



16710/028-01

FEB 28 2001

Glen Fritzer  
Truth Aquatics INC.  
Sea Landing  
301 West Cabrillo Blvd.  
Santa Barbara, CA. 93101-3886

Subj: M/V CONCEPTION, D638133


Dear Mr. Fritzer:

Enclosure (1) is "**Approved**" subject to the following comments:

1. A visible alarm (light) must be installed with the audible alarm (siren);
2. A means to silence the audible alarm must be provided (the visible alarm should remain energized when the audible alarm is silenced);
3. The electrical installation is to be as per 46 CFR 183.

The installation, workmanship and final testing shall be to the satisfaction of the attending marine inspector. Contact Marine Safety Detachment Santa Barbara at 805-962-7430 to arrange for an inspection upon completion of the installation. Please do not hesitate to contact CWO Leonard or CWO Guild at Marine Safety Detachment Santa Barbara, or myself if you have any questions.

Sincerely,

  
T.M. MCGUIGAN  
Chief Warrant Officer, U.S. Coast Guard  
By direction of the Officer in Charge,  
Marine Inspection, Los Angeles-Long Beach

Encl: (1) Plans for a galley fire detection system on the M/V CONCEPTION.

U.S. COAST GUARD

11TH COAST GUARD DISTRICT

APPROVED

SUBJECT TO COMMENTS IN LETTER OF

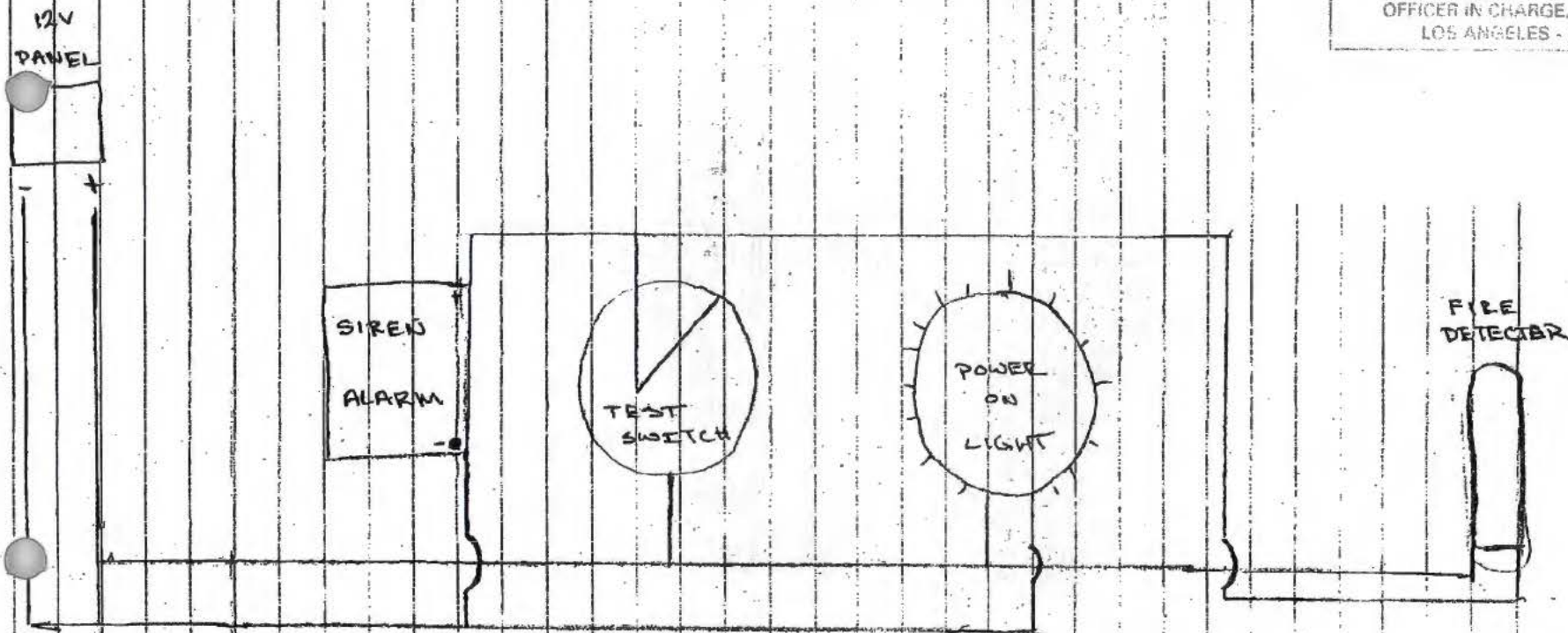
DATE February 28, 2001

FILE Conception, DC 38133

[REDACTED]

BY DIRECTION OF THE  
OFFICER IN CHARGE, MARINE INSPECTION  
LOS ANGELES - LONG BEACH, CA

### Exploded View of WIRING



U.S. COAST GUARD  
11TH COAST GUARD DISTRICT  
APPROVED

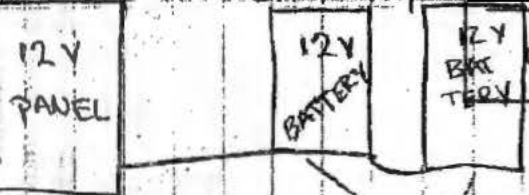
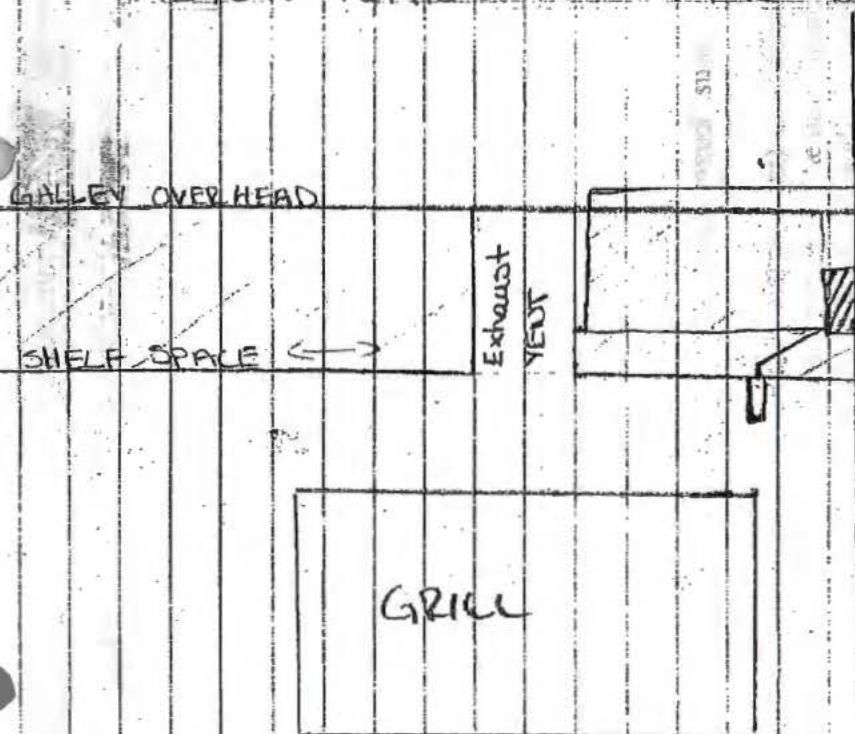
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BY DIRECTION OF THE  
OFFICER IN CHARGE, MARINE INSPECTION  
LOS ANGELES - LONG BEACH, CA

VISION PLANS FOR FIRE DETECTION IN GALLEY



3-WAY selector switch

LEGEND

-  Cerberus Pyrotechnics Detector model DT-190EP 12VDC, Normally Open 5amps
-  Enclosure box including:  
- 12VDC Test switch  
- 12VDC RED LAMP indicating power, 5amp  
- 12VDC SIREN ALARM 120DB 5AMP

WIRE RUN APPROX. 10ft. total combined amp 15-2

WIRE - marine Grade water/oil resistant 14AWG 2 strand

All above components will be mounted flush or externally to enclosure box wiring will be internal.



16711/88-00

JUL 6 2000

Dive Boat Vision  
ATTN: Mr. Fritzler  
301 West Cabrillo Blvd  
Santa Barbara, CA 93101

Dear Sir:

This letter is in response to your appeal letter dated February 16, 2000, regarding several CG 835s that are currently outstanding on the VISION, O.N. 688431. It is my understanding that a similar situation also applies to another of your vessels, the CONCEPTION, O.N. 638133. Your waiver request regarding the installation of a galley grease extraction hoods is approved. Your waiver request regarding the renewal of SO and SJO electrical wiring throughout the aforementioned vessels has been denied; however, I will extend the compliance date of the requirements until each vessels' next dry dock. Your waiver requests regarding the replacement of the PVC raw water cooling pipe on the main engines is denied. These decisions apply to both vessels.

I am waiving the requirement for the installation of the UL approved Grease Extraction Hood provided that you:

- a) Develop a maintenance program to ensure the existing galley and ventilation equipment is kept free from any build up of grease,
- b) Install a fire detection system meeting the minimum recommendations listed in enclosure (1), and
- c) Add an additional B-II portable fire extinguisher to the vessel for use in the galley.

This waiver is contingent upon these requirements being maintained at all times. Failure to comply will result in a revocation of this waiver.

While I can appreciate your position regarding the use of SO and SJO wiring aboard your vessels, the fact remains that the employment of portable cords such as SO, SJO, and STO cannot be used for permanently installed wiring. This is clearly stated in Title 46 Code of Federal Regulations (CFR), Part 183.10-20(2) for electrical systems in service over 50 volts AC current. I cannot allow the continued use of this wiring on board your vessels; however, due to the expense relative to re-wiring a vessel, I will allow the vessel to continue to operate with the current wiring until the vessel's next scheduled dry-dock.

Lastly, let me address the issue of PVC piping within the engine room. Cooling systems for main propulsion engines are considered vital piping systems. The regulations require that vital machinery connected piping systems, including main propulsion engine cooling water piping, on vessels operating with more than 49 passengers, be composed of metallic piping. Although wooden vessels are now required to be protected with fixed fire extinguishing systems, those fire systems do not allow a relaxation of other regulations unless so stated.

If you feel aggrieved by these decisions, you may make formal appeal to the Commander, Eleventh Coast Guard District, via this office in accordance with 46 CFR 1.03-20.

If you have questions or concerns regarding this issue, please call LT [REDACTED] at [REDACTED] - [REDACTED]

Sincerely,

[REDACTED]  
[REDACTED]  
Commander, U. S. Coast Guard  
Officer In Charge, Marine Inspection,  
Los Angeles - Long Beach

Encl: (1) MSC Recommendations for Fire Detection Systems on Small Passenger Vessels



SEA LANDING  
301 WEST CABRILLO BLVD.  
SANTA BARBARA, CALIFORNIA 93101-3886  
(805) 962-1127, 963-3564

ACID  
DRAFT  
REPLY

# TRUTH AQUATICS INC.

Owned and Operated by  
Glen Fritzler and Roy Hauser

FAX # (805) 564-6754

www.truthaquatics.com

E-mail: [redacted]@ix.netcom.com

United States Coast Guard  
Marine Safety Office  
165 N. Pico Ave.  
Long Beach, CA 90802-1096  
Att: Mr. G.P. Cummings, CDR

PEACE  
VISION  
CONCEPTION



WIRE

HOSE

GREASE EXTRACTION HOSE  
PVC PIPING

February 16, 2000

Dear Mr. [redacted],

I am writing you today in hopes that we can reach some mutual agreement on a number of issues pertaining to our fleet of boats in Santa Barbara. You may recall that I introduced myself to you on January 31, 2000 at the safety seminar in Oxnard. I had mentioned to you the outstanding CG 835 on the M/V Vision whereas the SO and SJO wire on the vessel has been requested to be replaced. You indicated to me verbally that you would look into the matter and get back to me. Please allow me to explain my position on this issue along with others recently raised.

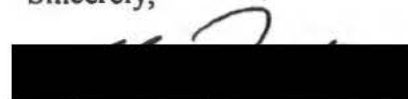
The wire in question has been on the vessel since we completed its construction in 1985. Lt [redacted] was the inspecting officer at the time and obviously the vessel has received a COI every year after. I cannot understand the immediate requirement to replace the wire that had been approved by so many inspections and inspectors previously? If the reason for the replacement is fire, we know at this time the fleet is outfitted with fixed CO2 systems. I respectfully ask that you Grandfather this wiring which has proven itself to be reliable and safe. If in the future we need to replace a section of wire, I would find it prudent to replace it with the approved wire requested.

Secondly, I have included with this letter some technical data sheets that covers the hose used on our main engine raw water discharge. This hose has proven to be superior to other hose for the following reasons. 1) The hose does not break down due to engine room heat (checking and cracking), and 2) the fittings used are PVC and not metallic (which are subject to corrosion). As fittings are placed in-line of conventional rubber hose, they are subject to corrosion due to the fact it is difficult to bond them properly. The hose system we have used had lasted for 15 years on the M/V Conception before we replaced it during our re-power in 1997. Again, if the reason for the replacement of this product is due to possible fire, this has become a mute point last year.

Lastly, we have been requested to install a Galley Hood Fire Extinguishing system. I know that it is your policy to determine on a case-by-case basis if such a device is necessary on existing electric grills. I respectfully request that such a device be waived because of the vessel's configuration. Presently the hood ducting makes a short (14") vertical run to an exhaust fan with a short (14") 90° run out of the cabin side. This piping is easily inspected and cleaned from both sides. If in fact you find it adequate to waive this device we will install an additional B-II portable extinguisher in the galley cooking area immediately.

I hope that you consider my requests as reasonable. I have been in the charter boat business for most of my life and have been one of the privileged few who got to build their own boats. I have always prided myself in the way I have maintained my fleet and I ask that you confirm this with either inspector Tony Guild or Jack Jackson at the Santa Barbara detachment.

Sincerely,

A black rectangular redaction box covers the signature of Glen Fritzler.

Glen Fritzler  
*President, Truth Aquatics*

Cc: Tony Guild, Jack Jackson, S.B. detachment