

46 CFR Subchapter M Questions Received

How to read this document

* Organized by question number, subpart or specific cite, question, priority, and date answered

* Questions are categorized and listed in the following order:

General

Final Rule Preamble

Part 1 - Marine Safety Functions

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Subpart C - Uninspected Towing Vessels

**** If you have questions regarding Subchapter M, please send them to AskSubM@uscg.mil.
Please also include a part, cite or Federal Register page (e.g. for preamble) if applicable.**

Revision Date: 27 June 2017

Inspection of Towing Vessels - Questions Received

General

Number	Question/Comment	Priority	Date Answered
G-001	When will we have an inspection form to use as a checklist to assist industry to prepare for inspections?	1	
G-002	What will the User Fees be for the TSMS option?	1	31-Aug-16
G-003	What about grandfathering?	1	28-Nov-16
G-004	Will guidance be consistent from Coast Guard zone to Coast Guard zone?	1	14-Nov-16
G-005	Will manning be different between Coast Guard zones or will it change every three years upon a change in CG personnel?	1	14-Nov-16
G-006	Will the CG have adequate resources?	2	31-Aug-16
G-007	Do you anticipate an 840 book or some other?	2	4-Jan-17
G-008	Will industry representatives be allowed to train along with USCG personnel when preparing for vessel inspections? Similar to classes we attending at York Town and Paducah.	2	
G-009	What will be required for a Permit to Proceed, CG-835s for TSMS vesels?	2	4-Jan-17
G-010	When does SECTOR UMR anticipate having qualified Inspectors, and how many will be on staff?	2	21-Jun-17
G-011	Has there been and discussion about developing a stream line inspection program similar the TBSIP currently in effect?	2	28-Dec-16
G-012	Can a vessel initiate a major conversion, return to service, then return to the shipyard to complete the conversion?	2	20-Mar-17
G-013	How does the CG envision MISLE entry for vessels utilizing the TSMS option? Will this only occur afte CG has come on board? Where will vessel history be captured?	2	2-Jan-17
G-014	Of the issues identified in the meeting between AWO and the implementation board, which have been resolved?	3	
G-015	What are the rules concerning exclusive vs. non-exclusive auditors/surveys, contractors, subsidiary companies, partnerships, etc.?	3	14-Nov-16
G-016	What documentation is required to be provided to the Coast Guard post survey, exam, audit and in what format?	3	17-Jan-17
G-017	Are we required, or is there an expectation that we need to submit our process inspections, checklists, job aids, etc. to the Coast Guard for approval?	3	28-Nov-16
G-018	Are the classification societies required to provide lists of their surveyors and auditors as is required of the yet to be approved third-parties in Part 139?	3	14-Nov-16

G-019	For those companies with extremely large fleets, will there be a process in place to request an earlier start to COI issuance? There are some companies that may have a challenge meeting COI issuance in four years due to the size of their fleets, and operations (grain harvest).	3	14-Nov-16
G-020	Will the CG refrain from issuing more than 25% COI under the TSMS and CG option?	3	
G-021	Will the CG allow TPOs to authorize temp or minor repairs without marine inspector involvement?	3	21-Jun-17
G-022	When can the field expect user fee updates to assist in determining which option operators will choose?	3	31-Aug-16
G-023	How do we manage internal concern about moving regs/guidance away from the OCMI having discretionary authority and pushing that to TPOs (manning, PTPs, etc.)?	3	11-May-17
G-024	How long will an inspected vessel exam take?	3	
G-025	Is the Coast Guard coordinating internally on consistency with inspections?	3	14-Nov-16
G-026	Would I have to get an exclusion for an extra person on the COI?	3	14-Nov-16
G-027	How will "persons in addition to crew" be determined on the COI since many existing towing vessels will not have a documented stability test to determine total persons allowed?	3	2-Jan-17
G-028	Per 46 CFR 136.172, Sub C is still applicable until the vessel is certificated or 20 July 2018, whichever is earliest. This contradicts published information that states requirements of 46 CFR 144.320 are applicable now.	3	4-Jan-17
G-029	Will there be training that will be open for industry to attend?	3	14-Nov-16
G-030	Will CG inspectors be required to attend UWILD examinations if approved via TSMS? Per 137.335(b) an application must be submitted to the OCMO at least 90 days prior to. Why is the application required if already approved within the TSMS?	3	13-Jan-17
G-031	How many non-crew members are allowed to be onboard a towing vessel/onboard the barge that the towing vessel is engaged in moving?	3	2-Dec-16
G-032	What are the requirements for fueling procedures pertaining to will a PIC be required to take on fuel for the vessel from a terminal?	3	
G-033	The FAQ section of the Sub M TVNCOE website states that the user fee of \$1030 applies to all vessels regardless of the inspection option they choose. I was under the impression that the \$1030 fee was to cover the cost of the USCG inspection team coming out every year to perform the inspection. The \$5150 cost/vessel over the five year period was also supposed to be a deterrent for choosing the USCG option and taxing USCG resources. The explanation in the preamble explained that the USCG was obligated to collect a user fee to cover the cost of services associated with vessel inspections. I'm a little confused at how issuing one piece of paper on the recommendations of a contractor we had to pay \$2000 to come out once every five years equates to a cost to the USCG of \$5150 to change the date on a form and resend it. Is that the cost to the USCG that they are obligated to recoup? Under this user fee scheme, it will be considerably less expensive to use the USCG option.	3	11-Apr-17

G-034	According to the 46 CFR Sub M timeline, Parts 140 - 144 will be implemented July 20, 2018. For companies with a fleet of vessels, are all vessels within the fleet expected to be compliant with Parts 140 – 144 on July 20, 2018 or can the work and expense to become compliant be spread over the whole phase-in period? To be clear, 25% of a fleet will be fully compliant and obtain a COI by July 22, 2019, but the rest of the fleet will not have had any work performed and not be compliant with Parts 140-144 at that point.	3	11-Apr-17
G-035	Does 33 CFR 155.410; Pumping, piping and discharge requirements for non-ocean-going ships of 100 gross tons and above; apply to towing vessels?	3	11-Apr-17
G-036	When is an anchor required to be carried aboard a tug or towboat?	3	
G-037	How will the new Polar Code affect Subchapter M compliance? We have some of our tugs and barges that go above the 60th parallel into the Bering Sea (Polar Waters). I've been reading CG-OES Policy Letter 01-16 and CG-CVC Policy Letter 16-06 and they don't address towing vessels operating in polar waters on domestic voyages. I have also checked the CG NMC website as far as endorsements on Masters and Mates licenses for those individuals that operate in Polar Waters and the only thing I can find out is that the Coast Guard is not issuing endorsements at this time. Should I check with NMC later to see if there is a timeline on when Polar endorsements will be issued?	3	
G-038	I am requesting to find out if an operator was to choose the Coast Guard Inspection option, could they also in lieu request TPO oversight to cover weekends, holidays, and after hour repairs as we do with class. This would be placed into their TSMS as option.	3	

Inspection of Towing Vessels - Questions Received

Final Rule Preamble

Number	Preamble Page	Question/Comment	Priority	Date Answered
P-001	40031	When will the USCG "additional guidance" be issued and how will that occur?	1	23-Nov-16
P-002	40013	If I'm conducting a crew change and receiving monetary benefits, would that be considered a passenger-for-hire situation?	3	11-Apr-17

Inspection of Towing Vessels - Questions Received

Part 1 - Marine Safety Functions

Number	Subpart/ Cite	Question/Comment	Priority	Date Answered

Inspection of Towing Vessels - Questions Received

Part 2 - Vessel Inspections

Number	Subpart/ Cite	Question/Comment	Priority	Date Answered
2-001	2.01-15	2.01-15 points readers to appropriate inspection subchapters for guidance on reporting alterations or repairs to the OCMI. Inspection subchapters then have specific language (31.10-25 for example) about the requirement to have modifications approved prior to making the modifications. There is no language directing operators/masters to notify TPOs or OCMI's when modifications are made, although modifications are identified at the annual inspections/surveys. Is this the intended posture - a review of changes after the modifications?	3	11-Apr-17
2-002	2.01-7(b)(1)(iii)	Exception for workboats operating within a worksite. Our company operates a coal loading facility and two power plants along the Ohio River. The three only handle coal loading and unloading. Each has a tug operating exclusively within their worksite. All three have a robust set of company policies and procedures, but not ISM or RCP. They also submit to the Coast Guard UTV exams every year. The company also has a line boat operation that is an AWO member and has been RCP compliant since its inception. Do i advise the three to pursue getting letters of exemption from their local OCMI or toss out their current policies and procedures and begin following our RCP (TSMS)?	3	11-Apr-17

Inspection of Towing Vessels - Questions Received

Part 15 - Manning Requirements

Number	Subpart/ Cite	Question/Comment	Priority	Date Answered
15-001	15.535(b)	Does the requirement for towing vessels 8 meters or more in length to be under the direction and control of a person holding an MMC endorsed as master or mate (pilot) of towing vessels or as master or mate of vessels greater than 200 gross register tons, holding a completed TOAR, apply to vessels operating exclusively within a worksite?	3	11-May-17
15-002	15	Is there a rule change planned for manning since towing vessel manning was covered under uninspected vessels?	3	28-Dec-16
15-003	15	Will there be a discussion on expanding the AB manning exclusion on the inland rivers to include operations on other waters?	3	21-Jun-17
15-004	15	I was wondering what the minimum requirements are now to deck on an inland water way on a towing vessel?	3	

Inspection of Towing Vessels - Questions Received

Part 136 - Certification

Number	Subpart/ Cite	Question/Comment	Priority	Date Answered
136-001	136.202	How is the annual percentage of towing vessels required to have COIs defined for a company with subsidiary companies? Can a company accelerate the pace of obtaining COIs for its towing vessels if it chooses to?	1	
136-002	136.210(a) (2)(ii)	What is the extent of modifications to the vessel that vessel operators must describe?	1	19-Oct-16
136-003	136	How much hull plating can be replaced before it becomes a major conversion? Cabin refurbishment?	1	31-Aug-16
136-004	136	What constitutes a major conversion?	1	31-Aug-16
136-005	136	There was some discussion within AWO that it was unclear whether or not a routine repowering of a vessel would be considered a major overhaul. AWO was to meet with the CG to get clarification. Has anything come back from HQ regarding that meeting?	1	31-Aug-16
136-006	136	What length will be used for the vessels, the COD length or a tape measured length?	1	19-Oct-16
136-007	136	How will worksites be determined?	1	19-Oct-16
136-008	136	Due to the inclusion of major conversion as a factor in our definition of "New Vessel", we have received several questions from the industry concerning "What constitutes a major conversion?" Commenter's also requested clarification on associated items such as repowering of a vessel, hull plating replacement, cabin refurbishment and, in general, the extent of modifications to the vessel that operators must describe?	2	31-Aug-16
136-009	136.105(a) (3)	Provide more information about the exemption for workboats operating exclusively within worksites.	2	
136-010	136.105(a) (8)	How does the exemption for a propulsion unit used for the purpose of propelling or controlling the direction of a barge affect bow thrusters that are controlled from a towing vessel?	3	
136-011	136.210(b) (2)	What other form(s) of objective evidence will the Coast Guard accept as an alternative to a survey report issued by a TPO? Can an internal survey report meet this requirement, for those companies that have chosen to demonstrate vessel compliance through an internal survey program?	3	22-Nov-16
136-012	136.212	<p>The Coast Guard must distinguish the scope of inspections for certification for towing vessels utilizing the TSMS option from towing vessels utilizing the Coast Guard option. COI inspections for towing vessels utilizing the TSMS option should be streamlined, shorter and narrower in scope.</p> <ul style="list-style-type: none"> o Inspection user fees, while not addressed in the final rule, should also be distinguished and should be less for vessels utilizing the TSMS option so as not to disincentivize it. 	3	14-Nov-16

136-013	136.240(a) (2) and (c)	The Coast Guard should clarify that the TSMS does not need to be overly explicit in its description of the non-compliant condition of the vessel and the necessary conditions to proceed (e.g., the TSMS could lay out decision making factors to consider when determining whether the vessel can safely proceed, as opposed to identifying multiple hypothetical mishaps and actions to take when they occur), and direct OCMI's not to routinely require inspections of vessels utilizing the TSMS option prior to their proceeding, to ensure that there is a benefit to utilizing the TSMS option.	3	18-May-17
136-014	136.110	46 CFR 136.110 – Definitions; Operating station means a steering station on the vessel, or the barge being towed or pushed, from which the vessel is normally navigated. - What does or the barge being towed or pushed,..... mean? Note: 46 CFR 2.01–7 Classes of vessels (including motorboats) examined or inspected and certificated. (b)(1) A U.S.-flag towing vessel is subject to inspection and certifying regulations in subchapter M of this chapter except: (viii) A propulsion unit used for the purpose of propelling or controlling the direction of a barge where the unit is controlled from the barge, is not normally manned, and is not utilized as an independent vessel.	3	
136-015	136.172	ClassNK envisions continuing vessel attendances for as-yet uninspected tugboats – what are the USCG expectations for TPOs in this situation after 20-JULY-2018?	3	
136-016	136	With regard to our fleet boats, what will be considered “Limited Geographic Area”?	3	19-Oct-16
136-017	136	Are assistance and salvage towing limited to recreational vessels?	3	
136-018	136	Is a fleet boat exempt from Sub Chapter M?	3	
136-019	136	Will there be additional restrictions on local CG offices on Limited Geographic Areas?	3	
136-020	136	Clarify how the term "salvage" is defined	3	28-Dec-16
136-021	136	For contracted workboat (exempt vessels), who is responsible for gaining approval for a work site?	3	
136-022	136	what will a vessel undergoing repairs after a casualty fall under? New install, replacement in kind, or major conversion? Depending on age of the vessel, this could impact owners as insurance will cover cost of original equipment.	3	20-Mar-17
136-023	136	How will the date for next drydock be determined when generating a COI? (initially: what date is placed on the COI for next drydock)	3	28-Feb-17
136-024	136	What does it mean to extend the life of the vessel?	3	31-Aug-16
136-025	136	What is the life expectancy of a vessel?	3	31-Aug-16
136-026	136	What are the standards for major conversion determinations?	3	31-Aug-16
136-027	136	May a drydock and internal structure exam attendance today be used as objective evidence for a vessel two or three years from now for the initial COI?	3	6-Mar-17
136-028		The definition of "replacement in kind" expressly excludes any equipment replacement that "upgrades the system in any way." This has the potential to pose serious problems since new installations that are not replacements in kind must meet requirements of Part 144 applicable to new vessels, and almost any new equipment or installation will involve some sort of upgrade as a result of technological advances. Even if the equipment is in-kind technology, piping, electrical connections etc. continual change will require some changes.	3	14-Nov-16

136-029	136.105(a) (5)	Request that the Coast Guard provide a definition of “occasional towing” as it is used in 46 CFR 136.105(5), which exempts “a vessel inspected under other subchapters of this chapter that may perform occasional towing” from Subchapter M.	3	22-Nov-16
136-030	136.112	Is there a Coast Guard policy to accept the current ABYC standards in lieu of the standards incorporated by reference? And if so, is there a memo or policy addressing this?	3	4-May-17
136-031	136.110	In Sub-M the definition of Western River (136.110) includes the Gulf Intracoastal as included (33 CFR 89.25 and 89.27). In 46 CFR Part 10 (Licensing) Western Rivers is completely separate from the GIWW. The Western Rivers and Inland Waters definitions are also linked back to the Nav Rules in 33 CFR 89 and 33 CFR 83. We have one definition of route for the equipment and another conflicting definition for the licensing and navigation. If the Subchapter M definition is applicable to the equipment, does that extend the exemptions for Western Rivers Vessels to vessels operating on the Gulf Intracoastal Canal? Do the equipment standards apply under the Sub M definition and the Licensing standards apply as they are?	3	27-Mar-17
136-032	136.172	136.172 states that the current towing vessel requirements are in effect until July of 2018 or the vessel receives a COI. After that date, the requirements of SUB M are applicable. Since a COI is required for a vessel to sail under Subchapter M, and the USCG is not requiring COI's on the first towing vessels until 2019, is there a regulation gap between July of 2018 and July of 2022 (when the last vessels are required to comply) that will prohibit operation of vessels? By default, do all vessels have to have a COI by July 2018?	3	20-Mar-17
136-033	136.112	Since ABS Rules are incorporated does this require that welding on either vessels that have been issued a COI or a New vessel will be required to be performed by certified welders. Must these welders be certified by ABS, Coast Guard, or by Shipyard.	3	21-Jun-17
136-034	136.110	For the purpose of Inspected Towing Vessels in 46 CFR 136.110 – Definitions – Does the definition of Western Rivers include the entire GICW from St Marks to Rio Grande or is it only the sections of the GICW not listed in 33 CFR 89.27 (b) (1-12)?	3	
136-035	136.110	46 CFR 136.110 defines "new towing vessel" as a towing vessel which had its keel laid or was at a similar stage of construction on or after July 20, 2017. How does the Coast Guard define "similar stage of construction" for a towing vessel, which may not have a keel or was built in a modular mode of construction?	3	17-Jan-17
136-036	136.212	With ever changing economic conditions, there are times when it becomes necessary to lay up a vessel for extended times without a crew. Currently, a vessel can be re-crewed, gear tested, and get underway. What will the process be for vessels which are not working at the time a certificate expires to renew a certificate? Under the USCG option or TSMS, will full crewing be required to renew a certificate? Under a TSMS, can the vessel be issued a COI based on cursory inspection of vessel, with a minimal crew on board only to complete the vessel inspection similar to a government owned ship in ROS (reduced operating status) undergoing class inspections with only a partial crew?	3	27-Mar-17
136-037	136.110	Who is required to initiate a major conversion determination request?	3	9-Mar-17
136-038	136.110	What is the minimum steel weight requirement for recording a keel laying date for a Subchapter M vessel? Is there a form to fill out? Can steel for a tow boat pilothouse qualify (Pilothouse designed for various hull sizes)? Does date on keel laying document go by steel purchase date or other? Can keel laying document be used for another vessel other than the original intended vessel? For example: The original hull was 75'x30'x10' and the owner now wants a 80'x32'x10' hull. Enough steel was purchased for first vessel to qualify steel weight requirement for new vessel.	3	

136-039	136.112	I was interested in exploring what exactly the USCG will consider a recognized equivalent to ANSI/ISO/ASQ Q9001-2000 or ISO 9001:2008(E) (incorporated by reference, see §136.112 of this subchapter). For example, if I'm going to be an internal auditor for my company's vessels then what training would suffice? Would TVIB internal auditing course work? Would RC14001 (ACC's Responsible Care) work, as it is a derivative of ISO14001? Also, has the USCG considered making a full listing of approved equivalents? Much like they have started doing for approved TPO's?	3	4-May-17
136-040	136.205	Are requirements/restrictions (i.e. manning requirements, maximum number of persons allowed onboard) listed on the COI applicable 100% of the time, or only when the boat is operating? For instance, if the vessel is undergoing maintenance on a drydock or having an engine overhauled, would the vessel be out of compliance with the terms of its COI if the total number of persons allowed onboard is exceeded due to an influx of shipyard personnel?	3	4-May-17
136-041	136.245	Our company has a flat-deck barge we use specifically for carrying out short duration excursions for guests (no cargo). Would guests occupying and remaining on the barge be counted against the total persons allowed onboard which is stated on the towboat's COI?	3	
136-042	136.202	It is my understanding that COI's are only getting issued to new construction vessels at this time. When will you start issuing COI's to existing vessels in operation, or is there not a specific date for that?	3	18-May-17

Inspection of Towing Vessels - Questions Received

Part 137 - Vessel Compliance

Number	Subpart/ Cite	Question/Comment	Priority	Date Answered
137-001	137.130(b)	The Coast Guard should clarify what is meant by TPO oversight of the internal survey program,	1	6-Feb-17
137-002	137.130(b)	What is USCG interpretation for TPO oversight for an internal survey program?	1	6-Feb-17
137-003	137.200	46 CFR 137.205 External survey program or 46 CFR 137.210 Internal survey program. Survey program requires annual surveys of 46 CFR 137.220 in its entirety. And; 46 CFR 138.315 External audits for a TSMS certificate. External audits for obtaining and renewing a TSMS certificate are conducted through a TPO and must include both management and vessels as follows..... TSMS option requires annual internal audits for all offices and vessels. TSMS requires development, implementation and certification for all company assets. The TSMS option seems comparatively burdensome; it entails more resources, more cost, more time commitment and provides many more requirements to fail than the USCG option.	1	22-Nov-16
137-004	137	When can we start getting credit for drydock and ISEs?	1	19-Oct-16
137-005	137	What will be the differences between the CG option and the TSMS COI inspections?	2	11-May-17
137-006	137	If the CG isn't available to conduct a COI, can the vessel continue to operate?	2	31-Aug-16
137-007	137.202(a)	Can an internal survey report meet this requirement, for those companies that have chosen to demonstrate vessel compliance through an internal survey program?	2	4-Jan-17
137-008	137.205(a) (3)	Why does the annual survey need to be conducted within three months of the anniversary date of the COI?	2	28-Dec-16
137-009	137.215(4)	How is the surveyor to know whether or not unapproved modifications have been made?	2	31-Jan-17
137-010	137.220(j)(3)	The requirement for charts or maps to be "up to date" appears to conflict with the allowance under §164.72(b)(1) towing vessels may carry current editions or currently corrected editions of required charts. The Coast Guard should clarify that currently corrected editions will continue to be acceptable.	2	28-Dec-16
137-011	137.120(b)	(b) Non-conformities and deficiencies must be corrected in a timely manner. Does USCG have any interpretation for what a timely manner is? ClassNK intends to use IMO Resolution A.1071(28) and IACS PR09 which state that Nonconformities must be corrected and possible subsequent audits must be scheduled within three months.	2	28-Dec-16
137-012	137.220(a)	The TSMS survey item seems more appropriately validated during the audit process rather than during a survey?	2	4-Jan-17
137-013	137	During the examination for certification, do you anticipate a vessel having to get underway to conduct emergency exercises?	2	11-Apr-17
137-014	137	Dry cargo operations are very fast paced with very limited time in port. Very often it is less than 24 hours. Realistically, how much lead time will be needed to schedule an inspection?	2	28-Dec-16

137-015	137	How will the Coast Guard document deficiencies, nonconformities or require corrections? IAW with Sub Chapter M, vessel are now subject to inspection, but do not have COIs.	2	11-May-17
137-016	137	Does a vessel ever have to have an external survey?	3	4-Jan-17
137-017	137	TPO auditors that discover a major non-conformity are required to report them to the OCMI within 24 hours? If the company reports a major non-conformity to the CG, does this relieve the TPO reporting requirement?	3	4-Jan-17
137-018	137	What oversight is anticipated for TPO oversight of companies utilizing the internal survey option?	3	6-Feb-17
137-019	137	Will CG require a format for submissions of survey reports?	3	2-Dec-16
137-020	137	Will CG require a format for submissions of audit reports?	3	2-Dec-16
137-021	137.202	What must occur prior to a TSMS vessel receiving its initial COI?	3	28-Nov-16
137-022	137	How early can I do a drydock before I get a COI?	3	
137-023	137	Will there be standardized inspection forms for drydock?	3	
137-024	137	What will an initial survey consist of?	3	13-Jan-17
137-025	137	What are the expectations and standards for the drydock and internal structure exams?	3	22-Nov-16
137-026	137	What is the Coast Guard expectation for hull gaugings for towing vessels? Every main exam once every 5 years (not counting mid-period for salt water)? Based on age of vessel like ABS rules currently apply? Suspect areas only?	3	20-Mar-17
137-027		What standard are we holding grandfathered doublers on the hull for inland river boats?	3	
137-028	137.220(c) (6)	Is the over 100GT still in effect for having a fixed bilge pumping system in place?	3	6-Feb-17
137-029	137.300	What criteria and guidelines will be used to determine acceptable or unacceptable hull and structure integrity? What specifications and tolerances will be used during the inspections?	3	11-Apr-17
137-030	137.315	What constitutes "deficient"?	3	
137-031	137.325(b) (3)	How do they determine if unapproved modifications were pre-existing or not?	3	31-Jan-17
137-032	137.330	What criteria is used to determine degree of wastage, pitting, improper repairs etc? What specifications and tolerances will be used?	3	20-Mar-17
137-033	137.335(b) (6)	What do they mean by "hull protection system?" Coatings, anodes?	3	16-Feb-17
137-034	137.220	Several items listed within the scope of the survey would more commonly be found on an audit - like (k) sanitary examination, (m) vessel personnel, etc. If we use the internal survey program and these are covered on the internal audit, then can the survey simply reference those items on the audit? It seems like the answer should be yes, but a qualified surveyor is supposed to be doing the survey, so if that person is not personally checking these items an auditor is instead.	3	13-Jan-17

Inspection of Towing Vessels - Questions Received

Part 138 - TSMS

Number	Subpart/ Cite	Question/Comment	Priority	Date Answered
138-001	138.225(c)	Why require the submission of documentation of the initial audit and one full audit cycle when the TSMS Certificate verifies TSMS compliance?	1	14-Nov-16
138-002	138.315(a)	What must a TPO do before issuing a TSMS certificate?	1	19-Oct-16
138-003	138.310(3)	The requirement for internal auditors to have no responsibility for the development or implementation of the TSMS is unclear, unnecessarily restrictive, and differs from the ISM approach. Does it apply to both internal management and vessel auditors?	2	22-Nov-16
138-004	138.505(c)	Why must the TSMS address the means to be used to submit external audit results electronically if they are being submitted by the TPO conducting the external audit?	2	11-Apr-17
138-005	Subparts C and D	Provide further clarification on the differences between the role of auditors and the role of surveyors?	2	14-Nov-16
138-006	138.505(c)	Section (c) seems to have been written for a situation whereby an “operating company” would be submitting electronic records of their external audit reports. Does the USCG want TPOs to submit their client’s external audit reports? If so what are the requirements to do this electronically? How will this be communicated to TPOs?	2	11-Apr-17
138-007	138	When will RCP be accepted as a TSMS?	2	31-Aug-16
138-008	138.305(f)	Why must a copy of the TSMS certificate be maintained on each towing vessel that is covered by the TSMS certificate?	2	28-Dec-16
138-009	138.310(4)	How will the Coast Guard determine whether independence is impracticable?	3	
138-010	138.315(b) (3)	Why must vessels be selected for external audits randomly, if all vessels covered by the TSMS certificate must be audited?	3	17-Jan-17
138-011	138.410(c)	The Coast Guard should clarify that auditors are not required to witness training, including drills, unless it is necessary to verify TSMS effectiveness.	3	17-Jan-17
138-012	138.5	The Coast Guard should clarify that external audits should not be delayed so that a Coast Guard representative can accompany the auditor.	3	11-Apr-17

138-013	138.215(h)	<p>Also 33 CFR 96.240</p> <p>The language in the preceding standards should be corrected, it is functionally inaccurate. The USCG should not further the requirement that audits (internal/external) and management review are inherently connected based on the ISM Code, the USCG should correct this verbiage in both CFR cites;</p> <p>The ISM Code clearly separates the two.</p> <p>“1.4 Functional requirements for a Safety Management System;</p> <p>Every Company should develop, implement and maintain a Safety Management System which includes the following functional requirements:</p> <p>.6 procedures for internal audits and management reviews.”</p> <p>Most ISM Code compliant SMSs use the ISO 9001 (2008:5.6/2015:9.3) requirements for Management Review. These are much more extensive than simply reviewing audit reports.</p>	3	21-Jun-17
138-014	138	Does an ISM vessel require a TSMS certificate? What is required of an ISM vessel under subchapter M?	3	21-Jun-17
138-015	138	If AWO RCP is accepted as equivalent to ISM Code, what additional elements would need to be added to RCP to make it meet Subchapter M requirements for a TSMS?	3	21-Jun-17
138-016	138	What is the status of Dave Phillips' RCP gap analysis?	3	
138-017	138	Can a company choose to use the ISM as their TSMS for compliance with Subchapter M, and have a non-class TPO perform their audits and surveys? Expanded: Can a company use the ISM as their TSMS and not get the ISM certs associated, use the ISM as the framework for their TSMS instead of RCP and have their audits conducted by a TPO that is class or non-class?	3	
138-018	138	Will the Coast Guard have a policy regarding whether a TSMS certificate can be issued if a vessel has non-conformities or do they have to wait until all are cleared?	3	21-Jun-17
138-019	138	Who does the TSMS certificate get issued to if the owner is not the operator?	3	21-Jun-17
138-020	138	Will deficiencies identified as part of the TSMS show up on PSIX?	3	28-Dec-16
138-021	138.315	If the Vessel Audits performed by TPO's needs to be on randomly selected vessels, does that mean that 100% of the company's vessel need to be in compliance (fully qualify for a COI) by July of 2019? Do 100% of the vessels need to be in compliance (fully qualify for COI) by July of 2018 on the date the regulations become effective? Do 100% of the vessels need to be fully compliant in order for the company to get it's TSMS certificate from the TPO regardless of the date of regulatory compliance requirements due to the random selection clause?	3	11-Apr-17
138-022	138.315	If the Vessel TPO audits must take place on a set schedule after the initial COI issuance, what exactly is the random selection accomplishing?	3	28-Feb-17
138-023	138.310	For a towing company who chooses the internal audit process under a TSMS system, who will sign the COI annually? Will it be USCG, TPO, or a Class Society? Who will over see the Companies internal inspection process?	3	
138-024		Will the Coast Guard document deficiencies found while onboard inspected towing vessels utilizing a Third Party Organization and Towing Safety Management System, and if so, how?	3	2-Dec-16

138-025	138.500	If our company is already fully compliant with the ISM Code, must I still notify the local OCMI at least 72 hours prior to an external audit as per 138.500? If so do we need to commence doing this immediately or upon our tugs being issued a COI?	3	20-Mar-17
138-026	138.225(a)	Do ISM based SMS accepted as existing systems under 138.225(a) need to make amendments to incorporate changes brought about by Subchapter M, or does the statement "will be deemed to be in compliance with the TSMS-related requirements of this subchapter" alleviate them from this? For example, the existing ISM SMS may not discuss an internal survey program that is put in place as required by 137.210.	3	
138-027	138.225(a)	Do existing systems accepted under 138.225(c) and required to make modifications need to be modified and implemented prior to issuance of a TSMS Certificate to companies using that system? For example, RCP has been accepted but with requirements to modify the existing framework. Do RCP companies have to wait for AWO to amend the RCP in accordance with the acceptance letter, make changes to their proprietary SMS, implement the changes, and complete an external management audit prior to receiving a TSMS Certificate?	3	
138-028	138.310	Can there be further clarification of internal auditor training requirements? 138.310 states that internal auditors must have ANSI/ISO/ASQ training in order to perform annual audits for a TSMS certificate. Would this be, for example, an internal group that audits the management system and not the company's vessels? Is 138.405 meant, for example, for internal auditors performing a vessel audit? It does not state any specific training requirements. Therefore, would a safety department be able to perform annual vessel audits, so long as the depth and breadth shows effectiveness and conformance to the company's TSMS? The way I currently interpret it, is that vessel internal auditors must not have any specific training prescribed by the USCG or SubM? However, the Company TSMS would be able to spell out what qualifications/training would be sufficient for proper conduct of an internal audit?	3	27-Mar-17
138-029		46 CFR Subchapter M is not specific about which TPO is to be used in most cases. Our interpretation of the regulation is that as a TPO we are responsible to verify the compliance of the company that we issue the TSMS Certificate for and the vessels listed (46CFR138.305(c)) that are operating "under" that TSMS Certificate (46 CFR 138.510(a)). We further interpret this responsibility for TSMS compliance to include verification of the survey and auditing programs of the TSMS Certificate holder and for this to be financially viable for the operator it cannot include TPO oversight of another TPO, so our conclusion is that we provide the TPO services for all entities covered by a TSMS Certificate we issue. Is this accurate and will the forthcoming TPO Guide (Enclosure 4 to Sub M NVIC) clarify this?	3	11-Apr-17
138-030		138-003 stipulates that smaller organizations may potentially use personnel associated with the procedures as internal auditors. What criteria is used to determine whether or not this would be allowed? This would reduce costs to smaller entities.	3	4-May-17
138-031		138.310 (b) requires that all of a company's vessels receive an internal TSMS audit annually. 138.315(b) (3) requires all of a company's vessels receive an external audit at least once during the 5 year period of validity of a company's TSMS certificate. Understanding that the "internal audits" may be conducted by a company employee or a contractor: This Internal/External audit scheme requires at least 6 audits of a vessel over a five year period. If a company elected to utilize a TPO to conduct all of the vessel audits in an effort to avoid conflict of interest within the company, would the conduct of annual TPO audits (5 in 5 years) meet the intent of the regulation without requiring a 6th separate "External Audit" since all of the audits were conducted by an external party? If this is allowable, would the USCG need notification prior to every audit as identified in 138.500, or would at least one of the five suffice?	3	

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Inspection of Towing Vessels - Questions Received

Part 139 - TPOs

Number	Subpart/ Cite	Question/Comment	Priority	Date Answered
139-001	§139.120(d))	What will be considered an equivalent quality standard to ISO? What objective evidence of an equivalent quality standard will be acceptable?	1	14-Nov-16
139-002	§139.130	Do auditors and surveyors require some kind of approval?	1	14-Nov-16
139-003	§139.130(b) (5)	Can other types of auditing in addition to the ISM or RCP (e.g., internal auditing) be considered required audit experience?	1	14-Nov-16
139-004	§139.130(c) (2)(i) and (ii)	Must an engineer be licensed in order to meet the qualifications? Are there other definitions of "other relevant marine experience" that the Coast Guard will consider, and if so, what are they?	1	17-Jan-17
139-005		Independence considerations regarding TPO auditors - payment structures, towing companies on board, QI as TPO?	1	11-Apr-17
139-006		Oversight of repairs - TPO roles and responsibilities	1	2-Dec-16
139-007	139.130	What are the qualifications for an internal surveyor?	1	14-Nov-16
139-008	139	Will TPOs have to understand blue water vs brown water?	1	14-Nov-16
139-009	139	Class societies seem to be given authority to function as a TPO without further approval	1	31-Aug-16
139-010	139	Would there be a conflict of interest if a company that provides QI, VRP and incident management services was also an approved TPO? If so, in what capacities could these organizations serve?	2	28-Feb-17
139-011	139	How many TPOs will there be and will TVIB be a TPO?	2	31-Aug-16
139-012	139	Where the regulation references auditing, is it appropriate to substitute ISO 9001:2015 for 2008?	3	21-Jun-17
139-013	139	Does TVIB having supporting organizations as members paying dues to TVIB present a problem?	3	4-May-17
139-014	139	Does TVIB having supporting organizations as board members on the TVIB Board of Directors present a problem?	3	4-May-17
139-015	139	Does TVIB need to obtain CG acceptance of their TSMS course to meet auditor minimum training requirements, or is reference in our TPO application as part of our required training for certification by TVIB sufficient?	3	4-May-17
139-016	139	Will CG allow auditors that TPO approves for vessel audits perform vessel audits if they do not have management audit experience? "TVIB certified vessel auditor"	3	4-May-17
139-017	139	Will CG recognize TVIB auditor certification for proof of experience vs. Subchapter M reference 2 management audits and 6 vessel audits in last 5 years?	3	

139-018	139	Are there any limitations on an individual that has been recognized by the TPO as being competent as both a surveyor and auditor, from performing both the survey and audit of a vessel at the same time, during the same visit to a vessel?	3	
139-019	139	The TPO application requires a description of the apprentice program for less experienced auditors and surveyors being developed by the TPO. Is work performed by an apprentice auditor and or surveyors under the direction of an experienced auditor or surveyor acceptable for the portion of the audit or survey conducted by the apprentice?	3	6-Mar-17
139-020	139	Would current checklists used by TVIB auditors for performing RCP audits, be acceptable documentation of the type checklist we intend to use for TSMS audits, given that we don't know exactly what modifications might be required for Subchapter M audits and surveys?	3	16-Feb-17
139-021	139	Will the CG accept ISM lead auditor training for the requirement for TSMS training in 139.130(b)(4)?	3	28-Dec-16
139-022	139	Are the recognized classification societies required to provide further information to the Coast Guard to begin work?	3	16-Feb-17
139-023	139.160	How does the Coast Guard hold a TPO accountable for ethical considerations?	3	11-Apr-17
139-024	139.120(o)	Is it a conflict of interest for a TPO (or a company trying to become a TPO) to advertise and/or push the use of certain software to “help compliance with Subchapter M documentation and record keeping requirements”?	3	6-Mar-17
139-025	139.130	I've been asking around about engineer licensing as it pertains to subchapter m and haven't seen a clear response yet. Can you define this for me? I currently hold a engineering position on a 99 ton uninspected tug with only a QMED, but likely will move to a 325 ton tug in the near future.	3	21-Jun-17

Inspection of Towing Vessels - Questions Received

Part 140 - Operations

Number	Subpart/ Cite	Question/Comment	Priority	Date Answered
140-001	140	With regard to the PIC designation for engineers, most engineers do not hold a MMC an engineer. Historically, the company has issued a letter designation that lists all engineers with the company as PICs.	1	31-Aug-16
140-002	140	Do we have to follow OSHA requirements?	1	31-Aug-16
140-003	§140.400	The Coast Guard should confirm that these records may be maintained electronically.	3	23-Nov-16
140-004	§140.405(b)(10)	Is the Coast Guard's intention to require more or less than what is currently conceived in a station bill?	3	6-Feb-17
140-005	§140.420(e)	Clarify whether the requirement to follow instruction conducted in an electronic format with a discussion and demonstration is applicable to all training requirements, or only to the instruction required under §140.420.	3	6-Feb-17
140-006	§140.430	How does this change impact Policy Letter 10-06?	3	28-Feb-17
140-007	§140.435	Can the Coast Guard clarify what an "industrial type first aid cabinet or kit" is?	3	28-Dec-16
140-008	§140.500(a)	The Coast Guard should clarify that the health and safety plan may be incorporated into a vessel operator's TSMS.	3	6-Feb-17
140-009	§140.505(a)	The Coast Guard should clarify that this is not an affirmative requirement for companies to obtain and maintain crewmembers' medical records, and specify how long medical records that are kept by the company must be maintained.	3	6-Mar-17
140-010	§140.505(b)	Can the Coast Guard clarify what is meant by "in a manner that minimizes risk of injury or death"?	3	16-Feb-17
140-011	§140.505(e)	Does "sanitary condition" refer to a standard?	3	20-Mar-17
140-012	§140.515(c)	The Coast Guard should allow companies to train crewmembers prior to their use of equipment as an alternative to within five days of employment.	3	6-Feb-17
140-013	§140.515(d)	The Coast Guard should clarify the requirement to provide annual refresher training. Must refresher training be given on each of the subjects identified in 140.515(a) every year?	3	16-Feb-17
140-014	§140.610(c), (d), and (f)	The Coast Guard should clarify that these requirements apply to hatches, openings, and doors that are designed to be watertight or weathertight. The Coast Guard should explain the applicability of these requirements to doors or bulkheads that were designed to be watertight but have not been operated that way.	1	28-Feb-17

140-015	§140.630	The Coast Guard should clarify that the lookout requirements are not meant to differ from the requirements of the Inland Rules of the Road.	3	16-Feb-17
140-016	§140.645	The Coast Guard should clarify that navigation safety training is a one-time training for crewmembers with navigation-related duties.	3	16-Feb-17
140-017	§140.645(c)	Is an apprentice mate deemed to have met the training requirements?	3	16-Feb-17
140-018	§140.660(a)	The Coast Guard should clarify the applicability of MTSA 2002 and ensure that MTSA compliance will not result in redundant inspections on the same vessel within a 5-year window.	3	28-Dec-16
140-019	§140.725(b)	Confirm that this requirement is intended to apply to vessels that are towing ahead, not towing astern.	3	16-Feb-17
140-020	§140.801	The Coast Guard should clarify that the frequency and methodology of towing gear checks may be outlined in a vessel operator's TSMS are not required each watch.	3	16-Feb-17
140-021	§140.820(b)	The recommendations of TSAC's Towing Gear Subcommittee should be considered an acceptable alternative. What is meant by a "spring line"?	3	20-Mar-17
140-022	140	Does the Health and Safety Plan have to be approved?	3	11-Apr-17
140-023	46 CFR 140	Within a TSMS, are operators permitted to specify their own electronic record keeping methods that are "functionally equivalent" to signatures?	3	20-Mar-17
140-024	46 CFR 140.910 & 915(b)	If an official logbook is not required, and an electronic TVR or other TSMS solution is used, must the electronic record have the capacity to record strikethroughs, deletions, name of person making the change, date and time IAW 140.915(b)	3	16-Feb-17
140-025	46 CFR 140.645	Are Coast Guard approved Bridge Resource Management courses required for master, mate, pilot credential holders under Sub Chapter M?	3	28-Dec-16
140-026	140	Are vessels in compliance with the River Rules exempt from general alarm and other Sub Chapter M requirements not found in the River Rules?	3	6-Feb-17
140-027	140	Is a navigation assessment required if the vessel is pushed up against the bank and are getting back underway?	3	6-Feb-17
140-028	33 CFR 164.80	When are new tests/inspections required?	3	16-Feb-17
140-029	140.610(e)	Whenever downstreaming operations are taking place, Sub M states that main deck doors have to be closed. This may be overly restrictive.	3	6-Feb-17
140-030	140.660	What MARSEC placards are required are are terrorist locks required on towing vessels?	3	28-Dec-16
140-031	140.665	When is a Marine Chemist certificate needed on an M vessel?	3	6-Feb-17

140-032	140.610	140.610 states that vessels on rivers may run with the doors open with a tow under certain conditions. It states that on lakes bays and sounds, vessels without a tow may run with the doors open. Can vessels on lakes, bays and sounds towing by pushing ahead in favorable conditions also run with the doors open?	3	
140-033	140.610	140.610 states that when down streaming, all exterior openings at deck level will be closed. Does this include only doors and hatches intended to prevent the ingress of water? Does this include windows well above deck level that are not intended to be watertight and are used in part for engine room ventilation?	3	
140-034	140.645	140.645 states that “prior to assuming duties related to safe operation of a towing vessel, each crewmember must receive...”. Is this training required once in their employment, once per hitch, once for each position, or once per watch? Where are the records kept? Are they made available during the vessel audit or management audit?	3	6-Feb-17
140-035	140.705(b)(2)	What is “similar” to a U.S. Coast Pilot?	3	
140-036	140.640(b)	What are the change of watch requirements for inspected towing vessels under subchapter M?	3	
140-037	140.405	In the next 3-5 years we will be converting our fleet of 20 + tugboat from un-inspected to inspected vessels. We have 7 load lined vessels. I cannot seem to find any information on the requirements for the vessel Station Bills pertaining to Sub Chapter M.	3	
140-038	140.435	I wanted to pose a question in regards to crew training. Is there going to be any policy or guidance in regards to required first aid/CPR training for the crew? I did see question 140-007 that refers to 140.435 which states-..... Each towing vessel operating on oceans, coastwise, or Great Lakes routes must have a means to take blood pressure readings, splint broken bones, and apply large bandages for serious wounds. But nowhere else in Sub M does it refer to any periodic first aid/CPR training for the crew.	3	
140-039	140.630	140.630 states that “a lookout in addition to the master or mate (pilot) should be added when necessary...”. (1) Must this supplemental lookout be logged in the TVR in accordance with 140.400(c)? (2) Would deckhands posted on the head of a tow for the purposes of transiting a lock (or guiding a tow into a fleet) be considered supplemental lookouts?	3	
140-040	140.720	Will the CG issue a COI to a towing vessel unable to exhibit proper navigational lights and shapes as specified in 33 CFR Part 84?	3	21-Jun-17
140-041		Will the “Tankerman PIC – Restricted to Fuel Transfers on Towing Vessels” credential qualify an individual serve as the person-in-charge for fuel oil transfers both to and from the towing vessel? Does this new restricted MMC allow the holder to transfer fuel from the towing vessel to a tank barge, for its own machinery?	3	
140-042	140.000	Boats that pick up and drop barges frequently throughout a watch (i.e. harbor/fleet boats working a 12 hour shift) “get underway” quite often. 140.635 requires the conduct of a navigation assessment for the intended route and operations prior to getting underway. And 140.915 para(6) lists the navigation assessment as an item that must be recorded in the TVR or in accordance with the vessel’s TSMS. Does this mean a navigation assessment must be conducted and recorded in the TVR prior to each occurrence of the boat getting underway? Or should the guidance be to record the conduct a navigation assessment just once, and then to keep that navigation assessment updated throughout the 12 hour shift as changes in conditions or operations occur?	3	

140-043	140.725	<p>Please see below. I've noticed a change in the definition of Western Rivers which would cause the requirement for a fathometer installed on vessels operating on the Western Rivers to be invalid. In the proposed rule the definition of Western Rivers did not include 89.27, which the final rule does include.</p> <p>The discussion and comments on page 40047 suggest the intent is to require a fathometer on Western Rivers, but the definition suggest otherwise.</p>	3	18-May-17
140-044	140.435	<p>46 CFR 140.435 requires vessels to be equipped with an "Industrial" type first aid cabinet or kit. What is considered to be an Industrial First Aid Kit/Cabinet? The regulation does not specify the contents required (Other than oceans, Great Lakes, Coastwise). The kits we provide our vessels is a 25 person basic first aid kit. These kits have sufficient supplies to treat minor injuries. Our vessels are generally manned with a three main crew and are always near sources for emergency services. Some definitive information is needed.</p>	3	
140-045	140.720	<p>Are towing vessels operating on Rivers routes expected to be equipped with "shapes"?</p>	3	
140-046	140.000	<p>Will the TVNCOE develop a template or checklist of what is to be included in a Health and Safety Plan? Is the intent of the plan to describe methods, processes, procedures, and policies in place that prove compliance with Part 140? This would be very helpful in developing the plan. We want to make sure the first draft is as complete as possible.</p>	3	
140-047	140.705	<p>140.705 requires a towing vessel carry "up-to-date charts." In the past, it was spelled out as current edition charts, with local notice to mariners required to be available. Will this remain unchanged, or will crews be required to make corrections to paper charts?</p>	3	
140-048	140.420(d)(2)	<p>140.420(d)(2) requires the annual instruction and drills for launching of a skiff, if listed as an item of emergency equipment in the TSMS. Is instruction on the use and launching of the skiff sufficient to meet the requirement, or is it necessary to conduct either a standalone "Skiff" drill or incorporate the launch and use of the skiff into other drills.</p>	3	
140-049	140.000	<p>Man Overboard and the recovery of the person from the water is discussed in multiple sections of Subchapter M, including § 140.420, 140.425, 140.500, and 141.225.</p>	3	
140-050	140.720	<p>Vessels over 65' are required to have a fog bell at least 11.8" in diameter. If the vessel's PA is on a battery backup, will that suffice as a sound producer?</p>	3	
140-051	140.435	<p>46 CFR 140.435 states that each vessel must possess an "Industrial First Aid Cabinet. What type of first aid kit is deemed as "Industrial"? Our vessels (Western Rivers operations), are equipped with a 25 man first aid kit. Auditors have noted deficiencies in their "Sub M Gap Analysis" because they feel what is on board is not satisfactory. Clarification is needed as to what an "Industrial First Aid Cabinet or Kit is.</p>	3	

140-052	140.635	<p>Our company operates in multiple ports on the eastern seaboard with tugs assigned to a specific harbor. Our tugs are engaged in ship assist work within the confines of a harbor. This may entail multiple tasks throughout the day, departing company docks and customer berths at various intervals or even one after the other on a continuous basis.</p> <p>Crews normally work a 6x6 watch. Transit time from dock to job (meeting ship) may take from a few minutes to 20-30 minutes.</p> <p>Upon reaching the ship, either underway or at a dock preparing to get underway, the tugs operate under pilot instructions.</p> <p>The requirement for a 'navigation assessment' is accepted but may not be appropriate for harbor ship assist operations. We are exploring the implementation of the navigation assessment to be completed once a day with updates to the assessment throughout the day. For any longer transit/voyage, an additional navigation assessment and/or formal voyage plan would be completed.</p> <p>Would this strategy meet the requirements of 140.635?</p>	3	

Inspection of Towing Vessels - Questions Received

Part 141 - Lifesaving

Number	Subpart/ Cite	Question/Comment	Priority	Date Answered
141-001	141.225(d)	The OCMI should not routinely require specialized or additional lifesaving equipment. Vessel operators who use the TSMS option should specify what specialized or additional equipment is needed in their TSMS and have it approved by a TPO.	3	
141-002	141.375	Using flares as visual distress signals is problematic for vessels on the Western Rivers that operate in urban areas for security, safety, and environmental reasons, and training is impracticable. Is it possible for vessel operators utilizing the TSMS option to use alternative means to comply with this requirement?	3	28-Dec-16
141-003	141.33	The Coast Guard should clarify how skiffs may be used in combination with other survival craft in order to meet the requirements of §141.305.	3	22-Nov-16
141-004	141	If I'm reading correctly, Type I PFDs have to have a light and whistle, and Type II, III or V (work vest) is only required to have a light. Our man overboard transmitters that are attached to our work vest are water activated. Could these be considered an alternative for the lights? The lights would be one more thing to get snagged.	3	28-Dec-16
141-005	141	Vessels that operate on inland rivers are required to carry 3 day and 3 night visual distress signals. If we opt to carry signals that are approved as both day and night signals, would we need to carry 3 or 6?	3	28-Dec-16
141-006	141	The requirement for reflective material on lifejackets does not also include the vessel name, correct?	3	28-Dec-16
141-007	141	Is a skiff required to hold the entire crew compliment?	3	28-Dec-16
141-008	141	Are liferings with linebags required?	3	
141-009	141	Should lifeboat requirements apply to brown water vessels? Had there been an incident where crewmembers lost their lives because they were unable to get off the boat?	3	21-Jun-17
141-010	141.240(d) (3)i	Should there be an "or" after the EPIRB exemption clause or is that to mean the both (i) and (ii) must be satisfied?	3	28-Dec-16
141-011	141.375(d)	Is that 30 minutes away from their dock or 30 minutes away from a dock?	3	28-Dec-16
141-012	141.305	Will due consideration for carriage of survival craft on vessels operating on Lakes, bays and sounds be given to areas with shallow depths. There are areas on the Gulf Intracoastal Canal and where a vessel may operate more than 3 nm from shore, but the water depth is such that is the vessel "sank" it would still not be submerged. If the COI is issued in Sector Ohio Valley, would the COTP understand the conditions which the boat may operate in COTP Corpus Christi?	3	2-Dec-16

141-013	141-375	Are flares a good idea on tows carrying highly flammable cargoes? Has there been a SAR case on an inland towing vessel where a flare/VDS would have been an asset?	3	22-Nov-16
141-014	141.305	Reading your answer to question 141-003, it seems to imply that an inflatable buoyant apparatus is the lowest level of primary lifesaving allowed. According to Table 141.305, Buoyant Apparatus (rigid BA) are allowed for 'warm water' operations. I believe many inland operators will choose this option because their skiff capacity may not cover full POBs and the vessels cross bays that are >3 miles from shore. Can you please clarify that rigid buoyant apparatus are an option for towing vessels operating in warm waters.	3	
141-015	141.360(c)(1)	46 CFR 141.360(C)(1) states that if more than one lifebuoy is carried on a vessel, one must NOT have a lifeline attached. What is the rationale behind this thinking? The primary reason for the lifebuoy is to assist the victim in staying afloat and the lifeline is to provide the means to bring the victim back to the vessel and to safety. If there is no lifeline, the victim may indeed float downstream, away from any help	3	
141-016	141.340(f)(1)	46 CFR 141.340(f)(1) states that lifejackets must be marked with the name of the vessel in block capital letters. The Type I life jackets utilized on our vessel are made with a fabric covering the floatation medium. They can be very easily marked by the use of a permanent type of marker that may not be exactly in block letters. If the name of the vessel can be read, doesn't that meet the intent of the law?	3	
141-017	141.360(c)(3)	46 CFR 141.360(c)(3) requires a floating electric water light. Does this water light have to be water activated or can a manually operated light suffice? Also, the only approved water active floating lights for ring buoys are very large and heavy. It is difficult enough to throw a 24" to 30: life ring to a victim in the water, but adding another three pounds of light and batteries on a lanyard will be even more difficult. To be practical, wouldn't a water activated light similar to the light required on a Type I life vest be more practical and safer for the victim and the rescuer?	3	
141-018	141.36	If for example a ring buoy light is SOLAS approved but is not stated as USCG approved, is it acceptable to use?	3	
141-019	141.305	Reviewing prior FAQ, 141-003, the Coast Guard indicates that options for survival craft "in order of hierarchy" are: a. Inflatable buoyant apparatus b. Inflatable life raft c. Lifeboat Reading 141.305, there is an option to use Rigid Buoyant Apparatus on most routes < 3 miles from shore. Can you clarify the allowance for Rigid Buoyant Apparatus? And clarify the stowage arrangement for RBAs? Clearly an RBA and IBA are different types survival craft.	3	

Inspection of Towing Vessels - Questions Received

Part 142 - Fire Protection

Number	Subpart/ Cite	Question/Comment	Priority	Date Answered
142-001	142.210(b)	46 CFR 136.115 requires USCG approval to carry alternate equipment, and accordingly the owner documents this in their TSMS. If alternate arrangement is USCG-approved how do TPOs determine that? Will this information be documented on the COI?	2	
142-002	142.330	Our line haul boats (1982) have fire detection panels located at the engineering control compartment adjacent to the engine room. Will a second panel have to be installed in the wheelhouse (operating station)? 142.330(a)(3) and (8).	2	28-Dec-16
142-003	142.225(c)	Is an aluminum storage cabinet acceptable?	3	28-Feb-17
142-004	142.240	The list of system types should be updated to account for new technology.	3	28-Dec-16
142-005	142.240 (c)	<p>46 CFR 142.240 indicates that annual (portable and semi-portable) fire extinguisher inspections are carried out per NFPA 10 – “qualified service organization,” but there is no requirement for fixed extinguishing systems (Halon, FM 200, CO2, or others) to be done by a qualified service organization. Was this intended?</p> <p>The following is required if a tank barge has internal fixed fire extinguishing capabilities. From 46 Subchapter D: “46 CFR 31.10-18 Firefighting equipment: General—TB/ALL.</p> <p>(a) It shall be the duty of the owner, master, or person in charge of a tank vessel to require and have performed at least once in every 12 months, the tests and inspections of all hand portable fire extinguishers, semiportable fire extinguishing systems, and fixed fire extinguishing systems on board, as described in paragraphs (b), (c), and (d) of this section. The owner, master, or person in charge shall keep records of such tests and inspections showing the dates when performed, the number and/or other identification of each unit tested and inspected, and the name(s) of the person(s) and/or company conducting the tests and inspections.”</p>	3	
142-006	142.330(a)(7)	<p>Regs require the detection system be designed and installed by an appropriately certified entity. The requirements are more specific than those for verifying entities in 144.140. Specifically - a PE in 142 must have "experience in fire-detection system design" vice in 144 "not exceed the scope of his/her license."</p> <p style="text-align: center;">Two questions come from this language:</p> <p style="text-align: center;">1) Does the system need to be designed by a PE under 142.330 or does the overall construction verification work here. 2) If the CG option is employed can a CG inspector verify the install?</p> <p style="text-align: center;">Believe this requirement was put in Subchapter C because there was no CG inspection, does the CG option negate that concern, what about PE or Class design verification and TPO surveys?</p>	3	
142-007	142	How does the final rule on Harmonization of Standards for Fire Protection, Detection, and Extinguishing Equipment (published 22 July) impact the fire protection regulations in Subchapter M? What is the impact on vessels traveling exclusively on domestic rivers?	3	14-Nov-16

142-008	142.330(a)(2)	How will engine room alarms be tested?	3	28-Feb-17
142-009	142.226	46 CFR 142.226 states towing vessels 79' or greater operating on oceans and coastwise route that does not have an installed fixed fire extinguishing system must have two firefighter outfits and two SCBA's. Can you please advise what would be required for a tug less than 79' on coastwise or ocean routes?	3	28-Feb-17
142-010	142.330	Are fire detection systems that are approved for subchapter T vessels suitable for subchapter M? (ANSUL Check fire marine electric detection and control system)	3	
142-011	142	How many fire hydrant stations are required on a towing vessel? Does a combination of fixed fire main and portable fire pump meet the standards?	3	28-Feb-17
142-012	142.225	The UL 1275 standards are for "indoor" storage of flammable liquids. If the storage is on the exterior of the vessel would this requirement be applicable. If on the exterior could a metal rack, plastic storage bin be acceptable	3	
142-013	142.325(a)(1)	Can a single hose or one side of a Siamese fitting be used to meet the pitot tube pressure and flow rate requirements of 142.325(a)(1)	3	
142-014	142.240	Is firefighting foam delivered to hydrants via a fire main considered a semi-portable or fixed fire-extinguishing system subject to the inspection and test requirements listed in Table 142.240? Specifically, must the foam agent be replaced every 3 years in this case?	3	
142-015	142.225	Appreciate if you could provide both a summary and detail explanation on the rules concerning proper storage of Flammable & or combustible paint on board towing vessels under Subchapter M.	3	
142-016	142.240(a)(7)	Am I reading (a)(7) correctly? All fire hoses have to be subjected to a test pressure equivalent to the maximum service pressure. Meaning we would have every hose on every boat, including any spares, hydrostatically tested upon purchase and then annually. Then maintain records of those test. For tracking purposes, those records would have to include the serial number of the hose, the date it was tested, the pressure it was tested to, the results of those test, and the vessel the hose is assigned to. This seems extreme considering that a T-boat not more than 65' and not carrying more than 49 passengers can have a garden hose.	3	

Inspection of Towing Vessels - Questions Received

Part 143 - Machinery and Electrical

Number	Subpart/ Cite	Question/Comment	Priority	Date Answered
143-001	143.205(d)	The Coast Guard should confirm that only new installations of equipment within the ambit of Subpart B that are not replacements in kind trigger the application of Subpart C.	3	24-Jan-17
143-002	143.210	The Coast Guard should ensure that operators of existing towing vessels understand that they may apply to the Marine Safety Center for approval of machinery or electrical systems.	3	24-Jan-17
143-003	143.220	The Coast Guard should clarify where insulation is required.	3	24-Jan-17
143-004	143.225	The Coast Guard should clarify that additional operating stations are not required.	3	24-Jan-17
143-005	143.225(a)	What is meant by "monitor and control the amount of thrust," and is it different from "indicate"?	3	24-Jan-17
143-006	143.230(c)	The meaning of "at the machinery location" should be clarified because a literal reading may require impractical installations of gauges on, rather than near, machinery.	3	24-Jan-17
143-007	143.245(b)	Explore an exemption from the requirement to log tests, as cruise ships have.	3	24-Jan-17
143-008	143.265(c)	Do vent pipes need to discharge outside, or can they discharge in a contained area?	3	24-Jan-17
143-009	143.585	The Coast Guard should clarify these requirements.	3	24-Jan-17
143-010	143.265	All of our line boats were built before 1982. According to 143.265, J1942 only applies to vessels built after Jan 18, 2000. How would that work after a repower?	3	24-Jan-17
143-011	143	Can companies exceed manufacturers' recommendations for overhaul hours, or replacement hours?	3	24-Jan-17
143-012	143	For existing vessels, what does minimize shock and fire hazards for electrical systems mean? Does a vessel have to have GFCI electrical outlets?	3	24-Jan-17
143-013	143	What are the standards for wiring on existing vessels?	3	24-Jan-17
143-014	143	Are ABYC electrical standards applicable to towing vessels?	3	28-Dec-16
143-015	143.255(a)	What is considered a "fueling system documented maintenance plan?" What is considered an ample "supply of spare fuel filters onboard a vessel?"	3	24-Jan-17
143-016	143.235	Do aft stations and engine rooms need a general alarm activation switch?	3	24-Jan-17
143-017	143.250	Do valves below deck plating in the engine room need an access hole directly above?	3	24-Jan-17

143-018	143.265	<p>46 CFR 143.265 (existing vessels), Additional fuel system requirements for towing vessels built after January 18,2000, part (d), reads Fuel piping. Except as permitted in paragraphs (d) (1) through (3) of this section, each fuel line must be seamless and made of steel... (or other identified metals, see text)". This appears to be a direct carry-over from the uninspected towing vessel requirements in 46 CFR 27.211.</p> <p>Is the intent of 143.265 (d) to require all fuel piping to be seamless and made of steel (or other metals, see text) or, is the intent of this regulation to align with 46 CFR 56.50-75 which (only) requires fuel supply piping to the engine to be made of seamless steel (or other identified metals, see text)?</p>	3	22-Nov-16
143-019	143.250	Are there requirements for a breaker at sub-panels? If the main bus goes lug or live straight to another panel and that panel also doesn't have a breaker, is the towboat in compliance with 143.250?	3	24-Jan-17
143-020	143.230(c) (5)	Towing vessels have been in the process of being equipped with hydraulic fluid level alarms in the wheelhouse. Are we now being asked for pressure gauges in addition, or will the low level alarm for the steering fluid tank suffice? Will this be a grandfathered item on vessels constructed before July 2017?	3	24-Jan-17
143-021	143.400(c))	<p>§143.400(c) states that electrical equipment must be marked with its respective current and voltage rating. The term "electrical equipment" is not defined and no distinction is made between vital or non-vital equipment, A/C and D/C, installed and uninstalled equipment or low voltage equipment.</p> <p>The Coast Guard should clarify the intent of this regulation and define the range of equipment intended to be marked.</p>	3	24-Jan-17
143-022	143.400	Do the electrical wiring cables have to be the armored type or can a towboat use unarmored cable?	3	4-Apr-17
143-023		Since generators speed is set by a cycle meter to get the correct voltage and not engine rpm, is a tachometer still required? It seems redundant to have a cycle meter and a tachometer.	3	4-Apr-17
143-024	143.585(d)	46CFR143.585(d); The means to monitor the amount of thrust, rudder angle, and if applicable, direction (ahead or astern) of thrust must be independent of the controls required by § 143.225. Does this mean that on a conventional shaft and propeller towboat that the use of an independent shaft RMP and direction gauge would be required or would this section only applicable to non-conventional propulsion arrangements like variable pitch propellers or Z-drive? Does shaft RPM satisfy "amount of thrust"?	3	4-Apr-17
143-025	143.230(c) (3)	46 CFR 143.230(C)(3) states that the auxiliary generator must have gauges for lubricating oil pressure and engine RPM (Tachometer). If the unit is developing the proper cycles, what is the need for a tachometer? The cycle generation is the critical part.	3	4-Apr-17
143-026	143.410(b) (1)	46 CFR 143.410(b)(1) states that battery powered emergency lighting must have a duration of no less than 2 hours. Currently, a leading manufacturer states that their lights will provide a duration of AT LEAST 90 minutes. Is the statement of AT LEAST 90 MINUTES satisfactory to meet the regulations?	3	4-Apr-17

143-027	143.300(c))	I was hoping you could clarify regulation 46 CFR 143.300(c) with regards to having the "MAWP indicated by a stamp, nameplate, or other means visible to the crew". As a UTV Examiner I have come across many pressure vessels that are missing the manufactures data plate. Some crews have placed a sticker on the pressure vessel with what they use as a MAWP. From the company's standpoint I would say this sticker meets the regulation but from a Marine Inspector's standpoint how do I know that what they have written on the UPV is actually the manufacture's rated MAWP? What is going to be the Coast Guard's stance on approaching UPVs that are missing the original data plates?	3	6-Apr-17
143-028	143.275	1. Must the check valve be installed on the suction side of the bilge pump? Wouldn't a check valve on the discharge side of the pump also prevent unintended backflooding? 2. If bilge piping serving a single bilge pump branches off into multiple segregated bilge sections, would the presence of a single check valve on the main "trunk" be in compliance?	3	
143-029	143.230(c)	Previous guidance from the TVNCOE states that "at the machinery location" means on or very near to the concerned machinery. "Very near" may be perceived as a subjective term leaving companies to feel that they are compliant with the regulation only to discover that upon inspection by a third-party, they are not. Due to a vessel's unique configuration which may limit space, it may be impracticable to locate gauges or gauge boards in certain areas. Additionally, on vessels without engineers, to augment routine engine room rounds, it would seem reasonable to locate machinery gauges in a space commonly occupied by crewmembers (e.g. a galley or lounge area). In summation, would a gauge board (either digital or analog) located outside of the engine room in some other accommodation space on the main deck be in compliance?	3	
143-030		May an auxiliary generator frequency meter be substituted for the auxiliary generator engine tachometer?	3	21-Jun-17
143-031	143.265(d)	Does 143.265(d) apply to any and all pipes/hoses that carry fuel? Or is this section pertaining to only main fuel supply and return lines? For example, do small diameter pipes or hoses leading to fuel gauges fall under the ambit of this section?	3	
143-032	143.410(b)	In the preamble to the Final Rule (page 40066, left hand column) the Coast Guard states that "specific berthing spaces are not required to have emergency lights." Does this mean that emergency lights are not required in "berthing spaces" as defined in 46 CFR 136.110? If no, would extra equipment (already installed lights in berthing spaces) have to meet the requirements of 46 CFR 143.410(b)?	3	21-Jun-17
143-033	143.585(a) (3)	With respect to Propulsion Control Systems for main propulsion, I am requesting your guidance on the intent of 143.585 (a) 3. Specifically, how to interpret "...an alternate means to control...which must be...suitable for prolonged operation." Twin Disc supplies an electronic propulsion control system with our marine transmissions. This system provides for remote operation of the engine and transmission from multiple stations. The transmission has a "Manual Override" valve, to allow local/manual ahead-neutral-astern action, in the event of a failure in the	3	

143-034	143.230(b)(3)	143.230(b)(3) states that alarms must continue until they are acknowledged. All alarms on our vessels are automatically logged electronically. If an alarm cleared itself before it could be acknowledged, a crewmember would still be able to view which alarm was triggered. Is the intent of this regulation to require "latching" alarms that must be manually acknowledged even if the condition that resulted in the alarm returns to normal operating parameters?	3	
143-035	143.410(b)(1)	46 CFR 143.410(b)(1) states that battery powered emergency lighting must have a duration of no less than 2 hours. As an auditor what type of documentation or test should I be conducting to ensure minimum 2 hour duration? Most company's don't have the documentation from the light fixture if it's been on board very long, can I use the stamped AMP Hrs. on the battery as proof the light will last more than 2 hours? Amp Hrs. is the expected amount of time the battery will keep a light burning.	3	
143-036	143	<p>1. Can tachometers and the direction of the throttle be used as thrust monitoring? This seems reasonable for smaller vessels with traditional propeller propulsion. The preamble leads me to believe the Coast Guard is looking for something more sophisticated but virtually no small vessel operators I have encountered see the value in adding more instruments (at least on smaller vessels under 65').</p> <p>1.a Similarly, is the Coast Guard going to accept the position of the tiller on vessel equipped with tiller style steering as an acceptable means for rudder angle indication? Again, the preamble suggests that a Rudder Angle Indicator is needed even on tiller style steering systems, but the smaller operators that I am speaking with aren't convinced of the value.</p>	3	
143-037	143.260	Does the Fuel Shutoff valve have to be located directly off the fuel tank or can it be located off the fuel trap?	3	

Inspection of Towing Vessels - Questions Received

Part 144 - Construction and Arrangement

Number	Subpart/ Cite	Question/Comment	Priority	Date Answered
144-001	144.305	Are stability letters to be issued? If so is that authority retained by the CG? If not, how are we documenting stability issues particularly centers of gravity? NVIC 3-89 may be a pointer to and to some extent the guidance for presenting information to operators for fishing vessels found in Enclosure 1 of NVIC 5-86 may be sources to point to or draw from.	1	
144-002	144.305	<p>Compliance with Part 170: "each new vessel must meet the applicable stability requirements of part 170" - Policy is needed to identify what the "applicable" parts are.</p> <p>1) Compliance with 170 on whole means stability assessed, tested, reviewed as we are currently doing for all subchapter S vessels except those OCMI deems sufficient (simplified stability tests for T boats) . Specifically, language in Subparts A thru D Discuss procedural issues and expressly require stability letters issued by the CG specifically, and require stability calculations and associated plans (GAs, tank sounding tables, hull lines etc.) be reviewed by the MSC. Saying M vessels must comply with 170 requires the CG will do stability review at some level.</p> <p>2) If TPC does not want CG to retain authority/requirement to issue stability letters, to prevent taking review out of third party hands for those choosing a PE or Class for verification, the language could indicate compliance with Subparts E thru I, should be verified by a 144.10 entity, and then documented some how - see other comments on 144.315.</p> <p>3) If TPC wishing CG to retain authority/requirements to issue stability letters, we must clarify that PEs and Class can not verify compliance with part 170/173.</p> <p>3) Subpart D - Stability Instructions for Operating Personnel (the requirement for a Stability Booklet is found in this Subpart) - does not apply to many vessels and even those to whom it does apply, they can be dispensed with if sufficient information can be ID on a stability letter, LL or COI. The application or not of this part should be discussed.</p>	1	
144-003	144.315	<p style="text-align: center;">144.315 (a) - Two concerns here:</p> <p>1) Questions may arise in how the aggregate weight change is calculated or the possibility of an exclusion of known weights, and</p> <p>2) Tracking of displacement, Vertical Center and Longitudinal Center of Gravity (VCG, LCG) is not something that we spell out in this manner in other subchapters or in Subchapter S, part 170. Recommend aligning thought on this with question concerning documenting stability information. Currently, stability letters issued by the MSC (those not simplified and issued by the OCMI, and those vsls not having a load line) receive a Stability letter that records their displacement and centers of gravity, loading concerns, ballast placement, etc. If stability letters are not issued, displacement, VCG, LCG and other issues should be documented somewhere perhaps the COI? If so, recommend under Routes and Conditions section unless MISLE would be adjusted to include some kind of stability constraint option -quick look seems to indicate it's built for cargo loading and wouldn't work well. If not on the COI, a separate document prepared by the 144.140 entity that is formatted similar to the stability letter could be required and then referenced on the COI, so MSC would do that in a stability letter, and a PE or Class could be required to produce a letter, and that letter gets referenced on the COI.</p> <p style="text-align: center;">144.315 (b) is consistent with long-standing MSC policy MTN 4-95, Ch 2. Point to MSC guidance for this.</p>	2	
144-004	144.145	Are submitters forced to go "all or nothing" when they choose their design verification method? If so, stability review issues are important to align and clarify.	2	

144-005	144.145	<p>Verification of compliance with design standards - is it intended that there is one document that serves as a the verification. That is, does a PE, Class, or CG sign off on the vessel as a whole? Should OCMI's be seeing a comprehensive verification statement/letter?</p> <p>Language in paras (b) and (c) could be read to require a consolidated statement of verification. Specifically, the need to list deviations, a statement about the intended service and the identity of the individual who conducted the verification, appear to indicate there's a final approval letter or statement of some kind that covers all aspects of the vessel. Para (c) seems to say that each plan, calculation, etc., is stamped individually. It's unlikely that one PE can within the scope of his/her licenses and ethical boundaries feel responsible for all aspects of structural, stability, mechanical, electrical reviews. Is it okay for a PE to "sign off on" work conducted by other engineers that may or may not be a PE? How can the OCMI or TPO assess if the vessel had been looked at holistically if there is not a final statement?</p>	2	
144-006	144.145(d)	<p>When does the verified plan go to the OCMI or TPO? As they are completed or in piecemeal? Controlling this flow of plans from PEs will be vital for OCMI's trying to manage any additional workload and conduct some level of project management.</p> <p>For those using CG inspection option and recommend the entire package of verified plans must be presented when initiating request for COI under 136.210 (3 mos before hand). For those using CG verification option, recommend setting another 3 month window before that for review/verification of the plans, so that using the CG option would required 6 months of so, prior to COI exam. This may serve to incentivize use of TPOs and other party verifications.</p>	2	
144-007	144.145(d)	<p>What's expected of the OCMI and MSC for plan record keeping? Are they to build a vsl file? Who holds that file.</p> <p>MSM Vol 1 Chapter 12.E.2.b.2.d (page 12-7 of the manual) requires a large volume of plans to be maintained for vessels, although some less critical plans and notes can be culled after the one year anniversary of the project completion. For field units, they compile the vsl file and then forward to MSC.</p> <p>NVIC 13-83 discusses CG maintaining plans for vessels it has certified. Does 13-83 apply to M vessels, and if so how do we make that work? What's expected of OCMI's when they receive these plans? Para (e) does not require a Class to provide plans to the OCMI regardless of the . It's unclear why - to provide the CG or TPO a copy to begin a vessel file? If the vessel is not Classed does Class have an obligation to maintain a vsl file? Or is this difference because of a different level of trust in effort.</p>	1	
144-008	144.155	<p>Policy should allow for verification of similar vsls that can't meet the requirements in 144.155 for sistering. Recommend policy clarify, that plan extension is an option, MSC has existing guidance on both of these issues that can be pointed to</p> <p>In existing policy and guidance, the term "sister" applies to stability characteristics. Plan Extension is the term used for the use of previous plans - in whole or in part for similar vsls regardless of it's sistering status. This language mixes the two and makes an inadvertent problem.</p> <p>It's conceivable that a towing vsl plan is verified and the vessel built in 2016 in shipyard A, the plan owners wish to build the same vs in shipyard B or the plan owners wish to allow some other entity to use those plans to build a vessel in 2026 - 144.155 precludes "sistering" and thus requires plan verification to be repeated.</p> <p>Longstanding guidance has allowed plan extension to vessels built in different ship yards than the original vessel. The requirement for the same shipyard comes from the sistering policy.</p>	2	
144-009	144.140	<p>Who's the "Coast Guard" in this case? Language is otherwise directive to point to MSC or Commandant. Unlike other subchapters no language exists to point readers to whom.</p>	2	

144-010	144.145	<p>Guidance is needed for OCMI's when finding an incomplete verification or should question arise concerning the competence of a PE or Class when conducting verifications.</p> <p>For example, a PE gives verification for a vessel design, during initial COI exam, inspector finds concerns, either with the limited scope of plans the PE reviewed, or significant findings to indicate the design does not comply with design standards. Similarly, but less likely would be concerns with work done by Class. This might only be guidance to ensure that OCMI's aren't doing a detailed review of plans when they see them, as a way to calibrate the level of inspection that's happening. It need only be simple guidance, but current reg text appear devoid of any indication or assumption that the OCMI would ID problems. If they do, what should the OCMI do? it's typical OCMI stuff, but complicated by these verifying parties and TPO issues. Require re-verification - if so by whom the OCMI or another entity allowed by 144.140?</p> <p>For INV - Should OCMI's be notifying state licensing boards when there's an issue?</p>	2	
144-011	144.104 (c)	<p>This is the only place other than definitions that discusses applicability to major conversions - is that what's intended ? If not it can be read to mean that requirements for part 143 (Machinery and Electrical Systems and Equipment) would not apply. This however is in conflict with the definition found in 136.110 which calls a new vessel any that's undergone a major modification after July 2017. This definition is consistent with Subchapter T. The language surrounding MCon could address this needed.</p>	2	
144-012	144.145	<p>MSC is discussing internally, the proper terminology for plans reviewed by the MSC. Evaluating use of new term to align with regs "Verified" or existing term "Examined" which is used for reviews of things not "approved" but used to support approval of other items.</p> <p>Unlike other Subchapters, language does not indicate that vsl owners need approval of construction plans for their vsls, MSC holds that this review is something other than traditional plan approval.</p> <p>Additionally, MSC has concerns of PEs or Class stamping plans Approved, essentially under their own authority. All other instances, authority to "approve" plans has been delegated and we require stamps to indicate that action on our behalf.</p>	2	
144-013	144	What percentage of wastage will be allowed, what minimum scantlings are required, what minimum plate thickness will be required?	2	
144-014	144.300(b) (2) and (3)	Guidance is needed as to what is necessary to demonstrate vessel stability if it is questioned by a TPO or the Coast Guard.	2	
144-015	144.605	Is this necessary for vessels that have installed fire protection systems, such as Sapphire, that require oxygen to operate?	2	
144-016	144.300(b) (3)	<p>There is no mention related to re-powering a tugboat to increase bollard pull and the effects on initial stability. Intact stability requirements identify "maximum bollard pull allowable," which is sought to be increased by increasing a vessels' HP through re-powering.</p> <p>ClassNK 2016 Guidance for the Survey and Construction of Inland Waterways Ships – Part 6 – Intact Stability Chapter 2 – Intact Stability Requirements.</p> <p>Comment/Opinion: Class NK believes at a minimum that 46 CFR 144.300 (b) (3) should also include the term "repowering."</p>	2	
144-017	144	What are the vessel subdivision and watertight bulkhead requirements?	1	
144-018	144	With regard to stability, is the GICW considered "Protected" or "Partially Protected"?	3	
144-019	144.145	Will Subchapter M require a change to NVIC 10-82, which only applies to classed vessels, as it relates to ABS authority to review and approve plans on behalf of the CG?	3	
144-020	144.8	Will existing vessels who do not utilize handrails on the outer most portion of the main deck be required to add them or equivalent?	3	
144-021	144.32	what are the different requirements for watertight and weathertight integrity by route?	3	

144-022	144	Is there a standard for gaging requirements?	3	9-Mar-17
144-023	144	What are the subdivision requirements for towing vessels? What are the scantling requirements? What will be required for electrical penetrations of watertight bulkheads on existing vessels?	3	
144-024	144.305	What is the intent of 144.305? 144.305 states that each new vessel must meet the requirements of part 170, in addition to the requirements in table 144.305. However, the table refers to part 170 as well. Was the intent of 144.305 to state that new vessels are to meet parts 170 and 170 as defined by table 144.305? as written, all of part 170, subparts A-E is applicable to all new Sub M towing vessels. In addition, the table specifies that they are also to meet the 170.173(e)(2) for vessels of unusual form or service. Were these requirements intended to apply to Sub M towboats operating on inland waters only?	3	
144-025	144.140	We note Table 144.140 allows for verification of compliance with design standards by a P.E., class society, or the USCG. If requested, would the USCG accept a variety of compliance documentation from these entities (for various systems), or does one of these entities need to produce all of the documentation for any given vessel?	3	
144-026	144.200	(Scenario for a vessel whose keel was laid before July 20, 2017) It appears that compliance with Class rules is required to meet structural standards in lieu of satisfactory service history per 144.200. However, the machinery and electrical requirements do not appear to be similar. Rather, 143.205 requires machinery and electrical systems to be designed for safe operation and 143.215 allows for compliance to Class rules without requiring them. Therefore, it appears if a machinery or electrical system does not have an explicit requirement in Sub M (i.e. steering gear or propulsion shafting for existing vessels), the verifying entity would be responsible for determining the standards to be used to meet the general safety requirements per 143.205.	3	
144-027	144.135(c)	(Scenario for a vessel whose keel was laid before July 20, 2017) Table 144.135(c) states that a vessel on which a new installation that is not a "replacement in kind" will require a verification of compliance with design standards (we note existing vessels under construction will need to comply with this requirement starting July 20, 2018, per 144.105(a)). This appears to imply that existing vessels that are still under construction on July 20, 2018, will have some systems that were not required to be verified prior to installation.	3	
144-028	144	Will NVIC 10-82 "Acceptance of Plan Review and Inspection Tasks Performed by the American Bureau of Shipping (ABS) for New Construction or Major Modifications of U.S. Flag Vessels" stay in effect for class towing vessels?	3	
144-029	144	Will there be a new NVIC specifically addressing towing vessels, both class and non-class? Will we just utilize 46 CFR 144.135, 140, and 145 for all towing vessels?	3	
144-030	144	Will there be a required 10% USCG attendance for inspections and tests? Will USCG follow attendance guidelines already listed in NVIC 10-82?	3	
144-031	144	46 CFR 144.145(e) contradicts what is currently policy/procedure IAW NVIC 10-82. Will this be for non-class vessels only?	3	
144-032	144	Is the verification of compliance with design standards, as described in 46 CFR 144.145, similar to plan review and approval conducted for other inspected vessels?	3	19-Oct-16
144-033	144	What is the difference between design verification and plan review by a Professional Engineer or Authorized Classification Society under NVICs 10-82 or 10-92?	3	19-Oct-16
144-034	144	Can I still use the Coast Guard survey option if I have use a PE or Authorized Classification Society to conduct design verification?	3	23-Nov-16
144-035	144	Can I use multiple individuals or entities to provide objective evidence of compliance with applicable requirements?	3	19-Oct-16
144-036	144	I wish to have the Coast Guard conduct design verification, how do I start the process?	3	19-Oct-16
144-037	144.800	What is the rule on rails or chains on the gunwales and how narrow is too narrow?	3	
144-038		Can I replat my hull with thicker steel?	3	

144-039	144.500	Can an existing towing vessel, which has selected the TSMS option, be expected to meet new vessel standards for means of emergency escape under §§ 144.500 and 144.515?	3	17-Jan-17
144-040	144.605	144.605 reads: "Means must be provided for stopping each fan in a ventilation system serving machinery spaces and for closing, in case of fire, each doorway, ventilator, and annular space around funnels and other openings into such spaces." Question: Will dampers (either automatic or manual) over vents, openings, fans, etc. be required to secure ventilation in machinery spaces?	3	
144-041	144.135	How will OCMIs know about new construction in their zone so as they can perform oversight inspection for CG option vessels under Subchapter M (MSC question to TVNCOE)?	3	20-Mar-17
144-042	144.105	144.105 references certain sections that apply to just new construction. That site references 144.420 and 144.910. I do not see those two listed in the Sub M regulations.	3	21-Jun-17
144-043	144.160	46CFR 144.160 requires the markings on watertight doors, "WATERTIGHT DOOR – KEEP CLOSED". 46CFR 140.610 (c) (2) says closed except; when operating with a tow, if the master determines the safety of the vessel is not compromised. If we are operating on rivers where the vessel is not compromised and the watertight door is open, but the markings say 'KEEP CLOSED', is this a nonconformity?	3	
144-044	144.105	My question is in regards to 46 CFR 144.105 Applicability and delayed implementation. In this first paragraph of this cite it references specific cites that apply to new vessels, specifically, 144.420 and 144.910. However, these cites do not exist. Is this a typo or are they referring to different cites?	3	21-Jun-17
144-045	144.205	46 CFR 144.205 Structural standards for a new vessel, states new vessels must comply with the standards established by ABS as indicated in Table 144.205(a). Is there a standard for existing vessels to require qualified welders for repairs after 20 July 2017? 46 CFR 144.200, Structural standards for an existing vessel, does not clearly specify.	3	
144-046	144.515(b)	Seeking clarification on the term "heater" in 144.515(b). Does this refer to objects such as portable space heaters providing direct heat? Or does it mean literally any source of heating, including permanently installed baseboard or wall-mounted radiators/vents used to control temperature in living spaces?	3	
144-047	144.605	This section states that means must be provided for closing each doorway and other openings into machinery spaces in case of fire. Does this mean an automatic or remote-activated means, or can we simply walk up to the door or window and close it manually?	3	
144-048		What will the CG accept for structural repair requirements if an existing towing vessel was built to oversize scantlings?	3	

Inspection of Towing Vessels - Questions Received

Part 199 - Lifesaving Systems on Certain Inspected Vessels

Number	Subpart/ Cite	Question/Comment	Priority	Date Answered

Inspection of Towing Vessels - Questions Received

Subchapter C - Uninspected Towing Vessels

Number	Subpart/ Cite	Question/Comment	Priority	Date Answered