

(2) For tankerman-Assistant, an STCW endorsement as Basic Oil and Chemical Tanker Cargo Operations, or Basic Liquefied Gas Tanker Cargo Operations, as appropriate.

(3) For a tankerman-PIC (barge), an STCW endorsement as Advanced Oil Tanker Cargo Operations, Advanced Chemical Tanker Cargo Operations, or Advanced Liquefied Gas Tanker Cargo Operations, as appropriate, including endorsements with a limitation for non-self-propelled vessels.

(4) For a tankerman-engineer, an STCW endorsement as Advanced Oil Tanker Cargo Operations, or Advanced Chemical Tanker Cargo Operations, as appropriate, including endorsements with a limitation to maintenance and repair of cargo equipment.

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

§ 15.865 Qualified member of the engine department (QMED).

(a) Every person serving under the authority of a rating endorsement as QMED on any United States vessel requiring QMED must hold an endorsement as QMED.

(b) On vessels subject to STCW, certain seafarers meeting the requirement of this section must also hold either an STCW endorsement as able seafarer-engine or rating forming part of an engineering watch or designated to perform duties in a periodically unmanned engine room (according to § 15.404(c) and (d) of this part), except as noted in § 15.105(g) of this part for vessels on domestic near-coastal voyages.

[USCG-2004-17914, 78 FR 78009, Dec. 24, 2013]

Subpart I—Equivalentents

SOURCE: CGD 81-059, 52 FR 38652, Oct. 16, 1987, unless otherwise noted. Redesignated by USCG-2004-17914, 78 FR 78001, Dec. 24, 2013.

§ 15.901 Inspected vessels of less than 100 GRT.

(a) An individual holding a license or MMC endorsed as mate or pilot of inspected, self-propelled vessels of 200 GRT or more is authorized to serve as master on inspected vessels of less than 100 GRT within any restrictions on the individual's license or MMC, without further endorsement.

(b) An individual holding a license or MMC endorsed as master or mate of inspected self-propelled vessels is authorized to serve as master or mate, respectively, of non-self-propelled vessels other than sail vessels, within any restrictions on the individual's license or MMC, without further endorsement.

(c) An individual holding a license or MMC endorsed as master or mate of inspected sail vessels is authorized to serve as master or mate, respectively, of other non-self-propelled vessels, within any restrictions on the individual's license or MMC, without further endorsement.

(d) An individual holding a license or MMC endorsed as master or mate of inspected auxiliary sail vessels, is authorized to serve as master or mate, respectively, of self-propelled and non-self-propelled vessels, within any restrictions on the individual's license or MMC, without further endorsement.

[CGD 81-059, 54 FR 150, Jan. 4, 1989, as amended by USCG-2006-24371, 74 FR 11263, Mar. 16, 2009; USCG-2004-17914, 78 FR 78010, Dec. 24, 2013]

§ 15.905 Uninspected passenger vessels.

(a) An individual holding a license or MMC endorsed as master or pilot of an inspected self-propelled vessel is authorized to serve as operator of an uninspected passenger vessel of less than 100 GRT within any restrictions, other than tonnage limitations, on the individual's license or MMC.

(b) An individual holding a license or MMC endorsed as a master or pilot of an inspected self-propelled vessel is authorized to serve as master, as required by 46 CFR 15.805(a)(6), of an uninspected passenger vessel of 100 GRT or more within any restrictions, including gross tonnage and route, on the individual's license or MMC.

(c) An individual holding a license or MMC endorsed as mate of an inspected self-propelled vessel (other than Great Lakes, inland, or river vessels of less than 200 GRT) is authorized to serve as

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operator of uninspected passenger vessels of less than 100 GRT within any restrictions, other than tonnage limitations, on the individual's license or MMC.

[USCG-1999-5040, 67 FR 34767, May 15, 2002, as amended by USCG-2006-24371, 74 FR 11263, Mar. 16, 2009; USCG-2004-17914, 78 FR 78010, Dec. 24, 2013]

§ 15.910 Towing vessels.

No person may serve as a master or mate (pilot) of any towing vessel without meeting the requirements of §§ 15.805(a)(5) or 15.810(d) of this part.

[USCG-2006-24371, 74 FR 11263, Mar. 16, 2009]

§ 15.915 Engineer officer endorsements.

The following licenses and MMC officer endorsements authorize the holder to serve as noted, within any restrictions on the license or MMC, and as provided by § 15.401 of this part:

(a) A designated duty engineer license or endorsement authorizes service as chief or assistant engineer on vessels of less than 500 GT in the following manners:

(1) A designated duty engineer limited to vessels of less than 1,000 horsepower or less than 4,000 horsepower may serve only on near-coastal, Great Lakes, or inland waters.

(2) A designated duty engineer with no horsepower limitations may serve on any waters.

(3) When serving on a vessel to which STCW applies, the appropriate STCW endorsement must also be held.

(b) A chief engineer (limited) license or endorsement authorizes service as chief or assistant engineer on vessels of any gross tons on inland waters and of less than 1,600 GRT on ocean, near-coastal, or Great Lakes waters.

(c) An assistant engineer (limited) license or endorsement authorizes service on vessels of any gross tons on inland waters and of less than 1,600 GRT on ocean, near-coastal, or Great Lakes waters.

[USCG-2004-17914, 78 FR 78010, Dec. 24, 2013]

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Subpart J—Vessels in Foreign Trade

SOURCE: CGD 92-061, 60 FR 24796, May 10, 1995, unless otherwise noted. Redesignated by USCG-2004-17914, 78 FR 78001 Dec. 24, 2013.

§ 15.1001 General.

Self-propelled vessels engaged in foreign commerce are required to use a pilot holding a valid MMC or license with appropriate endorsement as a first-class pilot when operating in the navigable waters of the United States specified in this subpart.

[CGD 92-061, 60 FR 24796, May 10, 1995, as amended by USCG-2006-24371, 74 FR 11263, Mar. 16, 2009]

§ 15.1010 California.

The following offshore marine oil terminals located within U.S. navigable waters of the State of California:

(a) *Carlsbad, CA*. The waters including the San Diego Gas and Electric, Encina Power Plant, lying within an area bounded by a line beginning at latitude 33°10'06" N, longitude 117°21'42" W, thence southwesterly to latitude 33°08'54" N, longitude 117°24'36" W, thence southwesterly to latitude 33°04'30" N, longitude 117°21'42" W, thence northeasterly to latitude 33°05'36" N, longitude 117°18'54" W, thence northwesterly along the shoreline to latitude 33°10'06" N, longitude 117°21'42" W.

(b) *Huntington Beach, CA*. The waters including the Golden West Refining Company, Huntington Beach Marine Terminal, lying within an area bounded by a line beginning at latitude 33°39'06" N, longitude 118°00'00" W, thence westerly to latitude 33°39'18" N, longitude 118°05'12" W, thence southeasterly along a line drawn three nautical miles from the baseline to latitude 33°35'30" N, longitude 118°00'00" W, thence easterly to latitude 33°35'30" N, longitude 117°52'30" W, thence northwesterly along the shoreline to latitude 33°39'06" N, longitude 118°00'00" W.

(c) *El Segundo, CA*. The waters including the Chevron USA, El Segundo Marine Terminal, lying within an area bounded by a line beginning at latitude 33°56'18" N, longitude 118°26'18" W, thence westerly to latitude 33°56'18" N,