

§ 15.815

46 CFR Ch. I (10–1–14 Edition)

² If the route is to be traversed during darkness, one of the four roundtrips must be made during darkness.

(2) Table 1 to § 15.812(e)(2) provides a guide to the pilotage requirements for tank barges.

TABLE 1 TO § 15.812(e)(2)—QUICK REFERENCE TABLE FOR FEDERAL PILOTAGE REQUIREMENTS FOR U.S.-INSPECTED TANK BARGES, NOT SAILING ON REGISTER

	Designated areas of pilotage waters (routes for which First-Class Pilot's licenses or MMC officer endorsements are issued)	Non-designated areas of pilotage waters (between the 3-mile line and the start of traditional pilotage routes)
Tank Barges greater than 10,000 GRT/GT, authorized by their COI to proceed beyond the Boundary Line, or operating on the Great Lakes.	First-Class Pilot Master, Mate, or Master, Mate (Pilot) of towing vessels may serve as pilot if he or she: 1. Is at least 21 years old; 2. Has an annual physical exam; 3. Maintains current knowledge of the waters to be navigated; ¹ and 4. Has at least 6 months' service in the deck department on towing vessels engaged in towing	Master, Mate, or Master, Mate (Pilot) of towing vessels may serve as pilot if he or she: 1. Is at least 21 years old; 2. Has an annual physical exam; ² 3. Maintains current knowledge of the waters to be navigated; ¹ and 4. Has at least 6 months' service in the deck department on towing vessels engaged in towing operations
Tank Barges 10,000 GRT/GT or less, authorized by their COI to proceed beyond the Boundary Line, or operating on the Great Lakes.	First-Class Pilot, or Master, Mate, or Master, Mate (Pilot) of towing vessels may serve as pilot if he or she: 1. Is at least 21 years old; 2. Has an annual physical exam; ² 3. Maintains current knowledge of the waters to be navigated; ¹ 4. Has at least 6 months' service in the deck department on towing vessels engaged in towing operations; and 5. Has 12 roundtrips over the route. ³	
Tank Barges authorized by their COI for inland routes only (lakes, bays, and sounds/rivers); other than vessels operating on the Great Lakes	No pilotage requirement	No pilotage requirement.

¹ One roundtrip within the past 60 months.

² Annual physical exam does not apply to an individual who will serve as a pilot of a tank barge of less than 1,600 GRT.

³ If the route is to be traversed during darkness, three of the 12 roundtrips must be made during darkness.

(f) In Prince William Sound, Alaska, coastwise seagoing vessels over 1,600 GRT and propelled by machinery and subject to inspection under 46 U.S.C. Chapter 37 must—

(1) When operating from 60°49' north latitude to the Port of Valdez, be under the direction and control of an individual holding a valid license or MMC endorsed as pilot who—

(i) Is operating under the authority of a license or MMC

(ii) Holds a license issued by the State of Alaska; an

(iii) Is not a crewmember of the vessel; an

(2) Navigate with either two credentialed deck officers on the bridge or an individual holding a valid license or MMC endorsed as pilot, when operating south of 60°49' north latitude and in the approaches through Hinchinbrook Entrance and in the area bounded—

(i) On the West by a line 1 mile west of the western boundary of the Traffic Separation Scheme

(ii) On the East by 146°00' West longitude;

(iii) On the North by 60°49' North latitude; and

(iv) On the South by that area of Hinchinbrook Entrance within the territorial sea bounded by 60°07' North latitude and 146°31.5' West longitude

[USCG–2004–17914, 78 FR 78005, Dec. 24, 2013]

§ 15.815 Radar observers.

(a) Each person in the required complement of deck officers, including the master, on inspected vessels of 300 GRT or over which are radar equipped, must hold an endorsement as radar observer.

(b) Each person who is employed or serves as pilot in accordance with Federal law onboard radar-equipped vessels

of 300 GRT or over must hold an endorsement as radar observer.

(c) Each person having to hold a license or MMC officer endorsement under 46 U.S.C. 8904(a) for employment or service as master or mate onboard an uninspected towing vessel of 8 meters (26 feet) or more in length must, if the vessel is equipped with radar, hold an endorsement as radar observer.

(d) Each person who is required to hold a radar endorsement must have his or her certificate of training readily available to demonstrate that the endorsement is still valid.

(e) For this section, “readily available” means that the documentation must be provided to the Coast Guard, or other appropriate Federal agency, within 48 hours of a request by the Coast Guard or other agency. The documentation may be provided by the individual, or his or her company representative, electronically, by facsimile, or physical copy.

[CGD 81-059, 52 FR 38652, Oct. 16, 1987, as amended by CGD 94-041, 60 FR 8309, Feb. 14, 1995; CGD 95-028, 62 FR 51196, Sept. 30, 1997; USCG-2004-18884, 69 FR 58343, Sept. 30, 2004; USCG-2006-26202, 73 FR 52795, Sept. 11, 2008; USCG-2006-24371, 74 FR 11262, Mar. 16, 2009; USCG-2004-17914, 78 FR 78007, Dec. 24, 2013; USCG-2014-0688, 79 FR 58279, Sept. 29, 2014]

§ 15.816 Automatic radar plotting aids (ARPAs).

Every person in the required complement of deck officers, including the master, on seagoing vessels equipped with automatic radar plotting aids (ARPAs), except those vessels listed in § 15.105(f) and (g) of this part, must hold an appropriate STCW endorsement valid for vessels equipped with ARPA.

[USCG-2004-17914, 78 FR 78007, Dec. 24, 2013]

§ 15.817 Global Maritime Distress and Safety System (GMDSS) radio operator.

Every person in the required complement of deck officers, including the master, on seagoing vessels equipped with a GMDSS, except those vessels listed in § 15.105(f) and (g) of this part, must provide evidence of a valid STCW endorsement as GMDSS radio operator.

[USCG-2004-17914, 78 FR 78007, Dec. 24, 2013]

§ 15.818 Global Maritime Distress and Safety System (GMDSS) at-sea maintainer.

Every person employed or engaged to maintain GMDSS equipment at sea, when the service of a person so designated is used to meet the maintenance requirements of SOLAS Regulation IV/15 (incorporated by reference, see § 15.103 of this part), must provide documentary evidence that he or she is competent to maintain GMDSS equipment at sea.

[USCG-2004-17914, 78 FR 78008, Dec. 24, 2013]

§ 15.820 Chief engineer.

(a) There must be an individual holding an MMC or license endorsed as chief engineer or other credential authorizing service as chief engineer employed onboard the following mechanically propelled inspected vessels:

(1) Seagoing or Great Lakes vessels of 200 GRT and over;

(2) Offshore supply vessels of more than 200 GRT;

(3) Inland (other than Great Lakes) vessels of 300 GRT or more, if the OCMI determines that an individual with a license or the appropriate MMC officer endorsement responsible for the vessel’s mechanical propulsion is necessary.

(b) On vessels subject to STCW, the individual meeting the requirement of this section must also hold an STCW endorsement as chief engineer with the appropriate propulsion power for the vessel upon which he or she is operating, except as noted in § 15.105(g) of this part for vessels on domestic near-coastal voyages.

(c) An individual engaged or employed to perform the duties of chief engineer on a mechanically propelled, uninspected, seagoing, documented vessel of 200 GRT or more must hold an appropriately endorsed license or MMC authorizing service as a chief engineer.

[CGD 81-059, 52 FR 38652, Oct. 16, 1987, as amended by USCG-2006-24371, 74 FR 11262, Mar. 16, 2009; USCG-2004-17914, 78 FR 78007, Dec. 24, 2013]

§ 15.825 Engineers.

(a) An individual in charge of an engineering watch on a mechanically propelled, seagoing, documented vessel of