

# TRUTH

## Checklist for T-Boat Inspections

This checklist is designed to be used by the owner or operator to pre-inspect their vessel prior to arrival of a Coast Guard Marine Inspector.

This checklist is not all inclusive. Additional information regarding each item can be found by referencing the applicable regulation. The owner and operator of a vessel is responsible for being familiar with the regulations pertaining to that vessel. This checklist is meant to be used as a guide only, is not intended to be used as the sole reference for properly maintaining and operating a vessel.

Note: Vessels that carry more than 12 passengers on an international voyage, i.e. Mexico, must meet the requirements listed here in addition to applicable SOLAS regulations.

Inspection Item	Regulation
<b>Documents and Administration</b>	
<input checked="" type="checkbox"/> Certificate of Documentation or State Certificate of Registration	46 CFR 67.01-5
<input checked="" type="checkbox"/> Certificate of Inspection (COI)	46 CFR 176.100
<input checked="" type="checkbox"/> Stability Letter	46 CFR 176.306
<input checked="" type="checkbox"/> Master's License	46 CFR 185.402
<input checked="" type="checkbox"/> FCC Radio's Operator's License	46 CFR 184.50
<input checked="" type="checkbox"/> FCC Station License/ Radio Telephony Safety Certificate	47 CFR 80
<input checked="" type="checkbox"/> Oil Pollution Placard	33 CFR 155.450
<input checked="" type="checkbox"/> Waste Management Plan <i>Required on vessels 40 feet in length or greater</i>	33 CFR 151.57
<input checked="" type="checkbox"/> Emergency Check-off List	46 CFR 185.510
<input checked="" type="checkbox"/> Emergency Broadcast Placard	46 CFR 184.506
<input checked="" type="checkbox"/> 46 CFR 166-199 (Subchapter "T")	CID Policy 2-92
<input checked="" type="checkbox"/> Compass Deviation Card	33 CFR 164.35(c)
<input checked="" type="checkbox"/> Drug Testing Program <i>Must have proof of pre-testing for all crew members and random testing of at least 50% of the crew each year. Proper selection method for random tests.</i>	46 CFR 16.230
<input checked="" type="checkbox"/> Drills <i>Crew training must be conducted and logged once every three months.</i>	46 CFR 185.420
<input type="checkbox"/> Current Charts of Operating Area, Coast Pilot, Light List, Local Notices to Mariners, Rules of the Road and Tide Tables	46 CFR 184.420
<b>Lifesaving Equipment</b>	
<input type="checkbox"/> Lifejackets <i>Vessel name stenciled on jacket. Reflective tape on both sides of jacket. Lights on jackets for vessels with coastwise or oceans route (check battery expiration date). Stowage location correctly marked. Proper number as indicated on COI.</i>	46 CFR 80.71-78
<input checked="" type="checkbox"/> Lifefloat/Buoyant Apparatus <i>Ensure weak link is of correct breaking strength. Vessel name stenciled on craft.</i>	46 CFR 180.130-175
<input checked="" type="checkbox"/> Ring Buoy <i>At least one ring must be fitted with a lifeline and waterlight (check battery expiration date).</i>	46 CFR 180.70

X	✓	Distress Signals <i>Correct number for route. Stored appropriately.</i>	46 CFR 180.68
X	✓	EPIRB <i>Route beyond 3 miles - J06 MHz installed to automatically float free and activate.</i>	46 CFR 180.64
<b>Navigation and Radio Equipment</b>			
X	✓	Navigation Lights	46 CFR 183.420
X	✓	Navigation / Radio Equipment <i>Conduct operational tests of the following equipment</i> -Radios            -Compass -Radar            -Bell -Fathometer      -Horn -LORAN/GPS      -Required Day Shapes	46 CFR 184.402-420
<b>Firefighting Equipment</b>			
X	✓	Portable Fire Extinguishers <i>Properly maintained and stored.</i>	46 CFR 181.500
X	✓	Fixed Fire Extinguisher System <i>Serviced annually. (Vessels with wood or FRP hulls must have fixed firefighting by March 11, 1999).</i>	46 CFR 181.400-450
X	✓	Fire Main System <i>Check condition of pumps, hoses, nozzles, and piping system.</i>	46 CFR 181.300-320
X	✓	Additional Equipment <i>Fire axe for vessels over 65 feet. Fire buckets.</i>	46 CFR 181.600-610
<b>Engine Room Inspection</b>			
X	✓	Emergency Fuel Shutoffs <i>Properly labeled. Test for proper operation.</i>	46 CFR 182.455
X	✓	Batteries <i>Mounted correctly, properly ventilated, proper type connections.</i>	46 CFR 183.350-352
X	✓	Engines <i>Two independent means of control. All hoses double clamped.</i>	46 CFR 182.410-430 46 CFR 184.620
X	✓	Pressure Vessels <i>Test pressure relief valves. Open for internal inspection or hydro test to 1.25 of MLWP every 3 years.</i>	46 CFR 182.330 46 CFR 176.812
X	✓	Electrical System <i>Proper connections, cable runs supported, new installations approved.</i>	46 CFR 183.200-340
X	✓	Steering Gear <i>General condition, auxiliary means of steering. Test for proper operation.</i>	46 CFR 182.600-620
X	✓	General Condition <i>Ventilation, machinery guarding, no fuel, oil, or water leaks.</i>	46 CFR 176.804 46 CFR 176.830
<b>Interior Inspection</b>			
X	✓	Condition of bilges and bilge piping system <i>Test for proper operation.</i>	46 CFR 182.500-540
X	✓	Marine Sanitation Device <i>Overboard discharge valve locked</i>	33 CFR 159
X	✓	Below Deck Passenger Spaces <i>Emergency lighting.</i>	46 CFR 183.432

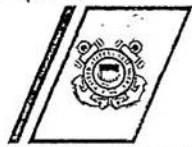
Structural Integrity  
Condition of frames, longitudinals, hull plating, etc.  
No dryrot in wood, de-lamination in FRP, or excessive pitting in aluminum or steel.

**Exterior Inspection**

- Watertight latches and doors  
A hatch cover must be attached to hatch frame or coaming by hinges or captive chain. 46 CFR 179.330  
Gasket and securing mechanism in good condition. 46 CFR 179.360
- Windows  
Must be weather tight with no cracks or holes. 46 CFR 179.360
- Fuel Tank Vents  
30x30 mesh screen installed. 46 CFR 182.450

**Drydock Inspection** 46 CFR 176.600-670

- Ensure Hull exterior is clean, but not freshly painted.
- Open all interior spaces and ventilate.
- Ensure bilges are clean and dry.
- All through hull valves must be opened.
- Remove all screens/strainers from exterior of hull.
- For wood vessels over 10 years old, be prepared to pull fasteners every 6 years.  
Be prepared to pull a keel bolt when vessel reaches 20 years old and then every 10 years thereafter.
- Wood and FRP over wood vessels will be required to have vessel inspected while underway prior to carrying passengers.



M/V TRUTH

SMALL PASSENGER VESSEL - T

MSD Santa Barbara

Annual Drydock COI



Vessel Name: ON: MISLE Activity:

Date: Location: Inspector:

Vessel Rep: Owner Operator TWIC Phone:

E-mail MMSI:

Build Date: Max PAX: O/N Accom: Yes No HULL: FRP Wood Alum Steel

Route: O=Oceans C=Coastwise LC= Limited Coastwise LBS= Lakes, Bays, Sounds

Note: All cites are '46 CFR' unless otherwise noted.

Administration:

- Application for Inspection (CG-3752)
Certificate of Documentation
State Registration
Operator's License/Tonnage/Route/Date
Stability Ltr. #pax Route
COI Posted (all pgs)
Oil Discharge / MARPOL Placards (>26ft)
Waste Management Plan (>40ft)
Drug Testing Program:
FCC Sta. License / Sfty. Cert. / Op Permit
Drills Logged (EPIRB test/MOB/FF)
Emergency Instruction List (vessel specific/Posted)
First Aid Training / CPR Cards (recommended)
SPV Decal Posted (Vis. to PAX @ embark.)
Deckhand Qualifications
Discussed Marine Casualty reporting reqs.

Lifesaving:

- Primary L/S: L/F B/A IBA L/R
Number & Capacity:
Stowage & Markings
Inflatable survival craft placard
Life Preservers:
# Adults # Child
Lights (O/C)
Stowage & Markings
Lifejacket Donning Placard
Ring Buoys:
# w/light(s) # w/ line(s)
Lanyard w/ detachable clip
Retro-reflective Tape
Distress Signals (bright W/T container / marked)
First Aid Kit (contents per 160.041/Q spec)
Sound device: Horn/Bell (>39.4)
EPIRB 406 Battery Hydro NOAA Reg.
EPIRB test:
ID# Date
Rescue Boat (>65 feet)

Navigation / Radios:

- Mag. Compass w/ light (O/C/LC):
Radar (O/C/LC, > 49 pax)
Electronic Position Fixing Device (O)
Navigation Lights (>65' UL1104)
Pubs & Charts
VHF Radio (>1000' from shore < 20 NM)
Single Side Band
NAVTEX (> 100 NM)
Emergency Broadcast Placard

Emergency Preparedness:

- Drills Witnessed by MI: FF MOB Steering
Voyage Plan (O/C or overnight / where filed?)
Passenger Count (if plan not req. / Available?)
Passenger Safety Orientation
Station Bill (> 4 crew, 65 feet)

Steering:

- Main Steering (Linkage/packing)
Auxiliary Steering / Tiller
Steering Test / Tiller

Accommodations:

- Berthing
Seating
Public Address System
Heating & Cooking
Means of Escape (Marked & Clear)
Upper Deck Pax Limit marking (per. Stab. ltr.)
Windows / Glass
General Alarm (Overnight accommodations only)
Cooking / Heating (B-15 boundary installed)

Comments / Deficiencies explained:

**Firefighting:**

- Portable Extinguishers  181.500
- Service \_\_\_\_\_ Hydro<sup>1</sup> sat / unsat  NFPA 10
- Fixed Gas Fire System  181.410/ 420
- Auto power ventilation / Engine Shutdown  181.410/ 420
- Audible / Visual Alarm  181.410/ 420
- Remote & Manual Activation  181.410/ 420
- Instructions at controls & In Space  185.612
- Service \_\_\_\_\_ Hydro<sup>1</sup> sat / unsat  176.810,147.65
- Fire Pump (> 49 Pax, > 65 feet, ferry)  181.300
- Fire Hose  181.320
- Fire Axe (> 65 feet @ Operating Station)  181.600
- Fire Bucket (< 65 feet 3)  181.610
- 5 Years Halon 12 Years DC 12 Years

**Electrical:**

- Grounding  183.370
- Batteries trays, connections, ventilation  183.350
- Lighting Emergency / Portable  183.430/32
- Generators & Motors  183.320
- Radio(s) fused at Main Panel  183.392
- Cable & Wiring  183.340
- Power / Lighting 14+ AWG
- Control Indicator 22+ AWG
- UL Boat or Marine Cable
- Equipment in Hazardous Areas  183.530
- (Gasoline engines, tanks / Paint Lockers)
- Distribution Panels / Switchboard  183.330
- Equipment / Circuits marked  183.220

**Machinery:**

- Propulsion Engines  182.200
- Dual Controls: MDE Speed, Direction, Shutdown
- Gauges (At Helm: RPM, Temp, Oil Press)  182.410(b)
- Cooling System  182.420
- Fuel System  182.435
- Remote Shutoff Valves  182.455(b)(4)
- Valve Markings  185.608
- Flexible hose IAW SAE J-1942  182.720
- Strainer, Drip Pans, Screens  182.455(b)(6)
- Fuel Vents / Tank Bonding  182.440(b)(4)
- Exhaust System  182.425 /430
- Fire Dampers  182.465(h)
- Marine Sanitation Device  184.704
- Oil Pollution Prevention  33CFR151/155
- Pressure Vessels (Every 3 Years >5 cubic feet)  176.812/61.10
- P/V Relief Valve:  54.15, 56.50-20
- Set: \_\_\_\_\_ psi \_\_\_\_\_ psi \_\_\_\_\_ psi
- Set: \_\_\_\_\_ psi \_\_\_\_\_ psi \_\_\_\_\_ psi

**Deck:**

- Ground Tackle / Mooring  184.300
- Deck Railing  177.900
- Watertight Integrity  179.360
- Structural Integrity  177.300
- Hull Marking
- Draft / Loading Marks  185.602
- Name / Hailing Port  67.120-123
- Scuppers / Freeing Ports  176.610

**Drydock / ISE :**

- Hull Material: FRP | Steel | Alum | Wood | Wood w/ Overlay
- External Structural Integrity  176.610
- Hull Markings  185.602
- Name of Vessel / Hailing Port  67.123
- Draft Marks / Loading Mark (> 65'/SOLAS)  185.602(c)
- (Vessel > 65' or > one deck above Main Deck)
- Propeller(s) # \_\_\_\_\_  176.610
- Shaft(s) (Drawn: Yes / No)  176.670
- Rudder(s) (Drawn: Yes / No)  176.610
- Bearing(s) (Replaced: Yes / No) <50% wear  176.610
- Hull Penetrations below waterline (valves)  179.350(c)
- P-ME \_\_\_\_\_  S-ME \_\_\_\_\_
- M-ME \_\_\_\_\_  MSD \_\_\_\_\_
- Fire pump \_\_\_\_\_  Bilge pump \_\_\_\_\_
- Bait Tank \_\_\_\_\_  Bait pump \_\_\_\_\_
- P-GENSET \_\_\_\_\_  S-GENSET \_\_\_\_\_
- MISC. \_\_\_\_\_  MISC. \_\_\_\_\_
- Hull Penetrations, 6" above waterline  179.350
- Internal Structural Integrity  176.610(b)
- Frames  Floors
- Shelves, brackets, clamps  Tank tops
- Collision Bulkhead (> 65', >49 Pax)  179.310
- Watertight Bulkhead(s) (> 65', >49 Pax)  179.320
- Bilge Piping system / pumps  182.510/520
- Bilge High Level Alarms (26')  182.530
- House Structural Integrity  177.300
- Deck Rail  177.900
- Scuppers / Freeing Ports  176.610

**Wood Hull**

- Keel Bolts  NVIC 7-95
- Fasteners Pulled  NVIC 7-95

Port / Locations	STBD / Location
1.	1.
2.	2.
3.	3.
4.	4.
5.	5.
6.	6.
7.	7.
8.	8.

Dry dock References: NVICs: 7-53 Steel, 7-95 Wood, 11-80 Aluminum, 8-87 FRP

Notes:

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Special Pullout Feature

# United States Coast Guard Checklist for T-boat Inspection

- I. Provide the following documents, certificates, and equipment for inspection:**
- a. Certificate of Documentation or state certificate of registration (46 CFR 67-01.5)
    1. This Certificate of Documentation should have a current stamp issued by a Coast Guard documentation office. A vessel with state numbers must have a valid state certificate of registration, with numbers properly affixed to the hull.
    2. Owner's address should match address on the Certificate of Inspection.
  - b. Certificate of Inspection and any amendments (46 CFR 176.01)
  - c. Operator's license (46 CFR 185.10)
  - d. FCC Certificate, if required (46 CFR 184.25)
  - e. U.S. Coast Guard Stability Letter, if issued (46 CFR 185.12)
  - f. Current rules of the road and charts for vessel's operating area (46 CFR 185.20-35)
  - g. 46 CFR Subchapter T (Parts 175-187) is recommended
  - h. Emergency check-off list (46 CFR 185.25-1)
- II. Open all interior spaces, including forward of collision bulkhead and ventilate all spaces (46 CFR 176.25-5).**
- III. Have all bilges clean and dry (46 CFR 176.05-10).**
- IV. Pre-inspect the following equipment:**
- a. Lifejackets (46 CFR 180.25-1)
    1. Squeeze kapok bags to determine if kapok has become waterlogged. Plastic bags around kapok do not have to be airtight, but airtight bags will reduce the chances of the kapok becoming water logged.
    2. Name of vessel marked on jacket (46 CFR 180.25-15)
    3. Reflective tape on both sides of jackets (46 CFR 180.25-25)
    4. Check all straps and buckles to ensure their good condition
    5. Coast Guard-approved water light must have batteries marked with date of manufacture and expiration date (46 CFR 180.25-20)
    6. Check number of lifejackets required on COI (46 CFR 180.25.5)
    7. Stack lifejackets for easy inspection
  - b. Distress Signals
    1. Flares — 6 red and 6 orange, or 12 combination are required, stowed in a portable watertight container (46 CFR 180.35)
    2. Signal whistle and bell for vessels greater than 39.4 feet (Navigation rules — rule 33)
    3. Efficient sound device for vessels less than 39.4 feet (Navigation rules — rule 33)
    4. Day shapes for anchoring (Navigation rules — rule 30)
  - c. Navigation lights — conduct operational test
  - d. Steering — shift rudder for all operating stations, including emergency steering (46 CFR 182.30-5 and 185.20-10)
  - e. Fuel shut-off valves — mark with 1-inch letters, indicating purpose of valve and arrow showing direction of operation (46 CFR 185.30-20)
  - f. Magnetic compass (46 CFR 184.20)
  - g. Anchor and associated gear (46 CFR 184.20)
  - h. Markings — Name on stern and homeport/hailing port (46 CFR 67.13, 676.15 and 185.30-1)
  - i. Ring Buoy — not less than 24 inches, watertight and 60 feet of line (46 CFR 180.30). Vessels less than 26 feet in length may use a ring buoy not less than 20 inches in diameter.
  - j. Life float/buoyant apparatus, watertight and float free link (46 CFR 180.10 and 180.20)
  - k. Class C EPIRB required on vessels with Great Lakes route — battery must be current (46 CFR 185.30.30 and 180.40)
  - l. Nonmetallic flexible fuel hoses — acceptable by Coast Guard for intended service (46 CFR 182.20-40)
  - m. Fire extinguishers (46 CFR 181.30-1(a))
    1. CO<sub>2</sub> — check hydrostatic test date on neck of bottle (good for 12 years), along with hoses and seals to ensure their good condition.
    2. Dry Chemical — check gauge and hose. Turn extinguisher upside down to ensure powder inside is free and not packed hard. Extinguishers with stainless steel shells require a hydrostatic testing every 12 years.
    3. Halon — must be inspected and approved by local OCMI for fixed system.
    4. Extinguishers to be weighed and/or serviced within the last 12 months.
  - n. Both fixed and hand fire pump (46 CFR 181.10/181.10-5)
    1. Insure controls and valves to fixed pump operate properly
    2. Test fire station, inspect hose, and insure nozzle is in place

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T-BOAT INSPECTION CHECKLIST, from page 9

3. Ensure hand fire pump is equipped with suction and discharge hose suitable for use in fire fighting
- o. Watertight/weathertight hatches (46 CFR 171.124)
  1. Each hatch or opening penetrating the main deck must be watertight unless it has a 12-inch coaming.
  2. Check watertightness of hatch, using a garden hose with 30 psi minimum pressure. Hatch is watertight if only minor seepage occurs.
  3. Ensure all hatches are fitted with securing devices in addition to the captive chain or wire; i.e., toggles on hatches.
- V. Conduct operational checks of the following equipment:
  - a. Radios
  - b. Radar, fathometer, LORAN
  - c. Propulsion engines
  - d. Generators (46 CFR 182.25)
  - e. Bilge pumps
  - f. Pressure vessel (air receiver) relief valves
- VI. Pressure vessels must be opened for examination or hydroed to 1-1/4 times their MAWP triennially.
- VII. Rails and guards should be checked to ensure they are properly secured and are of height for primary service of vessel (46 CFR 177.36-1).
- VIII. At the beginning of the inspection, notify the inspector of any of the following:
  - a. Changes in machinery
  - b. Changes in navigation equipment (plus new make, model, and serial number)
  - c. Repairs to vessel
  - d. Changes in owner/operator
  - e. Problems or known deficiencies of vessel
- IX. Drydock inspection: If the vessel operates solely in fresh water, drydocking is required after 60 months (5 years). If the vessel is operated fewer than 6 months in each 12-month period, the vessel must be drydocked after 36 months. Extensions to scheduled drydock inspections may be granted on a case-by-case basis. All requests must be submitted in writing at least 30 days in advance.
- X. If a drydock inspection will be conducted (46 CFR 176.15)
  - a. Ensure hull (exterior) is clean, but not freshly painted.
  - b. Open all interior spaces and ventilate.
  - c. Ensure bilges are clean and dry
  - d. All skin valves shall be open for inspection, including check valves.
  - e. Remove all screens/strainers from exterior of hull
  - f. Wooden vessels over ten years old should be prepared to pull fastenings, as directed by the inspector. Keep in mind that the vessel operator is responsible for ensuring that a vessel is in compliance with the regulations at all times, not just prior to or during a scheduled Coast Guard inspection.

*This checklist was prepared by personnel from the Coast Guard Marine Safety Office, Buffalo, New York, as part of the MSO Newsletter of 25 December 1990. To comment or to be placed on the mailing list for future copies of the MSO mailing list, write to: U.S. Coast Guard, Marine Safety Office, Federal Building, Room 1111, 111 West Huron Street, Buffalo, NY 14202-2395.*

## Insurance News from Marsh & McLennan

*Editor's Note: At the board of directors meeting held in January, 1990, Marsh & McLennan, Inc., and The St. Paul Companies, Inc., received the continued endorsement as NAPVO's insurance broker and provider, respectively. Marsh & McLennan, Inc., plans to contribute regular articles to the Foghorn, beginning with the this issue.*

To: NAPVO Members

From: Smith McGehee, Senior Vice President, Marsh & McLennan, Inc.

Subject: News From NAPVO Insurance Center

Marsh & McLennan, Inc., (MMI) and The St. Paul Companies, Inc., are excited to have received continued endorsement by the NAPVO insurance program committee. There are many changes planned for the insurance program, and they are all designed to give further benefits to the Association and its members. A few of the changes currently in process are:

- revised policy form
- continued competitive pricing of products

- dedicated claims service operation
- dedicated loss control service
- increased participation in regional activities
- continued profit sharing agreement
- royalty agreement with the Association
- timely turn-around on policy issuance, invoicing, certificates, claim handling, and other day-to-day servicing
- The St. Paul Companies, Inc. — Corporate Systems — MMI will develop a network for claims tracking
- newsworthy articles in every issue of *Foghorn*
- increase in NAPVO membership by coordinated effort to identify qualified passenger vessel owners.

To fulfill its commitments, MMI will employ highly-skilled professionals in the NAPVO Insurance Center, who will, over the next four to six months, make personal contact with NAPVO members — and when possible, attempt to visit them personally — to discuss the benefits of these new program features. ■