§ 45.183 Load line requirements for the St. Joseph and Muskegon routes.

(a) Load line certificate. (1) The load line issued under this subpart must be a limited-service, domestic-voyage load line.

(2) Except as provided under paragraph (b)(2)(vi) of this section, the term of the certificate is five years.
§ 45.185 
(a) The load line certificate is valid for the St. Joseph and Muskegon routes, and intermediate ports. However, operators must comply with the route-specific requirements on the certificate. 
(b) The freeboard assignment, operational limitations, and towboat requirements of this subpart must appear on the certificate. 
(c) The freeboard assignment, operational limitations, and towboat requirements of this subpart must appear on the certificate. 
(d) The load line certificate is valid for the St. Joseph and Muskegon routes, and intermediate ports. However, operators must comply with the route-specific requirements on the certificate. 
(e) The load line certificate is valid for the St. Joseph and Muskegon routes, and intermediate ports. However, operators must comply with the route-specific requirements on the certificate. 

§ 45.187 Weather limitations. 
(a) Tows on the Burns Harbor route must operate during fair weather conditions only. 
(b) The weather limits (ice conditions, wave height, and sustained winds) for the Milwaukee, St. Joseph, and Muskegon routes are specified in §45.171, table 45.171. 
(c) If weather conditions are expected to exceed these limits at any time during the voyage, the tow must not leave harbor or, if already underway, must proceed to the nearest appropriate harbor of safe refuge. 

§ 45.191 Pre-departure requirements. 
Before beginning each voyage, the towing vessel master must conduct the following: 
(a) Weather forecast. Determine the marine weather forecast along the planned route, and contact the dock operator at the destination port to get an update on local weather conditions. 
(b) Inspection. Inspect each barge of the tow to ensure that they meet the following requirements: 
(i) A valid load line certificate, if required, is on board; 
(ii) The barge is not loaded deeper than permitted; 
(iii) The deck and side shell plating are free of visible holes, fractures, or serious indentations, as well as damage that would be considered in excess of normal wear; 
(iv) The cargo box side and end coamings are watertight; 
(v) All manholes are covered and secured watertight; 
(vi) All voids are free of excess water; and 
(vii) Precautions have been taken to prevent shifting of cargo. 
(c) Verifications. On voyages north of St. Joseph, the towing vessel master must contact a mooring/docking facility in St. Joseph, Holland, Grand Haven, and Muskegon to verify that sufficient space is available to accommodate the tow. The tow cannot venture onto Lake Michigan without confirmed space available. 
(d) Log entries. Before getting underway, the towing vessel master must note in the logbook that the pre-departure barge inspections, verification of mooring/docking space availability, and weather forecast checks were performed, and record the freeboards of each barge.