTORBOATS (Class 2—documented)

**26 feet or over and less than 40 feet in length.  
Between 5 net tons and 15 gross tons inclusive.  
(Coastwise trade carrying freight for hire)**

### GENERAL REQUIREMENTS

1. NAME—On the bow and on the stern in letters not less than 4 inches in height. 46 USC 46, 19 CFR 3.16.
2. HAILING PORT—On the stern in letter not less than 4 inches in height. 46 USC 46, 19 CFR 3.16.
3. NUMBER AND NET TONNAGE ON MAIN BEAM—(46 USC 45) (19 CFR 3.14)
4. LICENSE—Renewed annually; note official number, note master's and owner's names, gross and net tonnage, length. (Qualification, 46 USC 221, 46 USC 11, 46 USC 14, 46 USC 251, 46 USC 258, 46 USC 273; duration, 46 USC 263, 46 USC 266; renewal, 46 USC 267; lost, 46 USC 268; change of master, 46 USC 276; inspection of, 46 USC 277; forgery and alteration, 46 USC 323; obstructing officer, 46 USC 324; penalty for violation of license, 46 USC 325; Great Lakes, 46 USC 258, 263)
5. WHISTLE—Hand or power-operated capable of producing a blast of 2 seconds or more in duration. Audible 1 mile. (46 USC 526c) (46 CFR 25.~~10~~<sup>05</sup>-10(b))
6. EFFICIENT BELL—(46 USC 526d) (46 CFR 25.~~20~~<sup>05</sup>-10(b))
7. APPROVED FIRE EXTINGUISHERS—Two B-I type unless fixed fire-extinguishing system installed in machinery space, then one. (46 USC 526g) (46 CFR 25.30-20(b), (c), (a), (1))
8. APPROVED LIFE PRESERVERS—(Or other device) One for each person on board, each capable of sustaining a person afloat. Readily accessible. (46 USC 526e, 46 CFR 25.25-10(b) (4), (5).)
9. VENTILATION—Two or more ventilator ducts fitted with cowls or equivalent capable of removing gases from the bilges in engine and fuel-tank compartments. (Applicable to

boats constructed or decked over after 25 April 1940, using gasoline for fuel): Motorboats with all engine and fuel tank compartments, and other spaces to which explosive or flammable gases and vapors from these compartments may flow, open to the atmosphere, exempted. (46 USC 526j) (46 CFR 25.40-1(a))

10. **FLAME ARRESTOR**—Carburetors on all engines on motorboats using gasoline for fuel shall be fitted with an approved device for arresting backfire. Installations made before 19 November 1952, need not meet the detailed requirements of the specifications and may be continued in use so long as they are in good condition. (Outboard engines exempted) (46 USC 526i) (46 CFR 25.35-1(a)) (see Page 8-8)

11. **LIGHTS**—Night only appropriate: (46 USC 526b)

- (1) White, 20 point, light forward near stem, on centerline.
- (2) Separate sidelights.
- (3) Inboard screens to prevent lights from being seen across bow unless mounted on cabin sides.
- (4) All around white light aft, higher than white light forward, on centerline.
- (5) Anchor light, all around, white. (33 USC 180) (see Page D-4)

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## OTHER REQUIREMENTS DEPENDING ON SERVICE

1. **MOTORBOAT OPERATOR'S LICENSE**—(If carrying six or less passengers for hire) (46 USC 526f) (If over 6 passengers, see requirements 46 USC 390 (Appendix E of this Manual))

2. **LIFE PRESERVERS**—(If carrying passengers for hire, no substitute devices permitted; also must be equipped with an additional number of approved life preservers suitable for children, unless the service is such that children are never carried, equal to at least 10% of the total number of persons carried) (46 CFR 25.25-10(b)(1).)

## MOTORBOATS (Class 3—documented)

**40 feet or over and not exceeding 65 feet in length.  
Between 5 net tons and 15 gross tons inclusive.  
(Coastwise trade carrying freight for hire)**

### GENERAL REQUIREMENTS

1. **NAME**—On the bow and stern in letters not less than 4 inches in height. 46 USC 46, 19 CFR 3.16.
2. **HAILING PORT**—On the stern in letters not less than 4 inches in height. 46 USC 46, 19 CFR 3.16.
3. **NUMBER AND NET TONNAGE ON MAIN BEAM**—(46 USC 45) (19 CFR 3.14)
4. **LICENSE**—Renewed annually; note official number, note master's and owner's names, gross and net tonnage, length. (Qualification, 46 USC 221, 46 USC 11, 46 USC 14, 46 USC 251, 46 USC 258, 46 USC 273; duration, 46 USC 263, 46 USC 266; renewal, 46 USC 267; lost, 46 USC 268; change of master, 46 USC 276; inspection of, 46 USC 277; forgery and alteration, 46 USC 323; obstructing officer, 46 USC 324; penalty for violation of license, 46 USC 325; Great Lakes, 46 USC 258, 263)
5. **WHISTLE**—Power-operated capable of producing a blast of 2 seconds or more in duration. Audible 1 mile. (46 USC 526c) (46 CFR 25.25-10(b))
6. **EFFICIENT BELL**—(46 USC 526d) (46 CFR 25.25-10(b))
7. **APPROVED FIRE EXTINGUISHERS**—Three B-I type unless fixed fire-extinguishing system installed in machinery space, then two. (46 USC 526g) (46 CFR 25.30-20(b), (c), (a) (1))
8. **APPROVED LIFE PRESERVERS OR APPROVED RING BUOY**—One for each person on board, each capable of sustaining a person afloat. Readily accessible. (46 USC 526e, 46 CFR 25.25-10(b) (2).)
9. **VENTILATION**—Two or more ventilator ducts fitted with cowls or equivalent capable of removing gases from the bilges in engine and fuel-tank compartments. (Applicable to boats constructed or decked over after 25 April 1940, using

gasoline for fuel): Motorboats with all engine and fuel tank compartments, and other spaces to which explosive or flammable gases and vapors from these compartments may flow, open to the atmosphere, exempted. (46 USC 526j) (46 CFR 25.40-1(a))

10. **FLAME ARRESTOR**—Carburetors on all engines on motorboats using gasoline for fuel shall be fitted with an approved device for arresting backfire. Installations made before 19 November 1952, need not meet the detailed requirements of the specifications and may be continued in use so long as they are in good condition. (Outboard engines, exempted) (46 USC 526i) (46 CFR 25.35-1(a)) (see Page 8-8)

11. **LIGHTS**—Night only appropriate:

- (1) White, 20 point, light forward near stem, on centerline.
- (2) Separate sidelights.
- (3) Inboard screens to prevent lights from being seen across bow unless mounted on cabin sides.
- (4) All around white light aft, higher than white light forward, on centerline.
- (5) Anchor light, all around, white. (33 USC 180) (see Page D-4)

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## OTHER REQUIREMENTS DEPENDING ON SERVICE

1. **OPERATOR'S LICENSE**—(If carrying six or less passengers for hire) (46 USC 526f) If over 6 passengers, see requirements under 46 USC 390 (Appendix E of this Manual)

**MOTORBOATS (Class 3—documented) (Inspected)**

**40 feet or over and not exceeding 65 feet in length.  
Over 15 gross tons (and 5 net tons), and less than 20 net tons.  
(Coastwise trade not carrying passengers for hire)**

**GENERAL REQUIREMENTS**

1. **NAME**—On the bow and on the stern in letters not less than 4 inches in height. 46 USC 46, 19 CFR 3.16.
2. **HAILING PORT**—On the stern in letters not less than 4 inches in height. 46 USC 46, 19 CFR 3.16.
3. **NUMBER AND NET TONNAGE ON MAIN BEAM**—(46 USC 45) (19 CFR 3.14)
4. **LICENSES**—Renewed annually; note official number, note master's and owner's names, gross and net tonnage, length. (Qualification, 46 USC 221, 46 USC 11, 46 USC 14, 46 USC 251, 46 USC 258, 46 USC 273; duration, 46 USC 263, 46 USC 266; renewal, 46 USC 267; lost, 46 USC 268; change of master, 46 USC 276; inspection of, 46 USC 277; forgery and alteration, 46 USC 323; obstructing officer, 46 USC 324; penalty for violation of license, 46 USC 325; Great Lakes, 46 USC 258, 263.)
5. **OFFICER'S LICENSES**—Unexpired, posted. (46 USC 232)
6. **CERTIFICATE OF INSPECTION**—Unexpired, posted. (46 USC 399, 400, 402, 404)
7. **REQUIREMENTS OF CERTIFICATE OF INSPECTION**—

Number of crew.	Number of fire axes, marked and stowed.
Number of life preservers, properly marked.	Number of feet of fire hose, marked and connected.
Number of fire extinguishers, properly marked.	Other equipment.
8. **WHISTLE**—Power-operated capable of producing a blast of 2 seconds or more in duration. Audible 1 mile. (46 USC 526c) (46 CFR 25.10-10(*b*))

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9. EFFICIENT BELL—(46 USC 526d) (46 CFR 25.20-10(b))

10. APPROVED FIRE EXTINGUISHERS—Three B-I type unless fixed fire-extinguishing system installed in machinery space, then two. (46 USC 526g) (46 CFR 25.30-20(b), (c), (a) (1))

11. APPROVED LIFE PRESERVERS OR APPROVED RING BUOY—One for each person on board, each capable of sustaining a person afloat. Readily accessible. (46 USC 526e, 46 CFR 25.25-10(b) (2).)

12. VENTILATION—Two or more ventilator ducts fitted with cowls or equivalent capable of removing gases from the bilges in engine and fuel-tank compartments. (Applicable to boats constructed or decked over after 25 April 1940, using gasoline for fuel): Motorboats with all bilges under the engine and fuel tank compartments, and other spaces to which explosive or flammable gases and vapors from these compartments may flow, open to the atmosphere, exempted. (46 USC 526j) (46 CFR 25.40-1(a))

13. FLAME ARRESTOR—Carburetors on all engines on motorboats using gasoline for fuel shall be fitted with an approved device for arresting backfire. Installations made before 19 November 1952, need not meet the detailed requirements of the specifications and may be continued in use so long as they are in good condition. (Outboard engines, exempted) (46 USC 526i) (46 CFR 25.35-1(a)) (see Page 8-8)

14. LIGHTS—Night only appropriate: (46 USC 526b)

- (1) White, 20 point, light forward near stem, on centerline.
- (2) Separate sidelights.
- (3) Inboard screens to prevent lights from being seen across bow unless mounted on cabin sides.
- (4) All around white light aft, higher than white light forward, on centerline.
- (5) Anchor light, all around, white. (33 USC 180) (see Page D-4)

**MOTORBOATS (Class 3—documented) (Inspected)**

**40 feet or over and not exceeding 65 feet in length.**

**20 net tons or over.**

**(Coastwise trade carrying freight for hire)**

**GENERAL REQUIREMENTS**

1. **NAME**—On the bow and on the stern in letters not less than 4 inches in height. 46 USC 46, 19 CFR 3.16.
2. **HAILING PORT**—On the stern in letters not less than 4 inches in height. 46 USC 46, 19 CFR 3.16.
3. **NUMBER AND NET TONNAGE ON MAIN BEAM**—(46 USC 45) (19 CFR 3.14)
4. **ENROLLMENT AND LICENSE**—One document renewed annually; note official number, note master's and owner's names, gross and net tonnage, length. (Qualification, 46 USC 221, 46 USC 11, 46 USC 14, 46 USC 251, 46 USC 258, 46 USC 273; duration, 46 USC 263, 46 USC 266; renewal, 46 USC 267; lost, 46 USC 268; change of master, 46 USC 276; inspection of, 46 USC 277; forgery and alteration, 46 USC 323; obstructing officer, 46 USC 324; penalty for violation of license, 46 USC 325; Great Lakes, 46 USC 258, 263)
5. **OFFICER'S LICENSES**—Unexpired, posted. (46 USC 232)
6. **CERTIFICATE OF INSPECTION**—Unexpired, posted, (46 USC 399, 400, 402, 404)
7. **REQUIREMENTS OF CERTIFICATE OF INSPECTION**—

Number of crew.	Number of fire axes, marked and stowed.
Number of life preservers, properly marked.	Number of feet of fire hose, marked and connected.
Number of fire extinguishers, properly marked.	Other equipment.
8. **WHISTLE**—Power-operated capable of producing a blast of 2 seconds or more in duration. Audible 1 mile. (46 USC 526c) (46 CFR 25.10-10(b))

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9. EFFICIENT BELL—(46 USC 526d) (46 CFR 25.30-10(b))

10. APPROVED FIRE EXTINGUISHERS—Three B-I type unless fixed fire-extinguishing system installed in machinery space, then two. (46 USC 526g) (46 CFR 25.30-20(b), (c), (a) (1))

11. APPROVED LIFE PRESERVERS OR APPROVED RING BUOY—One for each person on board, each capable of sustaining a person afloat. Readily accessible. (46 USC 526e, 46 CFR 25.25-10(b) (2).)

12. VENTILATION—Two or more ventilator ducts fitted with cowls or equivalent capable of removing gases from the bilges in engine and fuel-tank compartments. (Applicable to boats constructed or decked over after 25 April 1940, using gasoline for fuel): Motorboats with all engine and fuel tank compartments, and other spaces to which explosive or flammable gases and vapors from these compartments may flow, open to the atmosphere, exempted. (46 USC 526j) (46 CFR 25.40-1(a))

13. FLAME ARRESTOR—Carburetors on all engines on motorboats using gasoline for fuel shall be fitted with an approved device for arresting backfire. Installations made before 19 November 1952, need not meet the detailed requirements of the specifications and may be continued in use so long as they are in good condition. (Outboard engines, exempted) (46 USC 526i) (46 CFR 25.35-1(a)) (see Page 8-8)

14. LIGHTS—Night only appropriate: (46 USC 526b)

- (1) White, 20 point, light forward near stem, on centerline.
- (2) Separate sidelights.
- (3) Inboard screens to prevent lights from being seen across bow unless mounted on cabin sides.
- (4) All around white light aft, higher than white light forward, on centerline.
- (5) Anchor light, all around, white. (33 USC 180) (see Page D-4)

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## OTHER REQUIREMENTS DEPENDING ON SERVICE

1. RADIO AND AUXILIARY—(If carrying over 50 people on 200-mile route) (June 24, 1910; July 23, 1912)

2. DRAFT MARKS—(Stem and stern post if over 50 gross tons) (46 USC 48)

## MOTORBOATS (Class 2—documented)

26 feet or over and less than 40 feet in length.

16 gross tons or over,

20 net tons or over. (Yacht)

### GENERAL REQUIREMENTS

1. NAME—On some conspicuous part of the hull. (46 USC 103) (see footnote No. 3)
2. HAILING PORT—On some conspicuous portion of the hull (4"). (46 USC 103) (19 CFR 3.16(e)) (see footnote No. 3)
3. NUMBER AND NET TONNAGE ON MAIN BEAM—(46 USC 45) (19 CFR 3.14)
4. LICENSE—Renewed annually; note official number, note master's and owner's names, gross and net tonnage, length. (Qualification, 46 USC 221, 46 USC 11, 46 USC 14, 46 USC 251, 46 USC 258, 46 USC 273; duration, 46 USC 263, 46 USC 266; renewal, 46 USC 267; lost, 46 USC 268; change of master, 46 USC 276; inspection of, 46 USC 277; forgery and alteration, 46 USC 323; obstructing officer, 46 USC 324; penalty for violation of license, 46 USC 325; Great Lakes, 46 USC 258, 263)
5. WHISTLE—Hand or power-operated capable of producing a blast of 2 seconds or more in duration. Audible 1 mile. (46 USC 526c) (46 CFR 25.19-10<sup>05</sup>(b))
6. EFFICIENT BELL—(46 USC 526d) (46 CFR 25.20-10<sup>05</sup>(b))
7. APPROVED FIRE EXTINGUISHERS—Two B-I type unless fixed fire-extinguishing system installed in machinery space, then one. (46 USC 526g) (46 CFR 25.30-20(b), (c), (a)(1))
8. APPROVED LIFE PRESERVERS—(Or other device) One for each person on board, each capable of sustaining a person afloat. Readily accessible. Commercial fishing boats may substitute wood floats. (46 USC 526e, 46 CFR 25.25-10(b)(4), (5).)
9. VENTILATION—Two or more ventilator ducts fitted with cowls or equivalent capable of removing gases from the bilges in engine and fuel-tank compartments. (Applicable to boats constructed or decked over after 25 April 1940 using gasoline for fuel): Motorboats with all engine and fuel tank compartments, and other spaces to which explosive or flammable gases and vapors from these compartments may flow,

open to the atmosphere, exempted. (46 USC 526j) (46 CFR 25.40-1(a))

10. **FLAME ARRESTOR**—Carburetors on all engines on motorboats using gasoline as fuel shall be fitted with an approved device for arresting backfire. Installations made before 19 November 1952, need not meet the detailed requirements of the specifications and may be continued in use so long as they are in good condition. (Outboard engines, exempted) (46 USC 526i) (46 CFR 25.35-1(a)) (see Page 8-8)

11. **LIGHTS**—Night only appropriate: (46 USC 526b)

- (1) White, 20 point, light forward near stem, on centerline.
- (2) Separate sidelights.
- (3) Inboard screens to prevent lights from being seen across bow unless mounted on cabin sides.
- (4) All around white light aft, higher than white light forward, on centerline.
- (5) Anchor light, all around, white. (33 USC 180) (see Page D-4)

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## OTHER REQUIREMENTS DEPENDING ON SERVICE

1. **REPORT**—Must report arrival if from a foreign port and declare dutiable articles.

2. **TRADE**—Yachts are prohibited from engaging in trade. (46 USC 107)

3. A marking of a name and hailing port on the hull of a yacht in letters which are of such a size as to be legible and conspicuous may be accepted as in sufficient compliance with the cited law and regulation even though such letters are less in size than 4 inches. Individual roman letters of such suitable size and of a color contrasting with that of the hull (dark letters on a light ground or light letters on a dark ground) which have been painted on or applied by a decalcomania transfer covered over with four or five coats of clear varnish or which have been cut, carved, or stamped from aluminum or other metal or from masonite, plywood, plastic, or other similar material firmly secured in place by means of screws or nails are acceptable.

However, the use of cut or carved letters joined in one continuous piece, the use of individual letters not firmly secured in place, or the use of decalcomania transfers not applied in such a manner as to be as secure against wear and weather as painted names is not acceptable in compliance with the requirements.

## MOTORBOATS (Class 3—documented)

40 feet or over and not exceeding 65 feet in length.

16 gross tons or over,

20 net tons or over. (Yacht)

### GENERAL REQUIREMENTS

1. NAME—On some conspicuous part of the hull. (46 USC 103) (19 CFR 3.16(e)) (See footnote No. 3)
2. HAILING PORT—On some conspicuous part of the hull (4"). (46 USC 103) (19 CFR 3.16(e)) (See footnote No. 3)
3. NUMBER AND NET TONNAGE ON MAIN BEAM—(46 USC 45) (19 CFR 3.14)
4. ENROLLMENT AND LICENSE—One document renewed annually; note official number, note master's and owner's names, gross and net tonnage, length. (Qualification, 46 USC 221, 46 USC 11, 46 USC 14, 46 USC 251, 46 USC 258, 46 USC 273; duration, 46 USC 263, 46 USC 266; renewal, 46 USC 267; lost, 46 USC 268; change of master, 46 USC 276; inspection of, 46 USC 277; forgery and alteration, 46 USC 323; obstructing officer, 46 USC 324; penalty for violation of license, 46 USC 325; Great Lakes, 46 USC 258, 263)
5. WHISTLE—Power-operated capable of producing a blast of 2 seconds or more in duration. Audible 1 mile. (46 USC 526c) (46 CFR 25.~~10~~-10(b))
6. EFFICIENT BELL—(46 USC 526d) (46 CFR 25.~~30~~<sup>25</sup>-10~~(b)~~<sup>05</sup>)
7. APPROVED FIRE EXTINGUISHERS—Three B-I type unless fixed fire-extinguishing system installed in machinery space, then two. (46 USC 526g) (46 CFR 25.30-20 (b), (c), (a) (1))
8. APPROVED LIFE PRESERVERS OR APPROVED RING BUOY—One for each person on board, each capable of sustaining a person afloat. Readily accessible. (46 USC 526e, 46 CFR 25.25-10(b) (2).)
9. VENTILATION—Two or more ventilator ducts fitted with cowls or equivalent capable of removing gases from the bilges in engine and fuel-tank compartments. (Applicable to boats constructed or decked over after 25 April 1940 using gasoline for fuel): Motorboats with all engine and fuel tank compartments, and other spaces to which explosive or flammable gases and vapors from these compartments may flow,

open to the atmosphere, exempted. (46 USC 526j) (46 CFR 25.40-1(a))

10. **FLAME ARRESTOR**—Carburetors on all engines on motorboats using gasoline for fuel shall be fitted with an approved device for arresting backfire. Installations made before 19 November 1952, need not meet the detailed requirements of the specifications and may be continued in use so long as they are in good condition. (Outboard engines, exempted) (46 USC 526i) (46 CFR 25.35-1(a)) (see Page 8-8)

11. **LIGHTS**—Night only appropriate: (46 USC 526b)

- (1) White, 20 point, light forward near stem, on centerline.
- (2) Separate sidelights.
- (3) Inboard screens to prevent lights from being seen across bow unless mounted on cabin sides.
- (4) All around white light aft, higher than white light forward, on centerline.
- (5) Anchor light, all around, white. (33 USC 180)  
(See Page D-7)

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## OTHER REQUIREMENTS DEPENDING ON SERVICE

1. **REPORT**—Must report arrival if from a foreign port and declare dutiable articles.

2. **TRADE**—Yachts are prohibited from engaging in trade. (46 USC 107)

3. A marking of a name and hailing port on the hull of a yacht in letters which are of such a size as to be legible and conspicuous may be accepted as in sufficient compliance with the cited law and regulations even though such letters are less in size than 4 inches. Individual roman letters of such suitable size and of a color contrasting with that of the hull (dark letters on a light ground or light letters on a dark ground) which have been painted on or applied by a decalcomania transfer covered over with four or five coats of clear varnish or which have been cut, carved, or stamped from aluminum or other metal or from masonite, plywood, plastic, or other similar material firmly secured in place by means of screws or nails are acceptable.

However, the use of cut or carved letters joined in one continuous piece, the use of individual letters not firmly secured in place, or the use of decalcomania transfers not applied in such a manner as to be as secure against wear and weather as painted names is not acceptable in compliance with the requirements.

## APPENDIX E

### Public Law 519—46 USC 390

(Vessels carrying over six passengers for hire)

Public Law 84-519 (46 USC 390) requires that small vessels as defined in the act, carrying more than six (6) passengers for hire, be inspected and certificated by the Coast Guard. The inspection referred to shall be effected by designated Marine Inspection personnel and shall be evidenced by a certificate of inspection signed by an OCMI. Operational boarding units, in carrying out their routine boarding program, should visit any vessel in this category to ascertain if it has a valid Certificate of Inspection. If it has not, the operator should be advised of this requirement and instructed to communicate with the nearest Marine Inspection Office to arrange for inspection. Form CG-4100 should be completed, indicating the status of the vessel, and forwarded to the District Commander.

Since the inspection referred to above is primarily the jurisdictional responsibility of the OCMI, Boarding Officers should be concerned with the operator's possession of a valid Operator's License, (See par IV-5d for description of operator's licenses.) vessel's certificate of inspection, number of passengers on board, and area in which the vessel and the operator may operate. The certificate of inspection will describe the route or area of water in which the vessel may operate, the required minimum crew the vessel must have on board, the maximum number of passengers permitted to be carried, and the kind of operator's license required. This certificate of inspection must be posted or available on board the vessel, and to operate the vessel without such certificate, or in violation of such certificate, will subject the owner or operator to penalties provided by law. Such certificates are valid for three years, but a reinspection is required and noted on the certificate each year. See Page 5-11 for form of certificate.

Some certificated vessels are occasionally used in trades such as commercial fishing or for pleasure and are not at such times engaged in the carriage of passengers for hire. On such occasions, they are not required to comply with the terms of their certificates since they are not subject to inspection and manning requirements except when being used to carry passengers

or cargo for hire. Such vessels, however, are subject to the safety requirements of the Motorboat Act of 1940 in all respects as if they were not certificated.

It is realized that in some cases considerable difficulty may be encountered by the Boarding Officer when upon boarding a motorboat and noting more than six passengers on board it becomes necessary for him to determine if the motorboat should come under the provisions of 46 USC 390 (Public Law 84-519). If it cannot be readily determined that the motorboat is carrying more than six passengers for hire, the vessel should be inspected for compliance with safety, equipment and other regulations applicable to its class. If suspicion exists that the vessel is carrying passengers for hire, a notation should be made on the boarding report submitted to the District Commander and on the unit's file copy. Familiarity with the boating operations in his area will greatly assist Boarding Officers in the performance of this duty.

Any vessel subject to Public Law 84-519—46 USC 390 should be boarded in any event for violation(s) of Navigation and Vessel Inspection laws.

Boarding Officers' Guide for Detection of Violations of  
Small Passenger Carrying Vessel Act  
(46 USC 390)

The detection of violations of the Small Passenger Carrying Vessel Act (46 USC 390) is often a very difficult matter. There is much economic pressure on the OWNERS of certain types of vessels to violate this law, since in order for these boats to meet the safety requirements established by it, extensive improvements in compartmentation, lifesaving equipment and fire protection must be made. These improvements are sometimes very costly and in some cases the owners cannot afford to make them. Since this is so, the boarding officer will find many subterfuges or tricks used by operators who, unwilling or unable to comply, are operating in violation of the law. Seldom can enough evidence to support a citation be gathered at the time of boarding. However, a thorough boarding will usually provide enough information or evidence to get a case started. On the other hand, a poorly done boarding may well eliminate any possibility of establishing a violation case. The boarding officer must keep this thought in mind: That almost always the persons on board a vessel violating this law will try to conceal the true nature of the operation from the boarding officer.

What are the methods used to evade 46 USC 390? It is hard to say what all of the various devices are, since law breakers are frequently quite ingenious. Some of the more popular schemes used are: (1) The use of a document which pretends to be a BAREBOAT CHARTER. (2) Having the PASSENGERS agree that they will not admit that they contributed any CONSIDERATION (payment of any kind) for their passage when and if questioned by Coast Guard personnel. (3) PASSENGERS are often told that by taking passage on a vessel which should be but is not inspected, they are also violating the law. This is not true, but the PASSENGERS often believe it is. Thus, these PASSENGERS, fearing legal action against themselves, will seldom cooperate with the Boarding Officer in any way. Often lower fares than legitimate inspected vessels can offer are given with the understanding that the PASSENGERS will not admit to the Coast Guard that they contributed any CONSIDERATION for their passage.

What can you as a boarding officer do? First of all, if you board a vessel with more than seven persons on board, you must assume the possibility that some of them may be PASSENGERS. Check to see if the vessel has a certificate of inspection. (Most districts publish a list of the names of inspected vessels, and as a boarding officer you will have no occasion to board these listed vessels, unless you observe or suspect a violation of law. Violations on the part of inspected vessels usually are: (1) Going beyond the geographical limits of the certificate. (2) Having more PASSENGERS on board than the certificate allows, or not having enough crewmembers.) If the vessel has a certificate of inspection, check to see that the vessel is operating in compliance with it. If the vessel has no certificate of inspection, then in addition to the usual boarding data, get the names and the addresses of all persons on board—or as many as practicable. (You may board a vessel with as many as a hundred people on board. In such cases try to get at least fifteen names and addresses.) Ask the persons on board (other than the crew) if they have paid any money for the trip, or have contributed food, fuel, drinks, etc. Determine where they are bound, when they left and when they are returning. Find out if they belong to an organization and if so obtain its name. If anyone says that they paid money or some other CONSIDERATION, ask the operator if he is carrying PASSENGERS. He will probably say no. Ask him then if the vessel is operating under a BAREBOAT CHARTER. If it is, ask to see the CHARTERPARTY (the charter document). Keep this document if you can, telling him (or the CHARTERER) that it will be returned later. Attach this document to the boarding report submitted to the district. Find out if the owner is on board. If anyone admits to having contributed some CONSIDERATION, determine how much, to whom, and when it was paid. Find out who hired the crew and who paid them. Ascertain if the operator has any type of Coast Guard issued license. (Remember, even if there are only two people on board, and one is a PASSENGER-FOR-HIRE the operator must have at least a motorboat operator's license). Motorboats and powered uninspected vessels carrying PASSENGERS-FOR-HIRE must have a licensed operator. This has no connection with the size, tonnage, or number of people on board the boat, (46 USC 526f). If there is a radio transmitter on board, determine how and to whom it is licensed.

Another fact to keep in mind is that the OWNER of a boat may have a valid BAREBOAT CHARTER with a second person called the CHARTERER. The CHARTERER may

be illegally carrying PASSENGERS-FOR-HIRE. In such cases, it is the CHARTERER rather than the OWNER who is violating the law.

*WARNING:* There are many legitimate cases of large numbers of people being carried aboard boats free of charge. Boy Scout groups, school children, clubs, civic groups, businessmen and the like, may be carried without charge for a variety of reasons. Accordingly, as in all boardings, be firm but also be tactful and courteous. Do *NOT* intimate, or lead people to believe that you think a law is being broken. Where it is suspected that a vessel may be carrying PASSENGERS, but you can find nothing concrete to support your suspicions, and there are no violations of the Federal Boating Act of 1958 or Motorboat Act of 1940, do *NOT* give the operator the colored copy of the Report of Boarding (CG-4100). Instead, submit the original and first copy with your written report of all circumstances concerning the boarding and retain the memorandum copy in the unit files.

As stated previously in this Appendix, the boarding officer's most important responsibility in cases where it is suspected that there may be violations of the Small Passenger Carrying Vessel Act (46 USC 390), is to gather as much information and evidence as possible. With proper groundwork by the boarding officer, the district staff is able to conduct a thorough and fair investigation and, if the case warrants, penalize the offender.

## APPENDIX F

### GUIDE FOR EXAMINATION OF EQUIPMENT

#### I. LIFE PRESERVERS

##### A. Stowage of life preservers

###### 1. Required:

(a) The lifesaving equipment on all vessels shall be so placed as to be readily accessible.

###### 2. Recommended:

(a) Life preservers should be thoroughly dry when stowed and should be provided with adequate ventilation.

(b) They should be kept clear of the bottom of lockers or deck storage boxes where moisture might accumulate.

(c) They should be stowed away from excessive heat.

##### B. Inspection of life preservers

1. Life preservers are most often of the kapok type, although glass, cork, balsa wood, and unicellular plastic foam may be encountered. In general, the longer a life preserver has been in service, the more time-consuming is its examination.

2. Despite the mildew inhibitor treatment required for the cloth, webbing, tapes and thread of life preservers, certain areas of the envelope eventually will rot. This may take place over a long period of time or fairly rapidly under favorable conditions. More often than not, the most seriously affected surfaces of the envelope will appear stained, aged, or otherwise discolored. Where these areas appear, they should be finger-tip-tested by twisting with the tips of the fingers.

3. If a strap is missing completely, it may not be detected unless the inspector develops a habit of examining with this possibility in mind. The first strap to be missing would usually be the neck strap. It is most convenient, therefore, for an inspector to pick up the life preserver by its neck strap while inverting it to examine the reverse side.

4. Kapok and fibrous glass life preservers will frequently become waterlogged and unserviceable. This is particularly true of old life preservers which have been exposed to oil vapors or new life preservers where the plastic (kapok or fibrous glass) film pad covers have been punctured and

remain wet and are difficult to dry. Such preservers should be rejected or subjected to a buoyancy test.

5. Other common noted defective conditions are:
  - a. Straps missing or partially ripped from the jacket.
  - b. Broken cork inserts which distort the life preservers.
  - c. Missing laces from fibrous glass life preservers.
  - d. Missing hardware.
  - e. Envelope is torn, gnawed or otherwise seriously perforated.

#### C. *Additional Inspections of Balsa and Cork Life Preservers*

1. The areas of the envelope in way of the edges of the buoyant material are exceptionally susceptible to the most wear or chafing and will usually be the first surfaces to fail the twist test as described in para B-2.

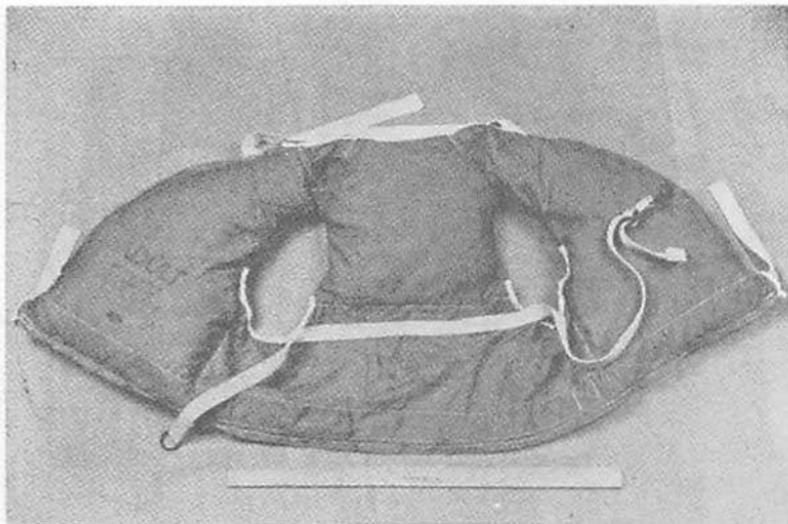
2. All cork or balsa blocks should be checked for conditions. Those life preservers that contain crumbled, granulated or a large number of broken pieces of cork or balsa should be replaced.

#### D. *Repairs*

1. Minor or emergency repairs to otherwise sound life preserver covers may be made to life preservers which are otherwise in satisfactory condition. Such repairs do not require the prior approval of the Coast Guard but must be acceptable to the boarding officer. Satisfactorily repaired small holes and tears in the cover fabric should be acceptable. However, tears which would adversely affect strength, such as in way of a tie tape, could render a life preserver unserviceable. Tapes or straps should not be repaired, but may be renewed provided such renewals will restore the device to original quality.

2. The reconditioning and cleaning of life preservers (usually accomplished only in large quantity lots) should not be attempted except by those duly qualified and approved by the Coast Guard.

★ **Note.**—Because certain vinyl dip coated unicellular plastic foam life preservers lost their flexibility at temperatures below 28° F. so that it is not possible to stretch the head opening wide enough to don such life preservers, it has been deemed necessary that such life preservers bearing approval numbers 160.055/1/0, 160.055/2/0, 160.055/5/0, 160.055/6/0, 160.055/7/0, 160.055/8/0, 160.055/11/1, 160.055/12/1, 160.055/20/1, 160.055/21/1, 160.055/22/0, 160.055/28/0, and 160.055/29/0 shall be removed from all vessels, including motorboats, and the Coast Guard approval markings thereon shall be obliterated so that such life preservers may not be carried as a lifesaving appliance meeting the requirements in any inspection law or the Motorboat Act of 1940 (Federal Register, Volume 32, Number 64, April 4, 1967.)

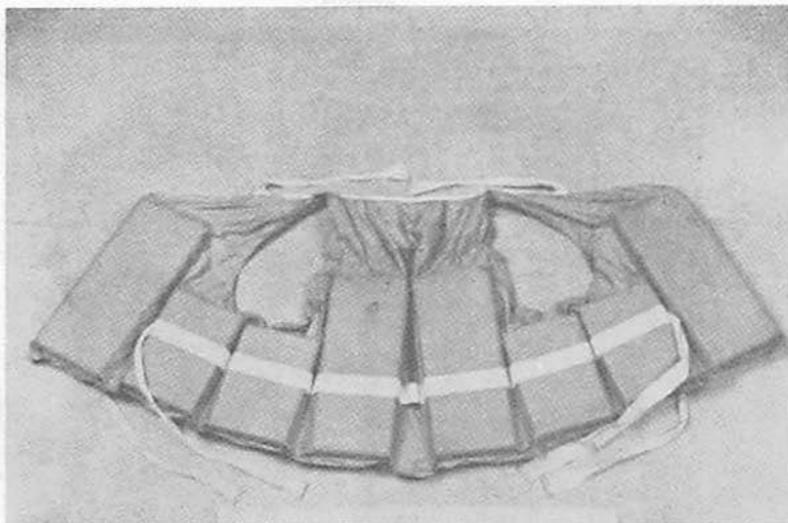


*Life Preserver, Kapok*

160.002

*Fibrous Glass (same design)*

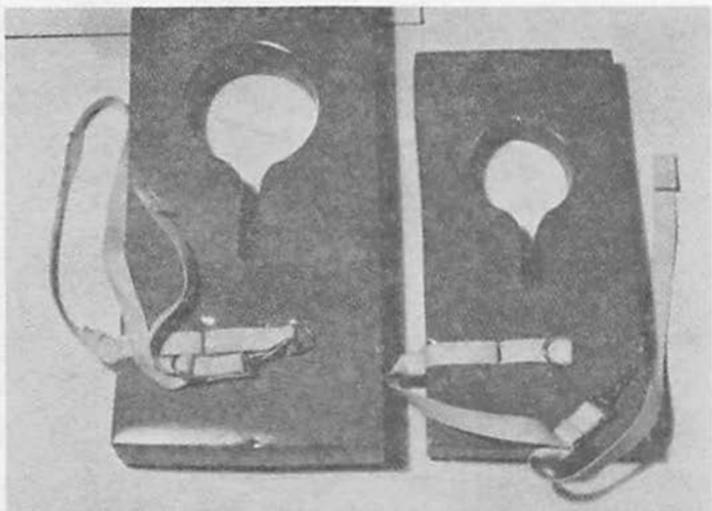
160.005



*Life Preserver, Cork and Balsa Wood*

160.003

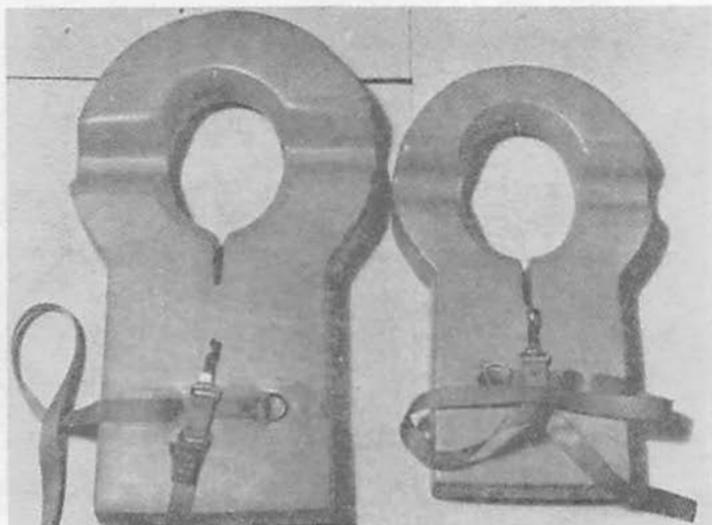
160.004



★ Not Approved—No Longer Acceptable  
ADULT CHILD

*Life Preserver, Unicellular Plastic Foam*

160.055



★ Not Approved—No Longer Acceptable  
ADULT CHILD

*Life Preserver, Unicellular Plastic Foam*

160.055

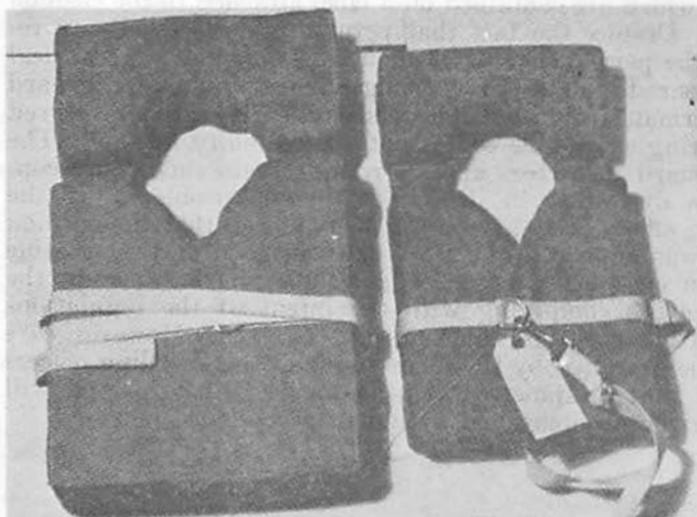
F-4



★ Not Approved—No Longer Acceptable  
ADULT

*Life Preserver, Unicellular Plastic Foam*

160.055



★ Acceptable But Approval No Longer Issued  
ADULT CHILD

*Life Preserver, Unicellular Plastic Foam  
(Cloth Covered)*

160.055

## II. BUOYANT VESTS AND BUOYANT CUSHIONS

### A. General

1. The guide for the inspection, repair and testing of life preservers is in general applicable for the inspection, repair and testing of buoyant vests and buoyant cushions.

2. The following exceptions or comments are considered to be worthy of note.

### B. Buoyant Vests and Buoyant Cushions

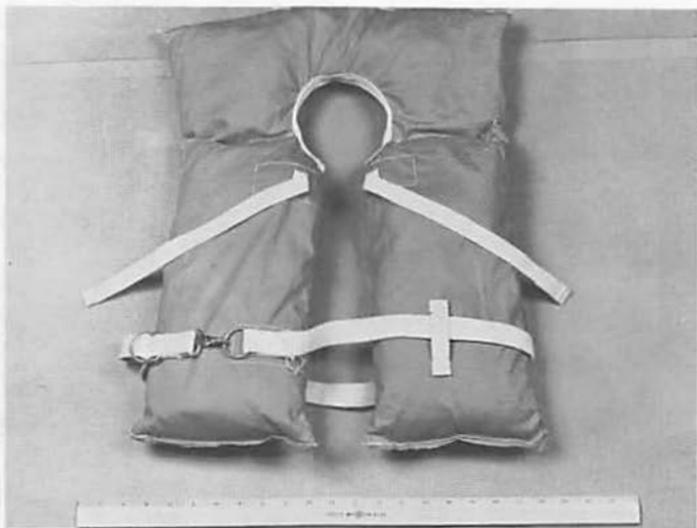
1. Buoyant cushions and/of buoyant vests are acceptable only on motorboats of class A, 1 or 2 not carrying passengers for hire.

2. Buoyant cushions and/or buoyant vests are not acceptable as approved lifesaving equipment unless they are in "good and serviceable condition".

3. The dual service of the buoyant cushions as a seat cushion and lifesaving device causes them to become unserviceable rather rapidly and in many instances due to the packing of the flotation material and/or puncture of the inner plastic pad covers.

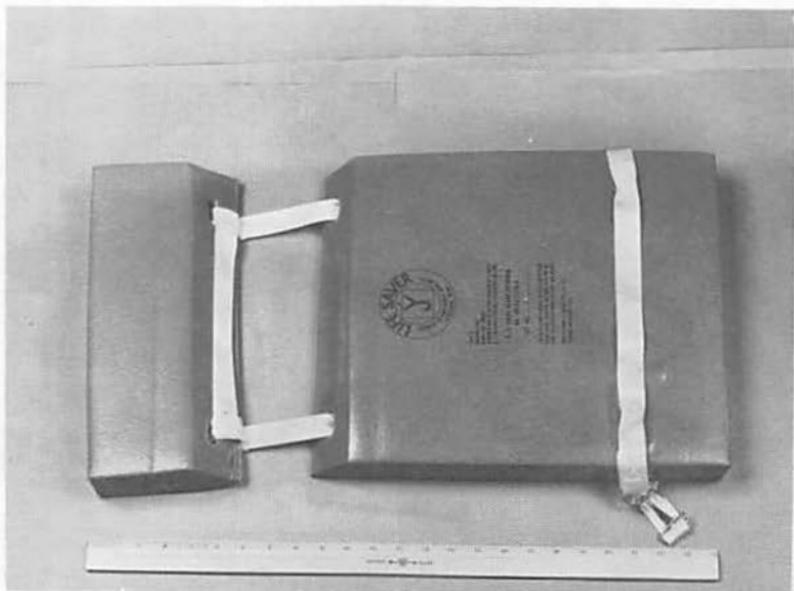
### C. Identification or Marking Labels

Buoyant vests and buoyant cushions are identified by a Coast Guard approval number and the manufacturer model number which are contained on a label attached to the cushion or vest. Despite the fact that permanent type labels are required, the permanency of cushion labels has left a great deal to be desired. Research is being conducted looking toward more permanent labels. The ends of safety are not served by rejecting acceptable equipment due to faulty labeling. The Coast Guard inspectors and boarding officers should use considerable discretion in dealing with this problem. If the boarding officer or the inspector is convinced that the cushion or vest was approved and is actually in good and serviceable condition except for an unreadable label, he may accept the equipment as complying with the intent of the regulations until further notice on this subject is received. However, care should be exercised by the inspectors and the boarding officers in order that equipment which has never been approved will not be given unintentional avenue of acceptance.



*Buoyant Vest, Kapok or Fibrous Glass*

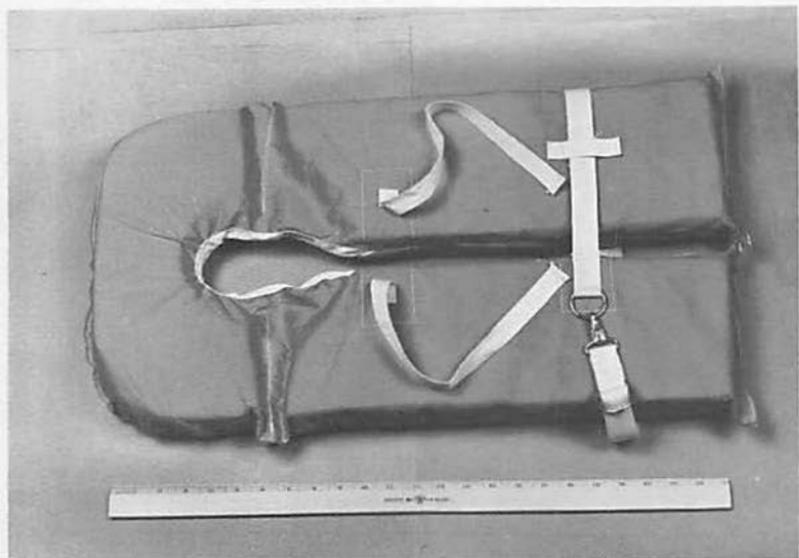
160.047



*Buoyant Vest, Unicellular Plastic Foam*

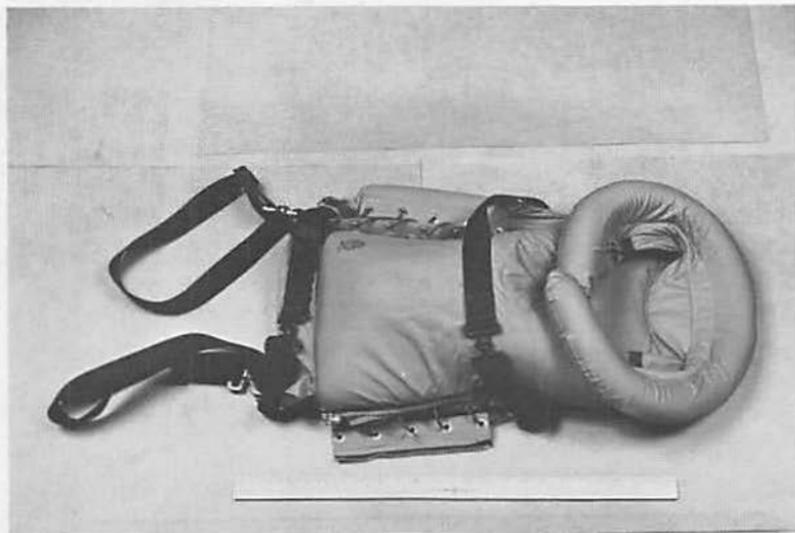
160.052

F-7



*Buoyant Vest, Unicellular Plastic Foam*

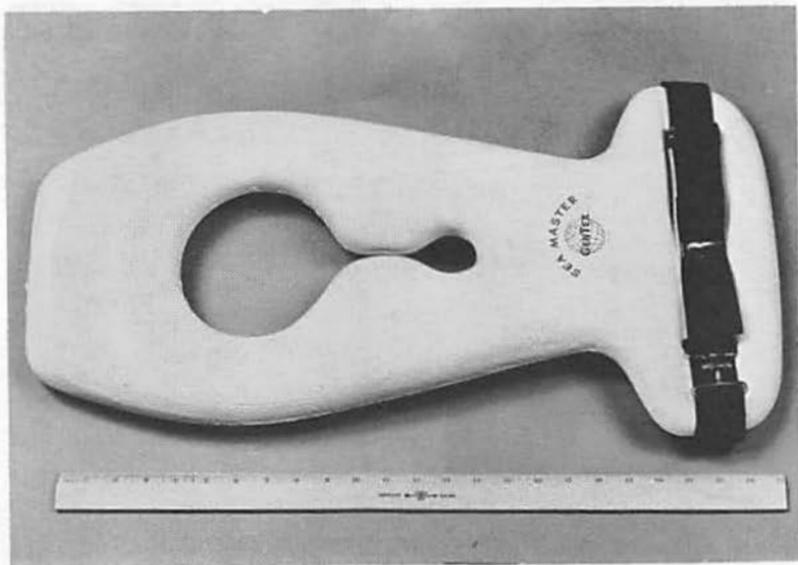
160.052



*Buoyant Vest, Unicellular Plastic Foam*

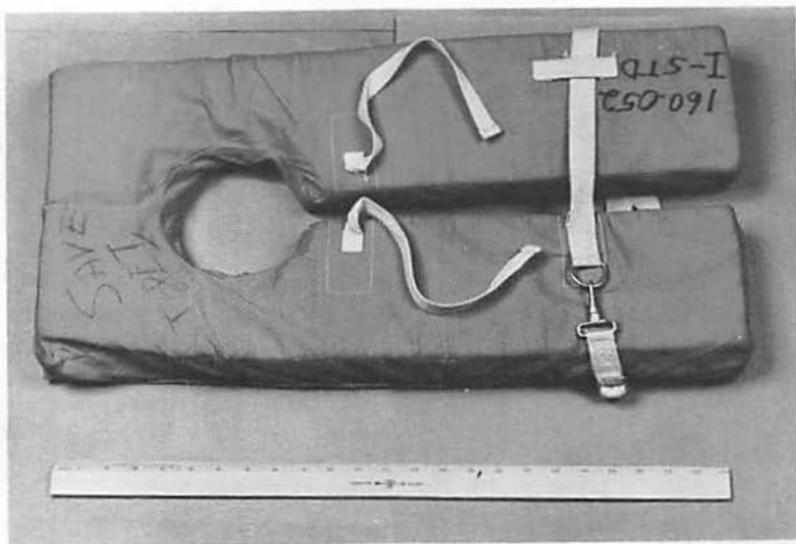
160.052

F-8



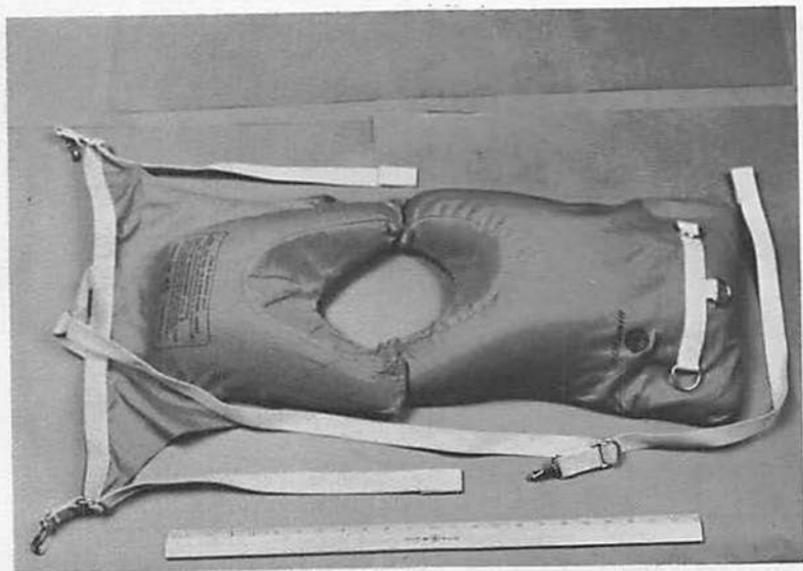
*Buoyant Vest, Unicellular Plastic Foam*

160.052



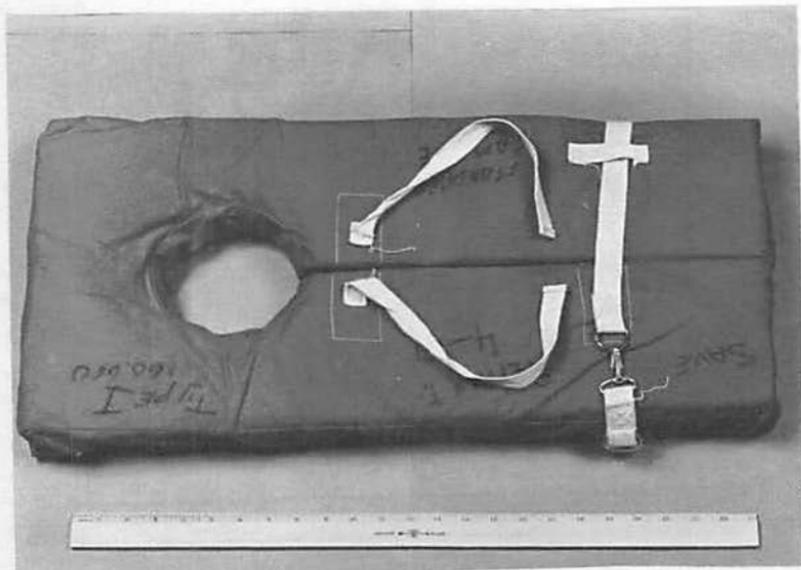
*Buoyant Vest, Unicellular Plastic Foam*

160.052



*Buoyant Vest, Unicellular Plastic Foam*

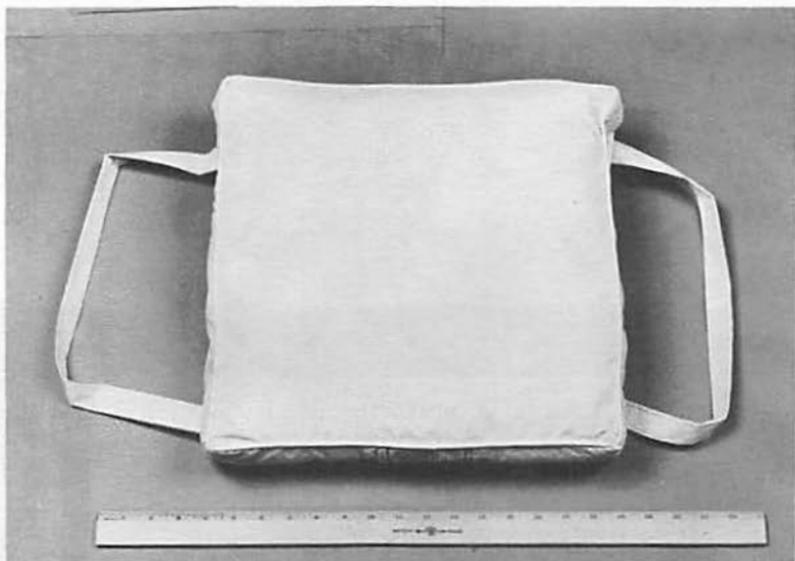
160.052



*Buoyant Vest, Unicellular Polyethylene Foam*

160.060

F-10



*Buoyant Cushion, Kapok or Fibrous Glass*

160.048



*Buoyant Cushion, Unicellular Plastic Foam*

160.049



*Buoyant Cushion, Unicellular Plastic Foam*

160.049

### III. RING LIFE BUOYS

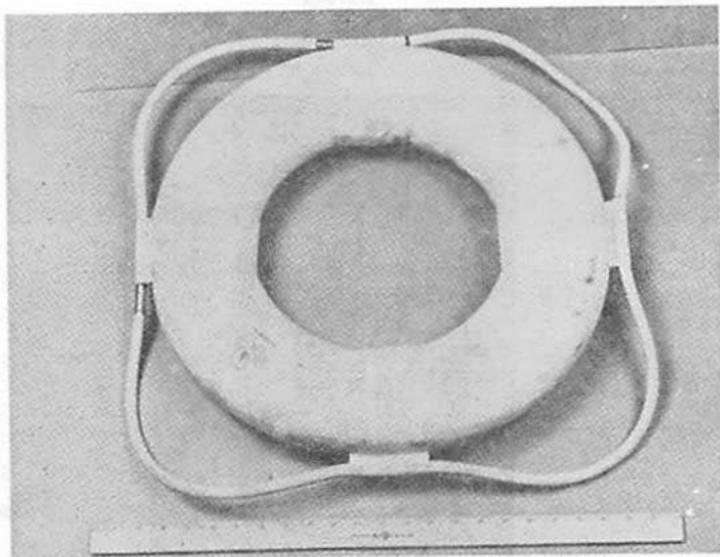
#### A. Inspection

Ring life buoys may be of cork, balsa wood or unicellular plastic foam. In canvas-covered balsa or cork ring life buoys, the inspector should look for tears, holes, gouges, or rot in the canvas covering, especially at parts which have been in contact with metal brackets. The stitching, the canvas straps holding the line in place, and the line itself must be in good condition. Any part of the ring buoy that feels damp during the inspection probably will have its canvas rotted at that point. However, other than gouges or checks in the plastic foam, cracking of the fibrous glass coverings or casings and eventual deterioration of canvas straps or manila line (older models) few defects develop.

#### B. Repairs

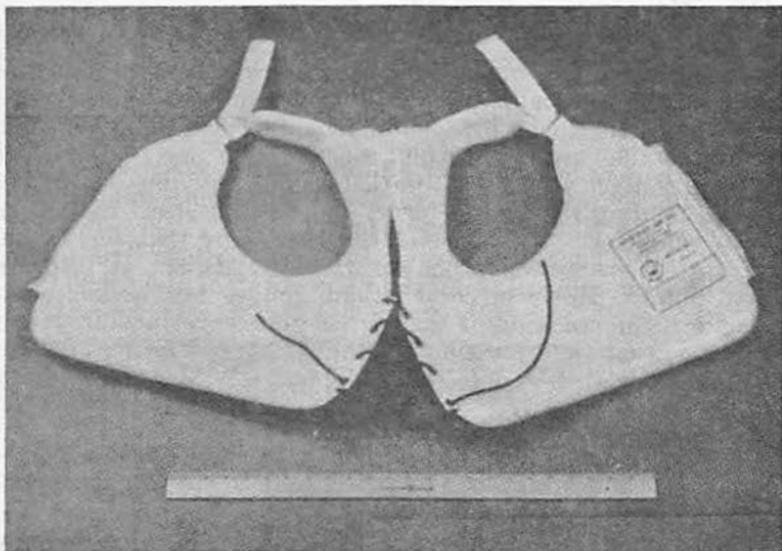
1. Emergency or minor repairs to cork or balsa wood ring buoys may be permitted subject only to acceptance by the Coast Guard marine inspector.

2. General repairs and the recovering of ring buoys may be accomplished with prior approval of the OCMI.



*Buoy, Life Ring, Unicellular Plastic*

160.050



*Special Purpose Water Safety Buoyant Device*

160.064



*Special Purpose Water Safety Buoyant Device*

160.064

Amend. 1

**F-14**

## IV. WOOD FLOATS

### A. General

Wood floats are of two types. Type A—Balsa wood and Type B—constructed of wood other than balsa wood.

### B. Details

(1) Specifications	Type A	TYPE B
Woodgrain.....	Sound, wavy grain permitted.	Straight grain.
Knots.....	Tight—not over $1\frac{1}{4}$ " in diameter in each 4 foot of length.	Tight—not over $1\frac{1}{2}$ " in diameter—one per lineal foot.
Dimensions.....	Not less than 3' x $11\frac{1}{2}$ " x 2".	Not less than 4' x 11" x $1\frac{3}{4}$ ".
Number of pieces (see note).....	Either 1, 2 or 3---	Either 1 or 2.
Covering.....	Coating of water-proof glue or other substitute for rendering balsa wood water resistant.	Coating of wood preservative and at least two coats of paint or varnish.

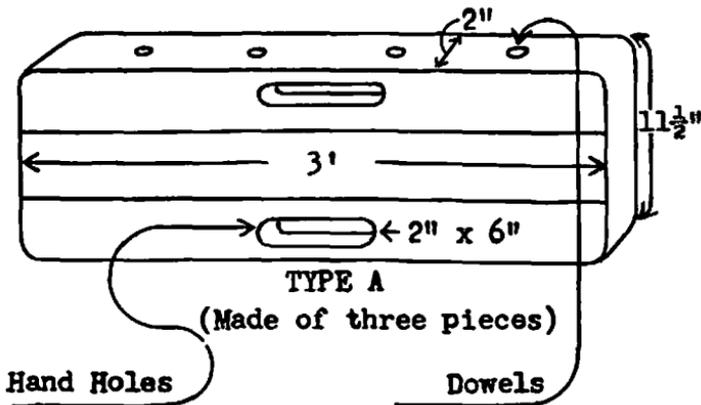
*Note:* If floats are constructed in more than one piece, the pieces shall be neatly fitted and pressure glued together, and the float reinforced with not less than 4 dowels or skewers tightly driven through the width of the float. One dowel shall be located 6 inches from each end with the others spaced between.

### (2) Design

Each float shall be provided with two hand holes approximately 6 inches in length by two inches in width, one on each side, midway of the length. The outside edges of the hand holes shall be located at least 1 inch, but not more than 2 inches from the edges of each float. All exposed edges and corners of the float shall be well rounded or beveled, and all surfaces shall be smooth and free from splinters or other pro-

jections. The finished float shall weigh not more than 20 pounds.

**Example.**



**C. Inspection**

Wood floats as described above are not subject to inspection at the place of manufacturing, but are inspected during the annual or other inspection of the vessel upon which they are found. When such floats are found to be in accordance with the above requirement, (46 CFR 160.039), the inspector shall plainly stamp them "passed", with his initials, the port and date. Boarding officers will not stamp the floats but will examine them to determine if they meet the requirements.

**V. FLAME ARRESTORS**

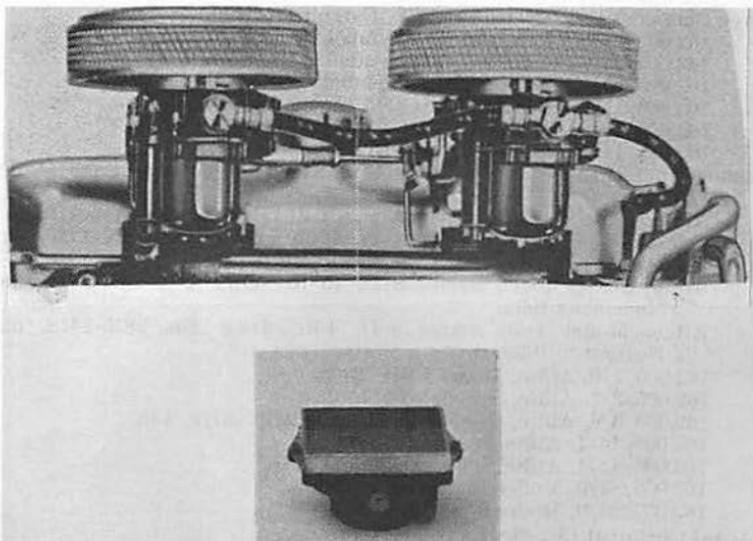
**A. Installations**

The arrester grid element and housing must be securely attached to the housing and the housing securely attached to the air intake. All fittings are to be tight so as to prevent flames from bypassing the elements.

**B. Maintenance**

All elements are to be clean and free of foreign matter. Damaged elements, cracked housings and fittings are not acceptable.

C. Examples



VI. FIRE EXTINGUISHERS

A. Required stowage—readily accessible

B. Markings—

To determine if fire extinguishers are Coast Guard approved, the following information is provided:

Identification—manufactured prior to 1 January 1962—by comparing manufacturer's name and model with CG-190 Equipment Lists. (Extracts reprinted in this appendix.) Some did contain CG approval number—

CO <sup>2</sup> .....	162.005
Foam .....	162.006
Dry chemical .....	162.010

Manufactured between 1 June 1962 and 1 January 1965 labeled:

“MARINE TYPE USCG TYPE \_\_\_\_\_  
SIZE \_\_\_\_\_”

Manufactured after 1 January 1965 labeled:

“MARINE TYPE USCG TYPE \_\_\_\_\_  
SIZE \_\_\_\_\_  
APPROVAL NUMBER 162.028/.../.”

## FIRE EXTINGUISHERS, PORTABLE, HAND, CARBON-DIOXIDE TYPE

- Ace Chemical Co., 627 Howard St., Detroit 26, Mich.  
162.005/56/0, Model AC-15 (Symbol GA), 15-lb.  
162.005/57/0, Model AC-10 (Symbol GA), 10-lb.  
162.005/58/0, Model ACC-5 (Symbol GA), 5-lb.  
162.005/113/0, Ace Model ACC-5 (Symbol GEN), 5-lb.  
162.005/114/0, Ace Model AC-10 (Symbol GEN), 10-lb.  
162.005/115/0, Ace Model AC-15 (Symbol GEN), 15-lb.
- American LaFrance Corp., Division of Sterling Precision Corp., Elmira, N.Y.  
Alfite, Type 15, 15-lb. Dwg. No. 28X-1012, dated 13 October 1930.  
Alfite, Model 15-D, Series 7-D, 15-lb. Dwg. No. 28X-1289, dated 27 October 1936.  
Alfite, Model 15-D, Series 8-D, 15 lb. Dwg. No. 28X-1421, dated 2 November 1938.  
Alfite, Model 4-D, Series 8-D, 4-lb. Dwg. No. 28X-1418, dated 2 November 1938.  
162.005/1/0, Alfite, Model PSH, 15-lb.  
162.005/2/1, Alfite, Speedex 15, 15-lb.  
162.005/3/0, Alfite, Speedex 4, squeeze grip valve, 4-lb.  
162.005/14/1, Alfite Speedex 5, 5-lb.  
162.005/44/1, Alfite Speedex-15A, 15-lb.  
162.005/84/0, Model 15, Series 2, 15-lb.  
162.005/85/0, Model 5, Series 2, 5-lb.
- Ansul Chemical Co., Marinette, Wis.  
162.005/128/0, Ansul Model CD-5 (Symbol KI), 5-lb.  
162.005/129/0, Ansul Model CD-10 (Symbol KI), 10-lb.  
162.005/130/0, Ansul Model CD-15 (Symbol KI), 15-lb.
- Blaze-Master, Inc., 254 West 31st St., New York 1, N.Y.  
162.005/59/0, Model BM-15 (Symbol GA), 15-lb.  
162.005/60/0, Model BM-5 (Symbol GA), 5-lb.
- Buffalo Fire Appliance Corp., Dayton 1, Ohio.  
162.005/34/0, Buffalo Model 33-2, 5-lb.  
162.005/35/0, Buffalo Model 34-2, 10-lb.  
162.005/36/0, Buffalo Model 35-2, 15-lb.
- C-O-Two Fire Equipment Co., Box 390, Newark 1, N.J.  
C-O-Two, Type A, 15-lb. Dwg. No. D-50011, dated 10 August 1933.  
C-O-Two, Type A, 4-lb. Dwg. No. C-50361, revised 7 January 1941.  
C-O-Two, Type A, 7½-lb. Dwg. No. D-50202, revised 8 January 1940.  
C-O-Two, Type A, 10-lb. Dwg. No. C-50493, revised 7 January 1941.  
C-O-Two, Type A, 15-lb. (modified). Dwg. No. D-50011, revised 7 January 1941.
- Dayton Fire Extinguisher Co., 1300 East First St., Dayton 1, Ohio.  
162.005/125/0, Model 83-1, 5-lb.  
162.005/126/0, Model 84-1, 10 lb.  
162.005/127/0, Model 85-1, 15-lb.
- Elkhart Brass Manufacturing Co., Inc., 1302 West Beardsley Ave., Elkhart, Ind.  
162.005/132/0, Model 5CDS, 5-lb.  
162.005/133/0, Model 10CD, 10-lb.  
162.005/134/0, Model 15CD, 15-lb.
- Fire Chex Corp., 36136 Harper Ave., Mt. Clemens, Mich.  
162.005/74/1, Model C-5, 5-lb.  
162.005/75/1, Model FC-10, 10-lb.  
162.005/76/1, Model FC-15, 15-lb.

Fire Guard Corp., The, 1685 Shermer Rd., Northbrook, Ill.  
 162.005/98/2, Model FF-5 (Symbol GEN), 5-lb.  
 162.005/99/2, Model FF-10 (Symbol GEN), 10-lb.  
 162.005/100/2, Model FF-15 (Symbol GEN), 15-lb.

Frye-Freeze Corp., 90 West St., New York, N.Y.  
 Frye-Freeze, Type A, 7½-lb.

Fyr-Fyter Co., The, 221 Crane St., Dayton 1, Ohio.  
 162.005/4/1, Type PSH-15, 15-lb.  
 162.005/5/1, Type PSH-10, 10-lb.  
 162.005/13/3, C-O Two, Type PSA-5, 5-lb.  
 162.005/31/0, Model 33-1, 5-lb.  
 162.005/32/0, Model 34-1, 10-lb.  
 162.005/33/0, Model 35-1, 15-lb.  
 162.005/50/3, Model 33-1, 5-lb.  
 162.005/51/2, Fyr-Fyter Model 34-1, 10-lb.  
 162.005/52/2, Fyr-Fyter Model 35-1, 15-lb.  
 162.005/53/3, Buffalo Model No. 33-2, 5-lb.  
 162.005/54/2, Model 34-2, 10-lb.  
 162.005/55/2, Model 35-2, 15-lb.  
 162.005/137/0, C-O-Two, Type PSH-10-1, 10-lb.  
 162.005/138/0, Model No. 34-1A, 10-lb.  
 162.005/139/0, Buffalo Model No. 34-2A, 10-lb.  
 162.005/140/0, C-O-Two, Type PSH-15-1, 15-lb.  
 162.005/141/0, Model 35-1A, 15-lb.  
 162.005/142/0, Buffalo Model 35-2A, 15-lb.  
 162.005/143/0, Type VAV-5, Models 33-2B and 33-1B, 5-lb.  
 162.005/144/0, Type VAVH-10, Models 34-1B and 34-2B, 10-lb.  
 162.005/145/0, Type VAVH-15, Models 35-1B and 35-2B, 15-lb.

General Air Products Corp., 5345 North Kedzie Ave., Chicago 25, Ill.  
 162.005/37/1, Gapco Model SRH-15C, 15-lb.  
 162.005/38/1, Gapco Model SRH-10C, 10-lb.  
 162.005/39/1, Gapco Model SRQ-5C, 5-lb.

General Detroit Corp., The, *See* General Fire Extinguisher Corp., The.  
 General Fire Extinguisher Corp., 6801 Rising Sun Ave., Philadelphia 11, Pa., and 8740 Washington Blvd., Culver City, Calif.  
 Type C-D/Fog, Model 4A, 4-lb. Dwg. No. CO-233E, dated 23 February 1943.  
 162.005/8/0, C-D/Fog, Model 15K, squeeze grip valve, 15-lb.  
 162.005/18/1, General Quick Aid Sno Fog Fire Guard, Model 5AKS, 5-lb.  
 162.005/19/0, Model 10 AK, 10-lb.  
 162.005/20/0, Model 15 AK, 15-lb.  
 162.005/21/0, General Quick Aid Sno Fog Fire Guard, Model 5AKS, 5-lb.  
 162.005/22/0, General Quick Aid Sno Fog Fire Guard, Model 10AK, 10-lb.  
 162.005/23/0, General Quick Aid Sno Fog Fire Guard, Model 15AK, 15-lb.  
 162.005/42/0, Model 10AKR, 10-lb.  
 162.005/43/0, Model 15AKR, 15-lb.  
 162.005/45/0, Model 10AKR, 10-lb.  
 162.005/46/0, Model 15AKR, 15-lb.  
 162.005/77/0, Model 5AKR, 5-lb.  
 162.005/78/0, Model 10R28, 10-lb.  
 162.005/79/0, Model 15R28, 15-lb.  
 162.005/80/0, Model 5AKR, 5-lb.  
 162.005/81/0, Model 10R28, 10-lb.  
 162.005/82/0, Model 15R28, 15-lb.

General Fire Extinguisher Corp., The, 6801 Rising Sun Ave., Philadelphia 11, Pa., and 8740 Washington Blvd., Culver City, Calif.

162.005/101/2, General Quick Aid Model 5R (Symbol GE, GEC, GEN, or GEP), 5-lb.

162.005/102/2, General Quick Aid Model 10R (Symbol GE, GEC, GEN, or GEP), 10-lb.

162.005/103/2, General Quick Aid Model 15R (Symbol GE, GEC, GEN, or GEP), 15-lb.

General Pacific Corp., The, See General Fire Extinguisher Corp., The. Kidde and Co., Inc., Walter, 675 Main St., Belleville 9, N.J.

Lux Junior, 7½-lb. Dwg. 61701, dated 27 January 1929

Fyre-Freeze, Model 10, 10-lb. Dwg. No. 61701-A, revised 18 November 1929.

Fyre-Freeze, Type A, 7½-lb.

Lux Standard, 15-lb. Dwg. No. 61701, dated 27 January 1929.

(Withdrawal of approval FR 31 July 1947.)

Lux, Model 10, 10-lb. Dwg. No. 61701-A, revised 18 November 1929

162.005/9/0, Kidde, Model 15D, 15-lb.

162.005/10/0, Kidde, Model 10D, 10-lb.

162.005/11/0, Kidde, Model, 15Z, squeeze grip valve, 15-lb.

162.005/12/0, Kidde, Model 4T, 4-lb.

162.005/15/0, Kidde, Model 10T, 10-lb.

162.005/16/0, Kidde, Model 15T, 15-lb.

162.005/28/2, Kidde, Model 10T-1, 10-lb.

162.005/29/2, Kidde, Model 15T-1, 15-lb.

162.005/30/2, Kidde, Model 5T-1, 5-lb.

162.005/47/0, Kidde, Model 15F, 15-lb.

162.005/48/0, Kidde, Model 10F, 10-lb.

162.005/49/0, Kidde, Model 5F, 5-lb.

162.005/119/0, Kidde, Model 5T-2, 5-lb.

162.005/120/0, Kidde, Model 10T-2, 10-lb.

162.005/121/0, Fyre-Freez, Model 15F-1, 15-lb.

162.005/122/0, Fyre-Freez, Model 5F-1, 5-lb.

162.005/123/0, Fyre-Freez, Model 10F-1, 10-lb.

162.005/124/0, Kidde, Model 15T-2, 15-lb.

McGinnis Marine Service, 1435 East Northlake, Seattle 5, Wash.

162.005/86/0, Model 15HG, 15-lb.

162.005/87/0, Model 5HG, 5-lb.

Midwest Fire & Safety Equipment Co., Inc., 647 Virginia Ave., Indianapolis 3, Ind.

162.005/61/0, Model HG-15 (Symbol GA), 15-lb.

162.005/62/0, Model HG-10 (Symbol GA), 10-lb.

162.005/63/0, Model HG-5 (Symbol GA), 5-lb.

Miller-Peerless Mfg. Co., 452 North Sangamon St., Chicago 22, Ill.

162.005/92/0, Model MP-5 (Symbol GA), 5-lb.

162.005/93/0, Model MP-10 (Symbol GA), 10-lb.

162.005/94/0, Model MP-15 (Symbol GA), 15-lb.

Mopre Fire Extinguisher Co., C. T., 2242 North Figueroa St., Los Angeles 65, Calif.

162.005/88/0, Model MF-5 (Symbol GA), 5-lb.

162.005/89/0, Model MF-10 (Symbol GA), 10-lb.

162.005/90/0, Model MF-15 (Symbol GA), 15-lb.

Power-Pak Products, Inc., 43 Pearl St., Buffalo 2, N.Y.

162.005/131/0, Model No. T-50 (Symbol GEN), 5-lb.

162.005/135/0, Model T-100 (Symbol GEN), 10-lb.

162.005/136/0, Model T-150 (Symbol GEN), 15-lb.

Pyrene-C-O Two Division, The Fyr-Fyter Co., P. O. Box 750, Newark 1, N.J.

162.005/6/0, Type PSH-7½, 7½-lb.

162.005/7/0, Type PS-4, 4-lb.

Randolph Laboratories, Inc., 1450 Frontage Rd., Northbrook, Ill.

162.005/25/0, Model R-10, 10-lb. (Approved FR 12 January 1940.)  
(Withdrawal of approval FR 1 September 1951, and may be neither continued nor placed in use aboard merchant vessels or motorboats.)

162.005/26/0, Model R-15, 15-lb. (Approved FR 12 January 1950.)  
(Withdrawal of approval FR 1 September 1951, and may be neither continued nor placed in use aboard merchant vessels or motorboats.)

162.005/40/0, "Model R10 Marine Use", 10-lb.

162.005/41/0, "Model R15 Marine Use", 15-lb.

162.005/106/0, Model M5M, 5-lb.

Safety Fire Extinguisher Co., The, 293 Seventh Ave., New York 1, N.Y.

162.005/64/0, Model CDO-15 (Symbol GA), 15-lb.

162.005/65/0, Model CDO-5 (Symbol GA), 5-lb.

Schwartz Bros., Inc., 827 Arch St., Philadelphia 7, Pa.

162.005/66/0, Model C-15 (Symbol GA), 15-lb.

162.005/67/0, Model C-10 (Symbol GA), 10-lb.

162.005/68/0, Model C-5 (Symbol GA), 5-lb.

Sears, Roebuck and Co., 925 South Homan Ave., Chicago 7, Ill.

162.005/69/0, Allstate No. 6502 (Symbol GA), 15-lb.

162.005/70/0, Allstate No. 6501 (Symbol GA), 5-lb.

162.005/91/0, Model 0481 (Symbol GA), 10-lb.

Snyder & Son, Inc., M. L. Jasper & York Sts., Philadelphia 25, Pa.

162.005/104/0, Model R10 Marine Use (Symbol RA), 10-lb.

162.005/105/0, Model R15 Marine Use (Symbol RA), 15-lb.

162.005/107/0, Stempel (Symbol GEN) Model 405, 5-lb.

162.005/108/0, Stempel (Symbol GEN) Model 410, 10-lb.

162.005/109/0, Stempel (Symbol GEN) Model 415, 15-lb.

Stop-Fire, Inc., New Brunswick, N.J.

162.005/71/0, Model CD-15 (Symbol GA), 15-lb.

162.005/72/0, Model CD-10 (Symbol GA), 10-lb.

162.005/73/0, Model CD-5 (Symbol GA), 5-lb.

162.005/116/0, Model CD-5 (Symbol KI), 5-lb.

162.005/117/0, Model CD-10 (Symbol KI), 10-lb.

162.005/118/0, Model CD-15 (Symbol KI), 15-lb.

Weber & Troseth Co., 1547-51 University Ave., St. Paul 4, Minn.

162.005/95/0, Model WT-5 (Symbol GA), 5-lb.

162.005/96/0, Model WT-10 (Symbol GA), 10-lb.

162.005/97/0, Model WT-15 (Symbol GA), 15-lb.

## **FIRE EXTINGUISHERS, PORTABLE, HAND, DRY-CHEMICAL TYPE**

Ace Chemical Co., 627 Howard St., Detroit 26, Mich.

162.010/126/0, Model E-229 (Symbol GEN), 2½-lb.

Allen-Jervis Marine, 325 Duffy Ave., Hicksville, N.J.

162.010/178/0, Model No. 2¾ (Symbol LE), 2¾-lb.

American LaFrance Corp., Division of Sterling Precision Corp., Elmira, N.Y.

162.010/4/1, Alfco Model 5P1-30M (Marine Type) 25-lb.

162.010/38/1, Model PDC-5, Series 2, 5-lb.

162.010/39/0, Model PDC-10, Series 2, 10-lb.

162.010/40/0, Model PDC-20, Series 2, 20-lb.

162.010/67/0, Model PDC-2A, 2-lb.

162.010/88/0, Model Protexall Deluxe, 2-lb.

- 162.010/116/0, Model PDC-2½B, 2½-lb.  
 162.010/117/0, Protexall Deluxe Model 2½B, 2½-lb.  
 162.010/120/0, Protexall Model 5, 5-lb.  
 162.010/121/0, Protexall Model 10, 10-lb.  
 162.010/180/0, Model P-10, 10-lb.  
 162.010/181/0, Model P-20, 20-lb.
- Ansul Chemical Co., Marinette, Wis.**  
 162.010/1/0, Model 20-D, 20-lb.  
 162.010/2/2, Model 30-D, 30-lb.  
 162.010/3/2, Ansul M-4-A, 4-lb.  
 162.010/13/1, Model M-4-B, 4-lb.  
 162.010/41/1, Model 10-C, 10-lb.  
 162.010/77/0, Model M2½, 2½-lb.  
 162.010/78/0, Model 5, 5-lb.
- Casco Products Corp., Bridgeport 2, Conn.**  
 162.010/180/0, Marine-X Model No. 2¾, 2¾-lb.  
 162.010/191/0, Marine-X Model No. 5, 5-lb.  
 162.010/192/0, Auto-X Model No. 2¾, 2¾-lb.  
 162.010/193/0, Auto-X Model No. 5, 5-lb.  
 162.010/199/0, Casco Model No. 2¾, 2¾-lb.
- DuGas Engineering Corp., Marinette, Wis.**  
 DuGas, Model 15M.  
 DuGas, Model 30M.
- Elkhart Brass Manufacturing Co., Inc., 1302 West Beardsley Ave., Elkhart, Ind.**  
 162.010/104/0, Model 2DC (Symbol AM), 2-lb.  
 162.010/129/0, Model 2DCL (Symbol LE), 2-lb.  
 162.010/130/0, Model 2¾DCL (Symbol LE), 2¾-lb.  
 162.010/131/0, Model 4DCL (Symbol LE), 4-lb.  
 162.010/141/0, Model 5DCL (Symbol LE), 5-lb.  
 162.010/142/0, Model 10DCL (Symbol LE), 10-lb.  
 162.010/143/0, Model 15DCL (Symbol LE), 15-lb.  
 162.010/144/0, Model 20DCL (Symbol LE), 20-lb.  
 162.010/145/0, Model 25DCL (Symbol LE), 25-lb.  
 162.010/146/0, Model 30DCL (Symbol LE), 30-lb.  
 162.010/163/0, Model 2½DC (Symbol AM), 2½-lb.  
 162.010/184/0, Model 5DCL (Symbol AM), 5-lb.  
 162.010/185/0, Model 10DCL (Symbol AM), 10-lb.  
 162.010/186/0, Model 20DCL (Symbol AM), 20-lb.
- Fire Fighting Division, Perfection Products, Bridgeport 2, Conn.**  
 162.010/197/0, Model 2¾, 2¾-lb.  
 162.010/198/0, Model 5, 5-lb.
- Fire Guard Corp., The, 1685 Shermer Rd., Northbrook, Ill.**  
 162.010/73/0, Model D4-S (Symbol GE, GEN or GEP), 4-lb.  
 162.010/74/0, Model D4-HS (Symbol GE, GEN or GEP), 4-lb.  
 162.010/75/1, Model SPS-2½, 2½-lb.  
 162.010/111/0, Model SP-5 (Symbol GE, GEC, GEN or GEP), 5-lb.  
 162.010/112/0, Model SP-10 (Symbol GE, GEC, GEN or GEP), 10-lb.  
 162.010/113/0, Model SP-20 (Symbol GE, GEC, GEN or GEP), 20-lb.  
 162.010/114/0, Model SP-30 (Symbol GE, GEC, GEN or GEP), 30-lb.  
 162.010/125/0, Model SP-2½A (Symbol GE, GEC, GEN or GEP), 2½-lb.  
 162.010/182/0, Model D-10A (Symbol GE, GEC, GEN or GEP), 10-lb.  
 162.010/183/0, Model D-20A (Symbol GE, GEC, GEN or GEP), 20-lb.  
 162.010/184/0, Model D-30A (Symbol GE, GEC, GEN or GEP), 30-lb.

Ford Motor Co., Ford Division, Rotunda Drive at Southfield Rd., Dearborn, Mich.

162.010/66/0, FoMoCo Model DC-4S (Symbol GE, GEN or GEP), 4-lb.

Fyr-Fyter Co., The, 221 Crane St., Dayton 1, Ohio.

162.010/7/1, C-O-Two Type PDC-20, 20-lb.

162.010/15/1, Model No. 26-1, 10-lb.

162.010/16/1, Buffalo Model No. 26-2, 10-lb.

162.010/17/1, Model No. 27-1, 20-lb.

162.010/18/1, Buffalo Model No. 27-2, 20-lb.

162.010/19/1, Model No. 28-1, 30-lb.

162.010/20/1, Buffalo Model No. 28-2, 30-lb.

162.010/29/0, C-O-Two Type PDC-4, 4-lb.

162.010/30/1, Model No. 29-1, 5-lb.

162.010/31, Buffalo Model No. 29-2, 5-lb.

162.010/36/0, C-O-Two Type PDC-5P, 5-lb.

162.010/37/0, C-O-Two Type PDC-10P, 10-lb.

162.010/42/1, C-O-Two Model No. PDC-5PB, 5-lb.

162.010/51/0, C-O-Two Type PDC-20P, 20-lb.

162.010/81/1, C-O-Two Model No. PDC-2½P, 2½-lb.

162.010/83/0, Model No. 23-3, 2½-lb.

162.010/85/0, Buffalo Model No. 23-4, 2½-lb.

162.010/94/1, Dayton Model No. 23-8, 2½-lb.

162.010/95/0, C-O-Two Type PDC-30P, 30-lb.

162.010/96/0, Model No. 29-5, 5-lb.

162.010/97/0, Model No. 26-5, 10-lb.

162.010/98/0, Model No. 27-5, 20-lb.

162.010/99/0, Model No. 28-5, 30-lb.

162.010/100/0, Buffalo Model No. 29-6, 5-lb.

162.010/101/0, Buffalo Model No. 26-6, 10-lb.

162.010/102/0, Buffalo Model No. 27-6, 20-lb.

162.010/103/0, Buffalo Model No. 28-6, 30-lb.

162.010/105/0, Dayton Model No. 29-8, 5-lb.

162.010/106/0, Dayton Model No. 26-8, 10-lb.

162.010/107/0, Dayton Model No. 27-8, 20-lb.

162.010/108/0, Dayton Model No. 28-8, 30-lb.

General Fire Extinguisher Corp., The, 6801 Rising Sun Ave., Philadelphia 11, Pa., and 8740 Washington Blvd., Culver City, Calif.

162.010/21/1, Model DC-10A (Symbol GE, GEC, GEN or GEP), 10-lb.

162.010/22/1, Model DC-20A (Symbol GE, GEC, GEN or GEP), 20-lb.

162.010/23/0, Model DC-30A (Symbol GE, GEC, GEN or GEP), 30-lb.

162.010/27/1, Model DC-4S (Symbol GE, GEC, GEN or GEP), 4-lb.

162.010/47/0, Model CP-5 (Symbol GE, GEC, GEN or GEP), 5-lb.

162.010/48/0, Model CP-10 (Symbol GE, GEC, GEN or GEP), 10-lb.

162.010/49/0, Model CP-20 (Symbol GE, GEC, GEN or GEP), 20-lb.

162.010/50/0, Model CP-30 (Symbol GE, GEC, GEN or GEP), 30-lb.

162.010/72/0, Model DC-4HS (Symbol GE, GEC, GEN or GEP), 4-lb.

162.010/76/1, Model CPS-2½ (Symbol GE, GEC, GEN or GEP), 2½-lb.

162.010/124/0, Model CP-2½A (Symbol GE, GEC, GEN or GEP), 2½-lb.

Harless Co., Inc., "L. P.", 2627 South Seventh Ave., Birmingham 5, Ala.

162.010/127/0, Model No. 2 (Symbol LE), 2-lb.

162.010/128/0, Model No. 2¾ (Symbol LE), 2¾-lb.

Industrial Air Products Co., 3200 Northwest Yeon Ave., Portland 10, Oreg.  
 162.010/182/0, Model 2½ DP (Symbol GEN), 2½-lb.  
 International Harvester Co., 180 North Michigan Ave., Chicago 1, Ill.  
 162.010/162/0, IH Model 24404491 (Symbol GE, GEC, GEN or GEP), 5-lb.  
 162.010/189/0, IH Model 244121R01 (Symbol GEN), 2½-lb.  
 Klidde & Co., Inc., Walter, Belleville 9, N.J.  
 162.010/5/1, Model 20, 20-lb.  
 162.010/6/1, Model 30, 30-lb.  
 162.010/14/1, Model 5P, 5-lb.  
 162.010/44/1, Model 10 DCP, 10-lb.  
 162.010/45/0, Model 20 DCP, 20-lb.  
 162.010/46/0, Model 30 DCP, 30-lb.  
 162.010/79/2, Model 2½ DCP, 2½-lb.  
 162.010/88/1, Model 5 DCP, 5-lb.  
 Leeder Manufacturing Co., Inc., 615 East First Ave., Roselle, N.J.  
 162.010/52/0, Model 4, 4-lb.  
 162.010/53/0, Model 5, 5-lb.  
 162.010/54/0, Model 10, 10-lb.  
 162.010/55/0, Model 15, 15-lb.  
 162.010/56/0, Model 20, 20-lb.  
 162.010/57/0, Model 25, 25-lb.  
 162.010/58/0, Model 30, 30-lb.  
 162.010/86/0, Model 2¾, 2¾-lb.  
 162.010/87/0, Model 2, 2-lb.  
 162.010/135/0, Model No. 5NB, 5-lb.  
 162.010/136/0, Model No. 10NB, 10-lb.  
 162.010/137/0, Model No. 15NB, 15-lb.  
 162.010/138/0, Model No. 20NB, 20-lb.  
 162.010/139/0, Model No. 25NB, 25-lb.  
 162.010/140/0, Model No. 30NB, 30-lb.  
 Leeder Safety Products, Casco Products Corp., Bridgeport 2, Conn.  
 162.010/53/0, Model 5, 5-lb.  
 162.010/86/0, Model 2¾, 2¾-lb.  
 McGinnis Marine Service, 1435 East Northlake, Seattle 5, Wash.  
 162.010/89/0, Model CG-2½ (Symbol GEN), 2½-lb.  
 Merlitt Industries, Inc., 114 East 32d St., New York 16, N.Y.  
 162.010/170/0, Model V-2½ (Symbol RA), 2½-lb.  
 Moor-Flite, Inc., 1153 South Eastern Ave., Los Angeles 23, Calif.  
 162.010/123/0, Model CPS-2½ (Symbol GEN), 2½-lb.  
 162.010/171/0, Model No. 2¾ (Symbol LE), 2¾-lb.  
 162.010/195/0, Model No. 2¾ (Symbol LE), 2¾-lb.  
 Power-Pak Products, Inc., 43 Pearl St., Buffalo 2, N.Y.  
 162.010/122/0, Model CM-2.5 (Symbol GEN), 2½-lb.  
 162.010/168/0, Model CM-5 (Symbol GE, GEC, GEN or GEP), 5-lb.  
 162.010/167/0, Model CM-10 (Symbol GE, GEC, GEN or GEP), 10-lb.  
 162.010/168/0, Model CM-20 (Symbol GE, GEC, GEN or GEP), 20-lb.  
 162.010/169/0, Model CM-30 (Symbol GE, GEC, GEN or GEP), 30-lb.  
 Randolph Laboratories, Inc., 1450 Frontage Rd., Northbrook, Ill.  
 162.010/161/0, Model V2½, 2½-lb.  
 162.010/173/0, Model V5, 5-lb.  
 Safety First Products Corp., 175 Saw Mill River Rd., Elmsford, N.Y.  
 162.010/32/0, Model STM-4, 4-lb.  
 162.010/33/1, Model STM-10-A, 10-lb.

- 162.010/34/0, Model STM-15-A, 15-lb.  
 162.010/35/0, Model STM-20, 20-lb.  
 162.010/43/0, Model STM-5, 5-lb.  
 162.010/71/0, Model DP-3, 3-lb.  
 162.010/115/0, Model DP-2, 2-lb.  
**Schwartz Brothers, Inc., 827 Arch St., Philadelphia 7, Pa.**  
 162.010/109/0, Model No. 4 (Symbol GEN), 4-lb.  
 162.010/110/0, Model No. 2½ (Symbol GEN), 2½-lb.  
 162.010/157/0, Model CP-5 (Symbol GEP), 5-lb.  
 162.010/158/0, Model CP-10 (Symbol GEP), 10-lb.  
 162.010/159/0, Model CP-20 (Symbol GEP), 20-lb.  
 162.010/160/0, Model CP-30 (Symbol GEP), 30-lb.  
**Sears, Roebuck and Co., 925 South Homan Ave., Chicago 7, Ill.**  
 162.010/118/0, No. 6461 (Symbol LE), 2-lb.  
 162.010/119/0, Allstate No. 6458 or 6459 (Symbol LE), 2¾-lb.  
 162.010/183/0, Allstate No. 6458 (Red) or No. 6459 (Chrome)  
 (Symbol FY), 2½-lb.  
 162.010/188/0, Allstate, No. 6458 (Red) or No. 6459 (Chrome)  
 (Symbol GEN), 2½-lb.  
 162.010/194/0, Allstate No. 6456 (Symbol LE), 5-lb.  
**Seco Manufacturing, Inc., 4461 West Jefferson, Detroit 9, Mich.**  
 162.010/165/0, Model P-2½ (Symbol GEN), 2½-lb.  
**Sierra Fire Equipment Co., 1355 South Flower St., Los Angeles 15, Calif.**  
 162.010/198/0, Model SP-25 (Symbol GEN), 2½-lb.  
**Snyder & Son, Inc., M. L. Jasper and York Sts., Philadelphia 25, Pa.**  
 162.010/91/0, Model No. 304 (Symbol GEN), 4-lb.  
 162.010/93/0, Model No. 602 (Symbol GEN), 2½-lb.  
 162.010/147/0, Model No. 310 (Symbol GE, GEC, GEN or GEP),  
 10-lb.  
 162.010/148/0, Model No. 320 (Symbol GE, GEC, GEN or GEP),  
 20-lb.  
 162.010/149/0, Model No. 330 (Symbol GE, GEC, GEN or GEP),  
 30-lb.  
 162.010/150/0, Model No. 512 (Symbol LE), 2-lb.  
 162.010/151/0, Model No. 503 (Symbol LE), 2¾-lb.  
 162.010/152/0, Model No. 504 (Symbol LE), 4-lb.  
 162.010/153/0, Model No. 505 (Symbol LE), 5-lb.  
 162.010/154/0, Model No. 510 (Symbol LE), 10-lb.  
 162.010/155/0, Model No. 520 (Symbol LE), 20-lb.  
 162.010/156/0, Model No. 530 (Symbol LE), 30-lb.  
 162.010/174/0, Stempel Model 605 (Symbol GEP), 5-lb.  
 162.010/175/0, Stempel Model 610 (Symbol GEP), 10-lb.  
 162.010/176/0, Stempel Model 620 (Symbol GEP), 20-lb.  
 162.010/177/0, Stempel Model 630 (Symbol GEP), 30-lb.  
**Stop-Fire, Inc., P. O. Box 9, Monmouth Junction, N.J.**  
 162.010/59/0, Redi-Flo Model DC-3C, 3-lb.  
 162.010/60/0, Redi-Flo Model DC-4C, 4-lb.  
 162.010/61/0, Redi-Flo Model DC-5C, 5-lb.  
 162.010/62/0, Redi-Flo Model DC-10C, 10-lb.  
 162.010/63/0, Redi-Flo Model DC-15C, 15-lb.  
 162.010/64/0, Redi-Flo Model DC-20C, 20-lb.  
 162.010/65/0, Redi-Flo Model DC-25C, 25-lb.  
 162.010/69/0, Redi-Flo Model DC-2C, 2-lb.  
 162.010/70/0, Redi-Flo Model DC-2½C, 2½-lb.  
 162.010/90/0, Redi-Flo Model DC-30C, 30-lb.  
**Yankee Metal Products Corp., Norwalk, Conn.**  
 162.010/92/0, Model M600 (Symbol S-F), 2½-lb.  
 162.010/172/0, Model M600A (Symbol GEN), 2½-lb.

## FIRE EXTINGUISHERS, PORTABLE, HAND, FOAM TYPE

- American La France, Division of Sterling Precision Corp., Elmira, N.Y.  
Foamite, Type CA, 2½-gal.  
LaFrance, 2½-gal.  
Crusader, 2½-gal.  
162.006/1/0, Foamite Crusader, 2½-gal.  
162.006/2/0, Foamex, 2½-gal.  
162.006/3/0, Firefoam, Model D. S., 2½-gal.  
162.006/4/0, Alfoam, 2½-gal.  
162.006/18/2, Alfco Model 3F1-CG Foam, 2½-gal.
- Badger Fire Extinguisher Co., Methuen, Mass.  
162.006/10/0, Badger, 2½-gal.
- Buffalo Fire Appliance Corp., Dayton, Ohio.  
Buffalo, 2½-gal.  
162.006/31/0, Buffalo Better Built CG Foam (Symbol AM), 2½-gal.
- Columbia Fire Extinguisher Co., Inc., 342 E. 86th St., New York, N.Y.  
Columbia, 2½-gal.
- Elkhart Brass Mfg. Co., 1302 W. Beardsley Ave., Elkhart, Ind.  
Elkhart, 2½-gal.  
162.006/27/1, Elkhart, 2½-gal.
- Fire Guard Corp., The, 1085 Shermer Road, Northbrook, Ill.  
162.006/46/0, Model F1sM (Symbol GE, GEC, GEN or GEP), 2½-gal.  
162.006/47/0, Model F2bM (Symbol GE, GEC, GEN or GEP), 2½-gal.
- Foamite-Firefoam Co., New York, N.Y.  
U.S. No. 2½, 2½-gal.  
U.S. No. 5, 5-gal.
- Fyr-Fyter Co., The, 221 Crane St., Dayton 1, Ohio.  
162.006/5/0, Fyr-Fyter, 2½-gal.  
162.006/6/0, Dayton, 2½-gal.  
162.006/32/2, Model No. 18-24, 2½-gal.  
162.006/3/2, Buffalo Model No. 18-25, 2½-gal.  
162.006/37/3, Model No. 18-4, 2½-gal. (Formerly Model 18-4 CG or 18-12.)  
162.006/38/3, Buffalo Model No. 18-5, 2½-gal. (Formerly Model 18-5 CG or 18-14.)  
162.006/42/1, Pyrene Model No. PW12, 2½-gal. (Formerly Model PW-12 CG.)  
162.006/48/0, Model PS-13, 2½-gal.
- Fyr-Out Co., Inc., Bloomfield, N.J.  
Fyr-Out, 2½-gal. (Symbol STE.)
- General Detroit Corp., The, See General Fire Extinguisher Corp., The.  
General Fire Extinguisher Corp., The, 6801 Rising Sun Ave., Philadelphia 11, Pa., and 8740 Washington Blvd., Culver City, Calif.  
Floafome, Model 883. (Approved FR 13 March 1941.) (Withdrawal of approval FR 31 July 1947.)  
162.006/7/0, Quick Aid Model F-833, 2½-gal. (Approved FR 31 July 1947.) (Withdrawal of approval FR 1 October 1952.)  
162.006/28/0, Model TF-4, 2½-gal. (Approved FR 18 March 1953.) (Withdrawal of approval FR 3 June 1958.)  
162.006/34/0, Model TF-4, 2½-gal. (Approved FR 18 March 1953.) (Withdrawal of approval FR 3 June 1958.)  
162.006/44/0, Quick Aid Model SF-4M (Symbol GE, GEC, GEN or GEP), 2½-gal.  
162.006/45/0, Quick Aid Model TF-4M (Symbol GE, GEC, GEN or GEP), 2½-gal.
- General Fire Truck Corp., The, Detroit, Mich.  
Floafome, 2½-gal.

General Mfg. Co., The, St. Louis, Mo.  
     Floafome, 2½-gal.  
 General Pacific Corp., The, See General Fire Extinguisher Corp., The.  
 Kidde and Co., Inc., Walter, Belleville 9, N.J.  
     Kidde, 2½-gal.  
     162.006/19/2, Kidde CG Foam (Symbol AM), 2½-gal.  
     162.006/48/0, Kidde Model FCG (Symbol SF), 2½-gal.  
 Knight and Thomas, Inc., 615 Somerville Ave., Somerville 48, Mass.  
 Frothex, 2½-gal.  
 London Fire Appliance Co., Alma St. off Gallowgate, Glasgow, Scotland.  
     Dick's Little Fire Queen No. 3D, 2½-gal.  
 Miller-Pearless Mfg. Co., 452 North Sangemon St., Chicago, Ill.  
     Miller-Pearless, 2½-gal.  
 Phister Mfg. Co., 621 East Pearl St., Cincinnati 2, Ohio.  
     Phister, 2½-gal.  
 Pyrene-C-O-Two Division, The Fyr-Fyter Co., P. O. Box 750, Newark 1,  
     N.J.  
     162.006/8/0, Pyrene, four-star shell, 2½-gal.  
     162.006/0/0, Pyrene, 2½-gal.  
 Pyrene Mfg. Co., 560 Belmont Ave., Newark 8, N.J.  
     Phomene, 2½-gal.  
     Fastfome, 2½-gal.  
     Vangarde, 2½-gal.  
 Robinson Fire Apparatus Co., St. Louis, Mo.  
     Stempel, 2½-gal.  
 Schwartz Bros., Inc., 827 Arch St., Philadelphia 7, Pa.  
     162.006/41/0, S. O. S. Defender (Symbol EL), 2½-gal.  
 Snyder and Son, M. L., Jasper and York Sts., Philadelphia, Pa.  
     Aristocrat, 2½-gal.  
 Stempel Fire Extinguisher Mfg. Co., Jasper and York Sts., Philadel-  
     phia 25, Pa.  
     Stempel, 2½-gal.  
     Kontrol, 2½-gal.  
     162.006/30/0, Stempel Kontrol, 2½-gal.  
 Stop-Fire, Inc., P. O. Box 9, Monmouth Junction, N.J.  
     162.006/20/1, Stop-Fire, 2½-gal.  
 Woodhouse Mfg. Co., The, 17 East 42d St., New York, N.Y.  
     Woodhouse, 2½-gal.

## 1. *CO<sub>2</sub>*

Carbon Dioxide extinguishers have three basic parts—body, valve and assembly with discharge horn. In examining the extinguishers determine charge by weighing. If the extinguisher weight (gross weight) is reduced by more than 10% of the *net weight* marked on the extinguisher it is not sufficiently charged. In examining the discharge horn see that it is free of obstruction. The valve assembly should be free of any corrosion which may affect its operation.

## 2. *Dry Chemical*

Dry chemical extinguishers have generally two basic parts—a cylinder (chamber) and valve assembly. These extinguishers, in most cases, have a pressure gauge or visual indicator attached to the valve assembly or to the cylinder to show *expellent* charge. These extinguishers are checked by weighing to determine if charged with adequate *extinguishing* agent. However, some approved extinguishers manufactured prior to 1 June 1965 do not have visual indicators or gauges to determine expellent charge and rely on weight only. The weight tolerance varies with such extinguishers and is approximately  $\frac{1}{8}$  oz.,  $\frac{1}{4}$  oz., 1 oz., etc. Such tolerance cannot be ascertained by weighing on board the boat but may be determined on laboratory scales. Since such procedure cannot be performed by enforcement officers, the following visual examination shall be followed to determine acceptability of those extinguishers which **DO NOT** have visual indicators:

[Extract from 46 CFR 25.30-10]

(1) When the date on the inspection record tag on the extinguisher shows that 6 months have elapsed since last weight check ashore, then such extinguisher is no longer accepted as meeting required maintenance conditions until reweighed ashore and found to be in a serviceable condition and within required weight conditions.

(2) If the weight of the container is  $\frac{1}{4}$  ounce less than that stamped on container, it shall be serviced.

(3) If the outer seal or seals (which indicate tampering or use when broken) are not intact, the boarding officer or marine inspector will inspect such extinguisher to see that the frangible disc in neck of the container is intact; and if such disc is not intact, the container shall be serviced.

(4) If there is evidence of damage, use, or leakage, such as dry chemical powder observed in the nozzle or elsewhere on the extinguisher, the container shall be replaced with a new one and the extinguisher properly serviced or the extinguisher replaced with another approved extinguisher.

## EXAMPLES



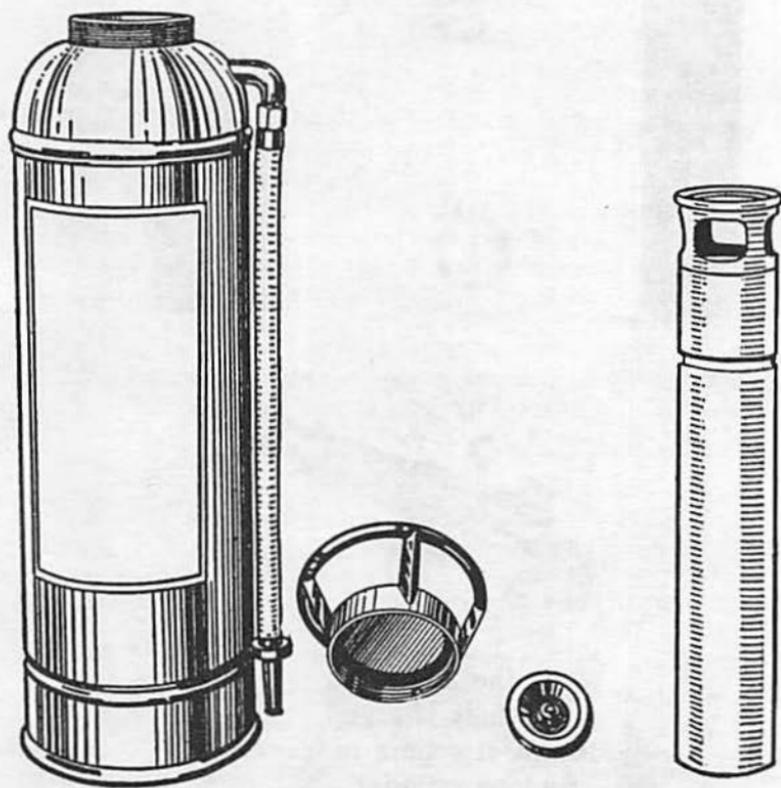
### (3) *Foam:*

Foam extinguishers have four (4) basic parts—the tank, ring top, head stopple and inner container as shown below. The following requirements must be met for this device to be acceptable:

- (a) evidence of having been recharged within the past year
- (b) the outer tank and inner container filled to prescribed levels
- (c) the hose properly attached with no obstructions

In examining this device it is permissible and in some cases necessary to remove the top and remove the inner container to determine if the device is adequately filled.

### EXAMPLES



## VII. VENTILATION

Recommended guidelines for determining if ventilation systems properly and efficiently remove flammable or explosive gases from the bilges of engine and fuel tank compartments on motorboats using fuel having a flash point of 110 degrees F. or less (gasoline).

### 1. Definitions

a. Ventilation—The changing of air within the space under consideration, whether produced by natural or mechanical means, through a system of air inlets, exhausts and ducts to induce the flow of air through the space.

b. Open boats—Those motorboats or motor vessels with all engine and fuel tank compartments, and other spaces to which explosive or flammable gases or vapors from these compartments may flow, open to the atmosphere so as to prevent the entrapment of such gases and vapors within the vessel.

c. Equivalent to cowls—Wind actuated self trimming or rotary exhauster heads or ~~power operated exhaust blower~~.

### 2. Arrangements

#### a. Non-mechanical ventilators

(1) At least one duct (exhaust) shall be led as directly as possible, from the open atmosphere with a minimum of bends and turns, to the lowest level of the compartment or bilge. The lower end openings should be so arranged and located that they will not be obstructed by structural members or accumulations of bilge water.

(2) At least one intake duct shall extend midway to the bilge or at least below the level of the carburetor air intake. Cowls should be located and trimmed so as to prevent recirculation of displaced fumes. Whenever possible the intake cowl should be trimmed forward for maximum efficiency when the vessel is moving.

b. Mechanical ventilators (not required but preferable as they may be installed so as to provide ventilation before starting of the engine and also when the vessel is not moving.)

(1) Same arrangement as for non-mechanical with addition of blower in exhaust duct.

(2) Blowers should be installed so as not to interfere with functioning of ducts as natural (non-mechanical) ventilators.

(3) Blower motors, if mounted within the compartment to be ventilated, should be located as high above the bilge as practicable or be vapor tight or of the arcless type.

3. *Examination*

a. Insure that there are two ventilating ducts equipped with cowls or their equivalent and that they are free from obstructions.

b. In mechanical systems, check blower operation by feeling exhaust with hand or other means to detect air circulation.

c. If fuel tank and engine compartments are not interconnected, each compartment will require a separate ventilating system. However, if the two separate compartments have a common bilge (interconnected) and the flow of vapor between them is not *restricted*, then separate ventilating systems for each compartment are not required.

## **APPENDIX G**

### **Canadian Requirements for Pleasure Craft**

**(Recommended on rowboats and canoes;  
mandatory on power and sailing craft).**

**NOTE:** "Approved" means approved by the Department of Transport.

#### ***Not Over 18 Feet in Length***

1. One approved small vessel lifejacket or lifesaving cushion for each person on board.
2. Two oars and rowlocks or two paddles.
3. One bailer or one manual pump.
4. If equipped with an inboard motor, permanently fixed or built-in fuel tanks or a cooking or heating appliance that burns liquid or gaseous fuel, one class BI fire extinguisher.

#### ***Over 18 Feet But Not Over 26 Feet in Length***

1. One approved small vessel lifejacket for each person on board.
2. Two oars and rowlocks, two paddles or one anchor with not less than 50 feet of cable, rope or chain.
3. One bailer or one manual pump.
4. If the vessel is power-driven or is equipped with a cooking or heating appliance that burns liquid or gaseous fuel, one class BI Fire Extinguisher.

#### ***Over 26 Feet But Not Over 40 Feet in Length***

1. One approved small vessel lifejacket for each person on board.
2. One approved lifebuoy 30 inches, 24 inches or 20 inches in diameter.
3. One buoyant heaving line of not less than 50 feet in length.
4. One bailer and one manual or power-driven bilge pump.
5. Twelve pyrotechnic distress signals in a watertight container, of which not more than six may be daylight smoke signals.

6. One anchor with not less than 50 feet of cable, rope or chain.
7. If the vessel is power-driven or is equipped with a cooking or heating appliance that burns liquid or gaseous fuel, one class BI fire extinguisher.
8. Sufficient lights and sound signaling apparatus to permit the vessel to be operated in compliance with Part VI of Small Vessel Regulations. (Horn and bell)

**Over 40 Feet But Not Over 65 Feet in Length**

1. One approved standard lifejacket or one approved small vessel lifejacket for each person on board.
2. One approved 30 inch lifebuoy or two approved 24 inch diameter lifebuoys.
3. One buoyant heaving line of not less than 50 feet in length.
4. Twelve pyrotechnic distress signals in a watertight container, of which not more than six may be daylight smoke signals.
5. One anchor with not less than 50 feet of cable, rope or chain.
6. Two fire buckets.
7. One manual or power-driven pump located outside the machinery space with one fire hose and nozzle whereby a jet of water can be directed into any part of the vessel.
8. Efficient bilge pumping arrangements.
9. If the vessel is power-driven or is equipped with a cooking or heating appliance that burns liquid or gaseous fuel, one class BII fire extinguisher.
10. Sufficient lights and sound signalling apparatus to permit the vessel to be operated in compliance with Part VI of Small Vessel Regulations. (Horn and bell)

**Over 65 Feet in Length**

1. One approved standard lifejacket or one approved small vessel lifejacket for each person on board.
2. Two approved 30 inch diameter lifebuoys, one with a self-igniting light attached.
3. One buoyant heaving line of not less than 90 feet in length.
4. Twelve pyrotechnic distress signals in a watertight container of which not more than six may be daylight smoke signals.
5. One anchor with not less than 50 feet of cable, rope or chain.

6. Four fire buckets.
7. Two fire axes.
8. One power-driven pump located outside the machinery space with one fire hose and nozzle whereby a jet of water can be directed into any part of the vessel.
9. Efficient bilge pumping arrangements.
10. In each accommodation space, one class AII fire extinguisher but in no case need more than three such extinguishers be carried.
11. In the machinery space, two class BII fire extinguishers, one located near the entrance.
12. Sufficient lights and sound signalling apparatus to permit the vessel to be operated in compliance with the *Regulations for Preventing Collisions at Sea* or the *Rules of the Road for the Great Lakes*.

#### INBOARD ENGINES

- (1) Every inboard engine that uses gasoline as a fuel shall be fitted, under the carburetor, with
  - (a) a drip pan covered with wire gauze; or
  - (b) other approved equipment to prevent gasoline from leaking into the bilges.
- (2) Every inboard engine that is installed below deck or enclosed by boxing and that uses gasoline as a fuel shall be fitted with flame arrestors.
- (3) Any enclosed space in which an inboard gasoline engine is installed shall be efficiently ventilated by the installation of suitable ventilators or an exhaust fan.

## APPENDIX H

# Title 33—NAVIGATION AND NAVIGABLE WATERS

## Chapter I—Coast Guard, Department of Transportation

### SUBCHAPTER X—INTERIM REGULATIONS [COFR 72-28]

## PART 199—INTERIM REGULATIONS FOR BOATS

### Lifesaving Equipment

Chapter I of Title 33, Code of Federal Regulations, is amended by adding a new Subchapter X and a new Part 199 to read as follows:

#### Subpart A—General

Sec.	
199.1	Applicability.
199.3	Purpose.
199.5	Definitions.

#### Subpart B—Lifesaving Equipment

199.11	Applicability of subpart.
199.13	Lifesaving equipment required.
199.15	Racing canoes, kayaks, shells, and sculls.
199.17	Stowage.
199.19	Condition; approval; marking.

**AUTHORITY:** The provisions of this Part 199 are issued under the Act of August 10, 1971, Public Law 92-75, section 5, 85 Stat. 213, 215; 49 CFR 1.46(o) (1) (63 F.R. 19593).

#### Subpart A—General

##### § 199.1 Applicability.

This part prescribes rules governing the use of boats on waters subject to the jurisdiction of the United States and on the high seas beyond the territorial seas for boats owned in the United States, except—

(a) Foreign boats temporarily using waters subject to United States jurisdiction;

(b) Military or public boats of the United States, except recreational-type public vessels;

(c) A boat whose owner is a State or subdivision thereof, which is used principally for governmental purposes, and which is clearly identifiable as such; and

(d) Ship's lifeboats.

**§ 199.3 Purpose.**

The purpose of this part is to prescribe boating regulations and standards that are so critical as to require an early effective date during the interim before comprehensive boating safety regulations can be promulgated under the Federal Boating Safety Act of 1971.

**§ 199.5 Definitions.**

As used in this part:

(a) "Boat" means any vessel—

(1) Manufactured or used primarily for noncommercial use;

(2) Leased, rented, or chartered to another for the latter's noncommercial use; or

(3) Engaged in the carrying of six or fewer passengers.

(b) "Vessel" includes every description of watercraft, other than a seaplane on the water, used or capable of being used as a means of transportation on the water.

(c) "Use" means operate, navigate, or employ.

**Subpart B—Lifesaving Equipment**

**§ 199.11 Applicability of subpart.**

This subpart applies to boats that are propelled or controlled by oars, paddles, poles, or sails, or by another vessel.

**§ 199.13 Lifesaving equipment required.**

(a) Except as provided in § 199.15, no person may use a boat less than 40 feet long unless there is at least one of the following on board for each person:

(1) Life preserver.

(2) Ring life buoy.

(3) Buoyant vest.

(4) Special purpose water safety buoyant device.

(5) Buoyant cushion.

(b) No person may use a boat that is 40 feet or more but less than 65 feet in length unless there is at least one of the following on board for each person:

(1) Life preserver.

(2) Ring life buoy.

(c) No person may use a boat that is 65 feet long or longer unless there is at least one life preserver on board for each person.

\* § 199.15 Racing canoes, kayaks, shells, and sculls.

(a) A person using a canoe or kayak that is enclosed by a deck or spray skirt need not comply with § 199.13 if he wears a vest-type lifesaving device that—

(1) Has no less than 150 separate permanently inflated air sacs made of not less than 12 mil polyvinylchloride film and has not less than 13 lb. of positive buoyancy in fresh water, if worn by a person who weighs more than 90 pounds; or

(2) Has no less than 120 separate permanently inflated air sacs made of not less than 12 mil polyvinylchloride film and has not less than 8½ lb. positive buoyancy in fresh water, if worn by a person who weighs 90 pounds or less.

(b) A person using a racing shell or rowing scull need not comply with § 199.13 if a device required by § 199.13 is carried on board an accompanying vessel for his use.

§ 199.17 Stowage.

No person may use a boat unless each item of lifesaving equipment required by § 199.13 is readily accessible.

§ 199.19 Condition; approval; marking.

No person may use a boat unless each item of lifesaving equipment required by § 199.13 is—

(a) Approved by the Commandant under 46 CFR 160.

(b) In good and serviceable condition; and is

(c) Legibly marked with the markings specified in 46 CFR 160 for that item of lifesaving equipment.

(Act of August 10, 1971, Public Law 92-75, sec. 5, 82 Stat. 213, 215; 49 CFR 1.46(o) (1) (36 F.R. 19593))

*Effective date.* This amendment shall become effective on April 17, 1972.

Dated: February 10, 1972.

C. R. BENDER,  
Admiral, U.S. Coast Guard,  
Commandant.

[FR Doc.72-2354 Filed 2-15-72;8:53 am]

\* 33CFR 199.15 has been interpreted to read as follows:

§199.15(a)---Due to the temporary non-availability of an approved device for canoes or kayaks that are enclosed by a deck and spray skirt coupled with the difficulty of identifying the existing device that meets the requirements of section 199.15, enforcement of this section should be limited to those vessels in which no lifesaving device is worn or carried. The requirements for approval and marking in accordance with section 199.19 should not be enforced on these vessels during this interim period.

§199.15(b)---The effective regulations will be applied to racing shells and sculls as follows:

a. That the requirements of section 199.13 for racing shells and rowing sculls is satisfied by any specified flotation device regardless of the racing vessels length.

b. A person using a racing shell or rowing scull need not comply with section 199.13 when accompanied by another vessel which:

- (1) Remains in close proximity; and
- (2) Maintains the requirements of section 199.13 for the number of persons in the two largest racing vessels plus the requirement of section 199.13 for 20% of the total number of racing vessels over four.

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