

CHAPTER 6: MISCELLANEOUS VESSEL INSPECTION ACTIVITIES

A. INTRODUCTION

This chapter discusses vessel inspections, other than drydockings and reinspections, that are related to, but not necessarily occurring at the same time as, an inspection for certification.

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B. PERMISSION TO PROCEED FOR REPAIRS ONLY

- 1. Authority** Under 46 U.S.C. 3313, repairs may be deferred (when it can be done safely) until a vessel reaches a port where repairs may more conveniently be done. The regulations applicable to issuance of permits to proceed are:

VESSEL TYPE	CITE
Procedures Applicable to the Public	46 CFR 2.01-15
Tank Vessels	46 CFR 31.10-35
Passenger Vessels	46 CFR 71.05
Cargo and Miscellaneous Vessels	46 CFR 91.05
Public Nautical School Ships	46 CFR 167.30-5
Small Passenger Vessels	46 CFR 176.202 (Sub T) 46 CFR 115.202 (Sub K)
Oceanographic Research Vessels	46 CFR 189.05

2. Permit to Proceed to Another Port for Repairs, Form CG-948

Introduction

- a. Upon request of the owner or operator and under certain conditions, the officer in charge, marine inspection (OCMI) may issue Form CG-948 to a vessel. This permit is a substitute for the Certificate of Inspection (COI); it shall be issued only when the OCMI judges that the vessel may proceed safely. When Form CG-948 is issued, the OCMI shall withdraw the COI and all amendments thereto, and forward them to the OCMI of the zone to which the vessel will proceed. Form CG-948 shall not be issued to a vessel that is eligible to retain its COI, nor to which an amendment to the COI would suffice.

Restrictions

- b. A Permit to Proceed allows a vessel to be sailed from one port to intermediate ports along a route to its port of destination. However, the vessel may not voyage to several ports and return to the original port, nor may it voyage from a port in the continental United States to a port outside the continental U.S. and return. If the vessel's COI has expired or is about to expire, the OCMI may issue a Permit to Proceed to the port of final discharge, provided an inspection for certification has been conducted to the point where the OCMI considers it safe for the vessel to proceed and load or discharge cargo. The inspection may be continued at other ports and may be concluded at the port of destination. In such case, appropriate transfer of inspection records among OCMI's will be conducted.

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Conditions of
Operation

- c. Every Permit to Proceed should be worded to expire when the port of destination is reached. Additional information regarding the purpose for making the voyage, the nature and extent of necessary repairs, special conditions to be observed, modifications in crew or equipment requirements, and whether or not the vessel may carry passengers or cargo, shall be set forth clearly on the permit. A Permit to Proceed may be renewed or extended by the OCMI having jurisdiction over the vessel.
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**3. Pre-Issue
Inspection**

Issuance of Form CG-948 is contingent upon Coast Guard inspection to determine that the proposed voyage can be conducted safely. The scope and extent of the inspection shall vary according to the circumstances, and shall be determined ultimately by the OCMI.

**4. T-Boats
Proceeding
for Repairs**

When not carrying passengers, vessels inspected under 46 CFR, Subchapter T may proceed to another port for repairs without obtaining this form. This is permitted because a small passenger vessel need not operate under the terms of its COI when passengers are not carried.

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C. SANITARY INSPECTIONS

- 1. Authority** The statutory authority for sanitary examinations on vessels is found in 46 U.S.C. 3308. The regulations establishing requirements for sanitary inspections are:

VESSEL TYPE	CITE
Tank Vessels	46 CFR 31.10-45 and 35.01-5
Passenger Vessels	46 CFR 71.45
Cargo and Miscellaneous Vessels	46 CFR 91.35
Nautical School Ships	46 CFR 168.15-60
Small Passenger Vessels	46 CFR 176.818 (Sub T) 46 CFR 115.818 (Sub K)
Oceanographic Research Vessels	46 CFR 189.33

2. Inspection Procedures

- Scope of Inspection
- Sanitary Inspections of Crew's Accommodations
- Frequency of Inspections
- a. Coast Guard sanitary inspections are concerned with design, construction, and arrangement of tanks, crews' quarters, galleys, and similar spaces. They begin with plan approval prior to construction, alterations, or conversions. Aspects of sanitary concern include accommodation spaces, ventilation, plumbing, lighting, heating, control and location of overboard discharges, venting of fresh water tanks, installation of hot and cold water in hospital spaces, provisions against fresh water piping running through oil tanks (because of possible contamination), installation of proper drains in waste disposal systems and low points in piping systems, and the installation of insect screens and similar items where required.
 - b. Accommodations, including washrooms, messrooms, galleys, and storerooms, shall be examined for sanitary conditions. The marine inspector shall be satisfied that quarters are of the dimensions required, that they are properly ventilated and in a clean and sanitary condition, that they are equipped with the proper plumbing and mechanical appliances required, and that such appliances are in good working order.
 - c. Sanitation on inspected vessels is generally the responsibility of the master and the chief engineer. Coast Guard inspection personnel should restrict the number of sanitary inspections to the minimum compatible with statutory and regulatory requirements. A sanitary inspection shall be held during each inspection for certification, reinspection, drydocking, and such other times as provided for by statutes and regulations. Sanitary inspections of T-boats shall be held as the OCMI deems necessary; normally, they shall coincide with inspections for certification and reinspections. Inspectors shall be alert to unsanitary conditions at all inspections.

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3. Unsanitary Conditions

Documentation

- a. Documentation. If a suspected unsanitary condition is discovered, the inspector should take appropriate action to document the condition. The assistance of the Food and Drug Administration (FDA) and/or the Public Health Service (PHS), Centers for Disease Control (CDC), should be requested. These agencies may be contacted at the following addresses:

U.S. Public Health Service
Office of the Chief
P.O. Box DO, CPS, CDC
1015 North American Way, Rm 107
Miami, Florida 33132-2017
Ph: (305) 536-4307

Quarantine Station
U.S. Public Health Service
P. O. Box 90834
Los Angeles, California 90009
Ph: (213) 215-2365

Centers for Disease Control
Center for Prevention Services
Division of Quarantine
Atlanta, Georgia 30333
Ph: (404) 329-2574

U.S. Food and Drug Administration
50 U.N. Plaza
Federal Office Building
San Francisco, California 94102
Ph: (415) 556-0439

NOTE: The CDC has published an Operations Manual which describes their Vessel Sanitation Program. Coast Guard units may request a copy of the manual by contacting the CDC at the Miami or Atlanta addresses listed above.

The agencies at above are able to provide a detailed sanitation analysis, such as detecting the presence of bacteria in food or on food processing equipment. The results of the inspection should include detailed, verified, technical information upon which the Captain of the Port (COTP) can initiate enforcement action.

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Enforcement

- b. If the unsatisfactory sanitary condition is of such a nature or magnitude that the district commander or COTP could reasonably determine, based on the detailed results of the inspections conducted by either the FDA or the PHS, that a clear threat to the vessel, crew, passengers or safety exists, enforcement action may be taken under Title 33, CFR, Part 160.111(c). Enforcement action on foreign flag vessels initiated under U.S. law or under the provision of the International Labor Organization Convention Concerning Minimum Standards in Merchant Ships (ILO 147) must be reported in accordance with COMDTINST M16711.12, Enforcement of the ILO 147.
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D. TRAVELING INSPECTION AND EVALUATION STAFF

1. Introduction The traveling inspection and evaluation staff conducts and monitors various inspections and examinations of vessels of particular interest, and provides oversight of field missions with feedback directly to Commandant (G-M). The staff will also conduct special missions and studies in support of inter-division issues to improve commercial vessel safety and increase awareness of marine safety. Based upon the priorities set by the Chief, Office of Marine Safety, Security, and Environmental Protection (G-M), Deputy Office Chief, Associate Program Director, and the Office's Quality Management Board, the vessels targeted for attention by this staff vary. Examples of targeted vessels are: U.S. deep draft vessels over twenty years of age, Trans-Alaska Pipeline Service (TAPS) tankers, large passenger vessels (over 100 GT), U.S. vessels of novel build or design, and U.S. vessels undergoing major conversions, modifications, or life extensions and ACP enrolled vessels.

2. Purpose Traveling Inspectors perform oversight of targeted vessels and conduct special studies to provide sound technical advice and recommendations to Commandant (G-M) which help form program direction and measure the effectiveness of existing programs and policies. Unit Commanding Officers may request advice or assistance from this specialized and highly experienced staff on issues of particular concern.

3. Interaction with Field Units In most cases, a representative of the cognizant field command should accompany the Traveling Inspector. Traveling Inspectors do not issue marine inspection deficiency requirements (CG-835s), however they may make recommendations for same to the cognizant OCMI/COTP. Special inspection reports will be submitted by the Traveling Inspector to G-M. Recommendations offered by the Traveling Inspector include an action addressee, generally a program manager or Headquarters Division Chief, who will coordinate any necessary district or field unit action. Copies of special inspection reports will be forwarded by the traveling inspection staff to appropriate districts and field units after approval by G-M.

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E. EXEMPTIONS FOR LAID UP, DISMANTLED, OR OUT-OF-COMMISSION VESSELS

Under 46 U.S.C. 3302(e), vessels subject to the vessel inspection laws are exempted from inspection when they are laid up, dismantled, or otherwise out of commission. Under 46 CFR 31.01-1, 70.05-1(a)(2), and 90.05-1(a)(3), tank, passenger, cargo and miscellaneous vessels need not possess a COI when in such condition.
