

**Editorial Notes****AMENDMENTS**

2006—Subsec. (e)(1). Pub. L. 109-304 substituted “Secretary of Homeland Security” and “section 60105 of this title” for “Secretary of the Treasury” and “section 4197 of the Revised Statutes of the United States (46 App. U.S.C. 91)”, respectively.

1996—Subsec. (e). Pub. L. 104-324 amended subsec. (e) generally. Prior to amendment, subsec. (e) read as follows: “At the request of the Secretary, the Secretary of the Treasury shall withhold or revoke the clearance required by section 4197 of the Revised Statutes (46 App. U.S.C. 91) of a vessel the owner or operator of which is subject to a penalty under this section. Clearance may be granted on filing a bond or other surety satisfactory to the Secretary.”

1990—Subsec. (b). Pub. L. 101-380, § 4302(c)(1), substituted “commits a class D felony” for “shall be fined not more than \$50,000, imprisoned for not more than 5 years, or both”.

Subsec. (c). Pub. L. 101-380, § 4302(c)(2), substituted “commits a class C felony” for “shall be fined not more than \$100,000, imprisoned for not more than 10 years, or both”.

**Statutory Notes and Related Subsidiaries****EFFECTIVE DATE OF 1990 AMENDMENT**

Amendment by Pub. L. 101-380 applicable to incidents occurring after Aug. 18, 1990, see section 1020 of Pub. L. 101-380, set out as an Effective Date note under section 2701 of Title 33, Navigation and Navigable Waters.

**§ 3719. Reduction of oil spills from single hull non-self-propelled tank vessels**

The Secretary shall, in consultation with the National Towing Safety Advisory Committee and taking into consideration the characteristics, methods of operation, and the size and nature of service of single hull non-self-propelled tank vessels and towing vessels, prescribe regulations requiring a single hull non-self-propelled tank vessel that operates in the open ocean or coastal waters, or the vessel towing it, to have at least one of the following:

(1) A crew member and an operable anchor on board the tank vessel that together are capable of arresting the tank vessel without additional assistance under reasonably foreseeable sea conditions.

(2) An emergency system on the tank vessel or towing vessel that without additional assistance under reasonably foreseeable sea conditions will allow the tank vessel to be retrieved by the towing vessel if the tow line ruptures.

(3) Any other measure or combination of measures that the Secretary determines will provide protection against grounding of the tank vessel comparable to that provided by the measures described in paragraph (1) or (2).

(Added Pub. L. 104-324, title IX, § 901(a), Oct. 19, 1996, 110 Stat. 3946; amended Pub. L. 115-282, title VI, § 601(c)(6)(B)(i), Dec. 4, 2018, 132 Stat. 4290.)

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2018—Pub. L. 115-282 inserted “National” before “Towing Safety” in introductory provisions.

**Statutory Notes and Related Subsidiaries****REGULATIONS**

Pub. L. 104-324, title IX, § 901(b), Oct. 19, 1996, 110 Stat. 3946, provided that: “The Secretary of the department in which the Coast Guard is operating shall issue regulations required under section 3719 of title 46, United States Code, as added by subsection (a), by not later than October 1, 1997.”

**[CHAPTER 39—REPEALED]****[§§ 3901, 3902. Repealed. Pub. L. 107-171, title X, § 10418(a)(20), May 13, 2002, 116 Stat. 508]**

Section 3901, Pub. L. 98-89, Aug. 26, 1983, 97 Stat. 528, related to regulations for accommodations for export animals.

Section 3902, Pub. L. 98-89, Aug. 26, 1983, 97 Stat. 528, related to penalties.

**CHAPTER 41—UNINSPECTED VESSELS  
GENERALLY**

Sec.	
4101.	Application.
4102.	Safety equipment.
4103.	Exemptions.
[4104.]	Repealed.]
4105.	Uninspected passenger vessels.
4106.	Penalties.

**HISTORICAL AND REVISION NOTES**

Chapter 41 applies to vessels that are not subject to inspection and certification under chapter 33.

The Federal authority to regulate uninspected vessels originated with the Motorboat Act of 1910 (Public Law 61-201, 36 Stat. 462) when Congress established standards with respect to navigation lights, machinery requirements, life preservers, and for the licensing of operators on small vessels carrying passengers. This was an extension of Federal regulatory authority over certain non-steam-propelled vessels, that is, those recreational vessels and commercial vessels that are propelled by machinery other than steam.

Thirty years later, the 1910 Act was amended by the Motorboat Act of 1940 (Public Law 76-484, 54 Stat. 163), which added to the equipment that was required and provided for other regulatory controls. In this manner the Federal Government continued to exercise some degree of maritime safety supervision over the commercial and recreational vessel sector that was “uninspected”. This was important because steam towing vessels were converting to diesel propulsion and were therefore no longer subject to the detailed periodic and extensive hull, machinery, and equipment inspections of a Federal agency. In addition, the number of recreational vessels primarily propelled by gasoline were increasing and were also suffering casualties from explosions and fires.

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1990—Pub. L. 101-595, title VI, § 603(3)(B), Nov. 16, 1990, 104 Stat. 2993, struck out item 4104 “Regulations”.

1984—Pub. L. 98-364, title IV, § 402(7)(B), July 17, 1984, 98 Stat. 446, inserted “GENERALLY” in chapter heading.

**§ 4101. Application**

This chapter applies to an uninspected vessel not subject to chapter 45 of this title—

(1) on the navigable waters of the United States; or

(2) owned in the United States and operating on the high seas.

(Pub. L. 98-89, Aug. 26, 1983, 97 Stat. 528; Pub. L. 100-424, § 8(b), Sept. 9, 1988, 102 Stat. 1593.)