GCMA REPORT #R-234, Revision 1
Date: June 8, 2006

TOWING VESSEL REGULATION LOGBOOKS

BACKGROUND

Coast Guard regulations do not specify the type of logbook an "uninspected" towing vessel must keep. There is no "approved" Coast Guard form or format. Selecting a logbook is generally left up to the boat owner or, for vessels on a long-term charter, to the charterer.

Towing vessels on an international voyage are required to keep a publication called an Official Logbook. This book is furnished free of charge by the Coast Guard (CG-Form 706B Revised April 2003). The master must surrender the Official Logbook to the Officer-in-Charge, Marine Inspection (OCMI) at the end of each international voyage.

In light of the new towing vessel officer licensing and manning regulations, we suggest that each mariner maintain his/her own personal records as these will be required for license renewal.

One of the favorite types of logbooks used on towing vessels in the past was a "Diary." This is a hard-bound book of lined, blank pages with only the date printed at the top of the page. Although a diary may still be used, Coast Guard regulations now require that certain specific information be recorded in the vessel's logbook. Although you can record this information in a diary, it may be hard to recall exactly what information you are expected to record.

It is also possible and may even be company policy to fill out daily logs on a computer if one is provided. Nevertheless, Coast Guard regulations still require you to record and maintain certain specific information, generally for customer billing requirements. No matter whether you use a computer or a logbook furnished by your employer, as a licensed officer be sure that you record all the information required by current Coast Guard regulations.

RECORDING HOURS OF WORK

Oddly enough, there is no current Coast Guard requirement for a towing vessel officer to record the number of hours he/she has been on duty even though statutes and regulations clearly limit the number of hours to 12 in any 24-hour period. However, in the Coast Guard and Maritime Transportation Act of 2004, Congress specifically included a requirement for recording and recordkeeping of hours of service. Consequently, recording your duty hours and those of crew members is clearly optional. [Refer to GCMA Report #R-370 (series) available on the internet for cases involving violation of the "12-Hour Rules" on towing vessels.]

Most lower-level licensed and unlicensed mariners serving on towing vessels are "employees at will" and are subject to termination for any reason at any time. Do not expect your employer to protect you if your logbook shows that you broke the law by working more than 12 hours in any 24-hour period. There are exceptions such as a valid emergency that could not have been predicted or a drill that required your participation. [Refer to GCMA Report #R-258, Revision 2 Watchkeeping and Work Hour Limitations on Offshore Supply Vessels and Crewboats Utilizing a Two-Watch System.]

REGULATORY CHANGES

Changes in logbook requirements date back to 1996 and more recently to 1999. In addition, the Cooperative Towing Vessel Examination Program (CTVEP) that is used in some Coast Guard districts focused the Coast Guard's attention on a number of statutes and regulations that towing vessel operators may not be aware of as explained in the following pages.

TOWING VESSEL REGULATION LOGBOOK

This logbook was designed by two towing vessel officers, Capt. John R. Sutton, a Western Rivers towboat Master and Past President of the American Inland Mariners Association (AIM) and Capt. Raymond G. Robbins owner of a coastal towing company. The logbook is copyrighted by Marine Education Textbooks, 124 North Van Avenue, Houma, LA 70363 and is available from them at (985) 879-3866 or from any nautical chart dealer.

The introductory pages and one sample page (that we include in this report) explain the regulations and give all required (and optional) logbook entries. The reverse side of the sample page reflects the manner in which certain IMO logbooks such as oil record books and cargo record books are maintained on "inspected" vessels that the Coast Guard requires or provides for these vessels.

GCMA PROJECT TO STANDARDIZE LOGBOOKS FOR USE ABOARD TOWING VESSELS

One of our Association's first and most important projects is to improve logbooks so that they may better protect our mariners. To follow our progress on this project, on your computer go to http://dms.dot.gov. Then perform a "simple search" using this number: 12581. This will take you to Docket #USCG-2002-12581 where you can bring up the "PDF" file of a number of documents dealing with this subject.
BACKGROUND

Towing vessels of any tonnage operating on inland waters and towing vessels of up to 200 gross register tons operating offshore are classified as "uninspected" vessels. As such, they are not subject to a regularly scheduled Coast Guard "inspection." However, like any vessel, they are subject to random "boardings" and "examinations" by the Coast Guard to see whether they comply with U.S. laws and regulations. These boardings can be a source of great concern if you do not know which laws and regulations you are expected to obey. One of the problems facing many licensed towing vessel officers is that they were never instructed and tested on the laws and regulations that govern the industry. Most of this type of information is passed along by "word of mouth"; much of it is sketchy, inaccurate, or out of date.

The reasons why tugs and towboats remain as "uninspected" vessels is a long story and an interesting story reaching back to 1936 and beyond. "Uninspected," however, does not mean that these vessels are totally unregulated. What it does mean is that they are not governed by a comprehensive body of inspection regulations such as those that govern small passenger vessels (i.e., 46 CFR Subchapter T) or offshore supply vessels (i.e., 46 CFR Subchapter L). [Available as MET Document# R-231.]

THE PURPOSE OF THIS LOGBOOK

This logbook fulfills the requirements of several specific rulemaking projects that require events to be logged including:

- Accident reporting.

A 1996 rulemaking established specific requirements for towing vessel operators to perform checks and make entries in a logbook or other record. This rulemaking resulted from the 1993 Sunset Limited accident at Bayou Canot, Alabama, where barges being pushed ahead struck a railroad bridge causing a passenger train derailment with the loss of 45 lives.

A 2003 rulemaking requires new fire safety detection and communications equipment, fire instruction, drills, and safety orientations for crewmembers. It also requires formal “voyage planning” for most towing vessels operating in coastal waters. This rulemaking was a direct result of the 1996 SCANDIA-NORTH CAPE accident where the single-screw tug SCANDIA caught fire while towing the barge NORTH CAPE. The barge grounded spilling 828,000 gallons of home heating oil in ecologically sensitive areas along the Rhode Island coast.

One of the confusing points of the 1996 safety equipment regulations in 33 CFR Part 164 is that it never clearly stated how often the checks in its checklist should be repeated. As a result, some companies require the checks to be made each watch – up to four checks per day. However, in the regulation's preamble, the Coast Guard appears to consider once every one to two weeks to be a sufficient interval in which to perform the checks. One Coast Guard District, however calls for a check every time the vessel sails on a voyage. Other interpretations call for checks to be performed only if a voyage extends more than 24 hours. In light of this uncertainty, we asked the Coast Guard for clarification that we never received.

Subject to your employer’s interpretation, we prepared the log pages on the basis of one required check being performed every 24 hours or one per voyage (i.e., leaving it as your choice).

Quoting part of the 1996 regulation's preamble: "The Coast Guard considers it appropriate for companies to determine the method of record keeping that meets the requirement of this rule and their own needs and suits the capability of the operators and Masters they employ...and has not dictated the format of the entry and will allow companies to continue to use the established procedures...but must record at least the tests and inspections required by this rule." [Refer to 61 FR 35170, July 3, 1996. Vocabulary: Preamble = A preliminary description of a new regulation that explains its background, purpose and relationship to other laws and regulations.]

Although the Coast Guard allows a logbook to take any form such as a simple diary or notebook, a book like this one, or even a computer printout, it now must contain certain required entries. Since logbooks are expendable items, we tried to keep entries to a minimum yet allow you …

- To keep a record of each item that is required to be logged.
- To use it as your vessel's only logbook if you so desire.
- To remind licensed personnel of regulatory requirements.
- Complete logbook entries may help you to comply with new Towing Vessel Officer Licensing Regulations effective on May 21, 2001.

Towing vessels on International Voyages. A towing vessel engaged on an international voyage must obtain and use an Official Logbook. However, we also suggest that you maintain a Towing Vessel Regulation Logbook for your own records because the Official Logbook, CG-706B Revised April 2003, must be turned in to the Officer in Charge, Marine Inspection at the end of the voyage. [Available as MET Stock #BK-484]

These 1996 regulations are contained in Title 33 of the Code of Federal Regulations, Part 164 (33 CFR 164) and have been updated where necessary. Excerpts of these rules follow.

THE NAVIGATION SAFETY EQUIPMENT REGULATIONS

[MET Editorial note: Your logbook entries are governed by the requirements of these and other pertinent regulations.]

33 CFR Section 164.01 - Applicability.
(b) Sections 164.70 through 164.82 of this part apply to each towing vessel of 12 meters (39.4 feet) or more in length operating in the navigable waters of the United States other than the St. Lawrence Seaway; except that a towing vessel is exempt from the requirements of Section 164.72 if it is-

(b)(1) Used solely within a limited geographic area, such as a fleeting-area for barges or a commercial facility, and used solely for restricted service, such as making up or breaking up larger tows;
Equipment installed on ships of 300 Tons Gross Tonnage or more than three nautical miles from shore on the Great Lakes, the radar must meet

33 CFR Section 164.72 - Navigational-safety equipment, charts or maps, and publications required on towing vessels.

(a) Except as provided by Section 164.01(b), each towing vessel must be equipped with the following navigational-safety equipment:

(a)(1) Marine Radar. By August 2, 1997, a marine radar that meets the following applicable requirements:

(i) For a vessel of less than 300 tons gross tonnage that engages in towing on navigable waters of the U.S., including Western Rivers, the radar must meet-

(A) The requirements of the Federal Communications Commission (FCC) specified by 47 CFR part 80; and

(B) RTCM Standard for Marine Radar Equipment Installed on Ships of Less Than 300 Tons Gross Tonnage, RTCM Paper 71-95/SC112-STD, Version 1.1, display Category II and stabilization Category Bravo.

(ii) For a vessel of less than 300 tons gross tonnage that engages in towing seaward of navigable waters of the U.S. or more than three nautical miles from shore on the Great Lakes, the radar must meet-

(A) The requirements of the FCC specified by 47 CFR part 80; and


(iii) For a vessel of 300 tons gross tonnage or more that engages in towing on navigable waters of the U.S., including Western rivers, the radar must meet-

(A) The requirements of the Federal Communications Commission (FCC) specified by 47 CFR Part 80; and

(B) RTCM Recommended Standards for Marine Radar Equipment Installed on Ships of 300 Tons Gross Tonnage and Upwards, RTCM Paper 191-93/SC112-X, Version 1.2 except the requirements for azimuth stabilization in paragraph 3.10.

(iv) For a vessel of 300 tons gross tonnage or more that engages in towing seaward of navigable waters of the U.S. or more than three nautical miles from shore on the Great Lakes, the radar must meet-

(A) The requirements of the FCC specified by 47 CFR Part 80; and


(v) A towing vessel with an existing radar must meet the applicable requirements of paragraphs (a)(1)(i) through (iv) of this section by August 2, 1998: except that a towing vessel with an existing radar must meet the display and stabilization requirements of paragraph (a)(1)(ii)(B) of this section by August 2, 2001.

(a)(2) Searchlight. A searchlight, directable from the vessel's main steering station and capable of illuminating objects at a distance of at least two times the length of the tow.

(a)(3) VHF-FM Radio. An installation or multiple installations of VHF-FM radios as prescribed by part 26 of this chapter and 47 CFR part 80, to maintain a continuous listening watch on the designated calling channel, VHF-FM Channel 13 (except on portions of the Lower Mississippi River, where VHF-FM Channel 67 is the designated calling channel), and to separately monitor the International Distress and Calling Channel, VHF-FM Channel 16, except when transmitting or receiving traffic on other VHF-FM channels or when participating on a Vessel Traffic Service (VTS) or monitoring a channel of a VTS. (Each U.S. towing vessel of 26 feet (about 8 meters) or more in length, except a public vessel, must hold a ship-radio-station license for radio transmitters (including radar and EPIRBs), and each operator must hold a restricted operator's license or higher. To get an application for either license, call (800) 418-FORM or (202) 418-FORM, or write to the FCC; Wireless Bureau, Licensing Division; 1270 Fairfield Road; Gettysburg, PA 17325-7245.)

(a)(4) Magnetic Compass. Either-

(i) An illuminated swing-meter or an illuminated card-type magnetic steering compass readable from the vessel's main steering station, if the vessel engages in towing exclusively on Western Rivers; or

(ii) An illuminated card-type magnetic steering compass readable from the vessel's main steering station.

(a)(5) Echo Depth-Sounding Device. By August 2, 2001, an echo depth-sounding device readable from the vessel's main steering station, unless the vessel engages in towing exclusively on Western Rivers.

(a)(6) Electronic Position-Fixing Device. An electronic position-fixing device, either a LORAN-C receiver or a satellite navigational system such as the Global Positioning System (GPS) as required by Section 164.41, if the vessel engages in towing seaward of navigable waters of the U.S. or more than three nautical miles from shore on the Great Lakes.

(b) Each towing vessel must carry on board and maintain the following:

(b)(1) Charts or maps. Marine charts or maps of the areas to be transited, published by the National Ocean Service (NOS), the ACOE, or a river authority that satisfy the following requirements:

(i) The charts or maps must be of a large enough scale and have enough detail to make safe navigation of the areas possible.

(ii) The charts or maps must be either-

(A) Current editions or currently corrected editions, if the
vessel engages in towing exclusively on navigable waters of the U.S., including Western Rivers, or
(B) Currently corrected editions, if the vessel engages in towing seaward of navigable waters of the U.S. or more than three nautical miles from shore on the Great Lakes.
(iii) The charts or maps may be, instead of charts or maps required by paragraphs (b)(1)(i) and (ii) of this section, currently corrected marine charts or maps, or applicable extracts, published by a foreign government. These charts or maps, or applicable extracts, must contain information similar to that on the charts or maps required by paragraphs (b)(1)(i) and (ii) of this section, be of large enough scale, and have enough detail to make safe navigation of the areas possible, and must be currently corrected.

(b)(3) General publications. A currently corrected edition of, or an applicable currently corrected extract from, each of the following publications for the area to be transited:

(i) If the vessel is engaged in **towing exclusively on Western Rivers**-
   (A) U.S. Coast Guard Light List;
   (B) Applicable Notices to Navigation published by the ACOE, or Local Notices to Mariners (LNMs) published by the Coast Guard, for the area to be transited, when available; and
   (C) River-current tables published by the ACOE or a river authority, if available.

(ii) If the vessel is engaged **other than** in towing exclusively on Western Rivers-
   (A) Coast Guard Light List;
   (B) Notices to Mariners published by the National Imagery and Mapping Agency, or LNMs published by the Coast Guard;
   (C) Tidal-current tables published by private entities using data provided by the NOS, or river-current tables published by the ACOE or a river authority;
   (D) Tide tables published by private entities using data provided by the NOS; and
   (E) U.S. Coast Pilot.

[33 CFR 164.03) or Cordage Institute CIA 3, Standard test methods;]

33 CFR Section 164.74 - Towline and terminal gear for towing astern.
(a) Towline. The owner, master, or operator of each vessel towing astern shall ensure that the strength of each towline is adequate for its intended service, considering at least the following factors:

(a)(1) The size and material of each towline must be-
   (i) Appropriate for the horsepower or bollard pull of the vessel;
   (ii) Appropriate for the static loads and dynamic loads expected during the intended service;
   (iii) Appropriate for the sea conditions expected during the intended service;
   (iv) Appropriate for exposure to the marine environment and to any chemicals used or carried on board the vessel;
   (v) Appropriate for the temperatures of normal stowage on board the vessel;
   (vi) Compatible with associated navigational-safety equipment; and
   (vii) Appropriate for the likelihood of mechanical damage.

(a)(2) Each towline as rigged must be-
   (i) Free of knots;
   (ii) Spliced with a thimble, or have a poured socket at its end; and
   (iii) Free of wire clips except for temporary repair, for which the towline must have a thimble and either five wire clips as the manufacturer for the normal diameter and construction of the towline, whichever is more.

(a)(3) The condition of each towline must be monitored through the-

[MET Editorial Note: Maintain this information on the Initial Towing Hawser Report sheet in this logbook.]

(i) Keeping on board the towing vessel or in company files of a record of the towline’s initial minimum breaking strength as determined by the manufacturer, by a classification (“class”) society authorized in Section 157.04 of this chapter, or by a tensile test that meets API specification 9A, Specification for Wire Rope, Section 3; ASTM D 4268 (incorporated by reference, see Section 164.03), Standard Test Method for Testing Fiber rope including Standard Terminations;

(ii) If the towline is purchased from another owner, master, or operator of a vessel with the intent to use it as a towline or of it is retested for any reason, keeping on board the towing vessel or in company files of a record of each retest of the towline’s minimum breaking strength as determined by a class society authorized in Section 157.04 of this chapter or by a tensile test that meets API Specification 9A, Section 3; ASTM D 4268 (incorporated by reference, see Section 164.03) or Cordage Institute CIA 3, Standard test methods;

(iii) Conducting visual inspections of the towline in accordance with the manufacturer’s recommendations, or at least monthly, and whenever the serviceability of the towline is in doubt (the inspections being conducted by the owner, master, or operator, or by a person on whom the owner, master, or operator confers the responsibility to take corrective measures appropriate for the use of the towline);

(iv) Evaluating the serviceability of the whole towline or any part of the towline, and removing the whole or part from service either as recommended by the manufacturer or a class society authorized in Section 157.04 of this chapter or in accordance with a replacement schedule developed by the owner, master, or operator that accounts for at least the-
   (A) Nautical miles on, or time in service of, the towline;
   (B) Operating conditions experienced by the towline;
   (C) History of loading of the towline;
   (D) Surface condition, including corrosion and discoloration, of the towline;
   (E) Amount of visible damage to the towline;
   (F) Amount of material deterioration indicated by measurements of diameter and, if applicable, measurements of lay extension in the towline; and
   (G) Point at which a tensile test proves the minimum breaking strength of the towline inadequate by the standards of paragraph (a)(1) of this section, if necessary; and
(v) Keeping on board the towing vessel or in company files of a record of the material condition of the towline when inspected under paragraphs (a)(3)(iii) and (iv) of this section. Once this record lapses for three months or more, except when a vessel is laid up or out of service or has not deployed its towline, the owner, master, or operator shall retest the towline or remove it from service.

(b) Terminal Gear. The owner, master, or operator of each vessel towing astern shall ensure that the gear used to control, protect, and connect each towline meets the following criteria:

(b)(1) The material and size of the terminal gear are appropriate for the strength and anticipated loading of the towline and for the environment;

(b)(2) Each connection is secured by at least one bolt with at least one cotter pin or other means of preventing its failure;

(b)(3) The lead of the towline is appropriate to prevent sharp bends in the towline from fairlead blocks, chocks, or tackle;

(b)(4) There is provided a method, whether mechanical or non-mechanical, that does not endanger operating personnel but that easily releases the towline;

(b)(5) The towline is protected from abrasion or chafing gear, lagging, or other means;

(b)(6) Except on board a vessel towing in ice on Western Rivers or one using a towline of synthetic or natural fiber, there is fitted a winch that evenly spools and tightly winds the towline; and

(b)(7) If a winch is fitted, there is attached to the main drum a brake that has holding power appropriate for the horsepower or bollard pull of the vessel and can be operated without power to the winch.


33 CFR Section 164.76 Towline and Terminal gear for towing alongside and pushing ahead. The owner, master, or operator of each vessel towing alongside or pushing ahead shall ensure that the face wires, spring lines, and push gear used-

(a) Are appropriate for the vessels horsepower;

(b) Are appropriate for the arrangement of the tow;

(c) Are frequently inspected; and

(d) Remain serviceable.

[61 FR 35064, July 3, 1996.]

33 CFR Section 164.78 - Navigation under way: Towing Vessels.

(a) The owner, Master, or Operator of each vessel towing shall ensure that each person directing and controlling the movement of the vessel-

(a)(1) Understands the arrangement of the tow and the effects of maneuvering on the vessel towing and on the vessel, barge, or object being towed;

(a)(2) Can fix the position of the vessel using installed navigational equipment, aids to navigation, geographic reference-points, and hydrographic contours;

(a)(3) Does not fix the position of the vessel using buoys alone. (Buoys are aids to navigation placed in approximate positions either to alert mariners to hazards to navigation or to indicate the orientation of a channel. They may not maintain exact charted positions, because strong or varying currents, heavy seas, ice, and collisions with vessels can move or sink them or set them adrift. Although they may corroborate a position fixed by other means, they cannot fix a position; however, if no other aids are available, buoys alone may establish an estimated position);

(a)(4) Evaluates the danger of each closing visual or radar contact;

(a)(5) Knows and applies the variation and deviation, where a magnetic compass is fitted and where charts or maps have enough detail to enable this type of correction;

(a)(6) Knows the speed and direction of the current, set, drift, and tidal state for the area to be transited;

(a)(7) Proceeds at a safe speed taking into account the weather, visibility, density of traffic, draft of tow, possibility of wake damage, speed and direction of the current, and local speed-limits; and

(a)(8) Monitors the voyage plan required by section 164.80. [MET Editorial Comment: We suggest that each watchstander make logbook entries based on Section 164.78 to show that the vessel was navigated prudently.]

(b) The owner, Master, or Operator of each vessel towing shall ensure that the tests and inspections required by Section 164.80 are conducted and that the results are entered in the log or other record carried on board.

[61 FR 35064, July 3, 1996; 68 FR 22604, Apr. 29, 2003.]

33 CFR Section 164.80 - Tests, Inspections, and Voyage Planning. The owner, Master, or Operator of each towing vessel of less than 1,600 GT shall ensure that the following tests and inspections of gear occur before the vessel embarks on a voyage of more than 24 hours or when each new Master or Operator assumes command:

(a)(1) Steering-systems. A test of the steering-gear-control system; a test of the main steering gear from the alternative power supply, if installed; a verification of the rudder-angle indicator relative to the actual position of the rudder; and a visual inspection of the steering gear and its linkage. [MET Editorial Comment: Use Section B of the Daily Check List.]

(a)(2) Navigational equipment. A test of all installed navigational equipment. [MET Editorial Comment: Use Section C of the Daily Check List.]

(a)(3) Communications. Operation of all internal vessel control communications and vessel-control alarms, if installed. [MET Editorial Comment: Use Section C of the Daily Check List.]

Page revised June 2006.
(a)(4) **Lights.** Operation of all navigational lights and all searchlights.  [MET Editorial Comment: Use Section C of the Daily Check List.]

(a)(5) **Terminal gear.** Visual inspection of tackle; of connections of bridle and towing pendant, if applicable; of chafing gear; and of the winch brake, if installed.  [MET Editorial Comment: Use Section E of the Daily Check List.]

(a)(6) **Propulsion systems.** Visual inspection of the spaces for main propulsion machinery, of machinery, and of devices for monitoring machinery.  [MET Editorial Comment: Use Section G of the daily Check List.]

(b) The Owner, Master, or operator of each towing vessel of 1,600 GT or more shall ensure that the following tests of equipment occur at the frequency required by Section 164.25 and that the following inspections of gear occur before the vessel embarks on a voyage of more than 24 hours or when each new Master or Operator assumes command:

(b)(1) **Navigational Equipment.** Tests of onboard equipment as required by Section 164.25.

(b)(2) **Terminal Gear.** Visual inspection of tackle; of connections of bridle and towing pendant, if applicable; of chafing gear; and of the winch brake, if installed.

[MET Editorial Comment: The requirement for voyage planning for certain towing vessels (below) is a recent addition to the regulations – one that results from several high profile accidents.]  

(c) Towing vessels described in paragraphs (b)(1) through (4) of Section 164.01 are exempt from the voyage-planning requirements outlined in this section. If any part of a towing vessel’s intended voyage is seaward of the baseline (i.e., the shoreward boundary) of the territorial sea of the U.S., then the Owner, Master, or Operator of the vessel, employed to tow a barge or barges, must ensure that the voyage with the barge or barges is planned, taking into account all pertinent information before the vessel embarks on the voyage. The Master must check the planned route for proximity to hazards before the voyage begins. During a voyage, if a decision is made to deviate substantially from the planned route, then the Master or Mate must plan the new route before departing from planned route. The voyage plan must follow company policy and consider the following:

(c)(1) Applicable information from nautical charts and publications (also see paragraph (b) of Section 164.72), including Coast Pilot, Coast Guard Light List, and Coast Guard Local Notice to Mariners for the port of departure, all ports of call, and the destination;

(c)(2) Current and forecast weather, including visibility, wind, and sea state for the port of the port of departure, all ports of call, and the destination (also see paragraphs (a)(7) of Section 164.78 and (b) of Section 164.82);

(c)(3) Data on tides and currents for the port of departure, all ports of call, and the destination, and the river stages and forecast, if appropriate;

(c)(4) Forward and after drafts of the barge or barges and under-keel and vertical clearances (air-gaps) for all bridges, ports, and berthing areas;

(c)(5) Pre-departure checklists;

(c)(6) Calculated speed and estimated time of arrival at proposed waypoints;

(c)(7) Communication contacts at any Vessel Traffic Services, bridges, and facilities, and any port-specific requirements for VHF radio;

(c)(8) Any Master’s or Operator’s standing orders detailing closest points of approach, special conditions, and critical maneuvers; and

(c)(9) Whether the towing vessel has sufficient power to control the tow under all foreseeable circumstances.  

[61 FR 35064, July 3, 1996; 68 FR 22604, Apr. 29, 2003.]

33 CFR Section 164.82 - Maintenance, Failure, and Reporting.

(a) **Maintenance.** The owner, Master, or Operator of each towing vessel shall maintain operative \(^1\) the navigational-safety equipment required by Section 164.72.  \[^{1}\] **Vocabulary: Operative = in good working order.**

(b) **Failure.** If any of the navigational-safety equipment required by Section 164.72 fails during a voyage, the Owner, Master, or Operator of the towing vessel shall exercise due diligence to repair it at the earliest practicable time. He or she shall enter its failure in the log or other record carried on board. The failure of equipment, in itself, does not constitute a violation of this rule; nor does it constitute unseaworthiness; nor does it obligate an owner, Master, or Operator to moor or anchor the vessel. However, the owner, Master, or Operator shall consider the state of the equipment – along with such factors as weather, visibility, traffic, and the dictates of good seamanship – in deciding whether it is safe for the vessel to proceed.

(c) **Reporting.** The owner, Master, or Operator of each towing vessel whose equipment is inoperative or otherwise impaired while the vessel is operating within a Vessel Traffic Service (VTS) Area shall report the fact as required by 33 CFR 161.124. 33 CFR 161.124 requires that each user of a VTS report to the Vessel Traffic Center as soon as practicable:

(c)(1) Any absence or malfunction of vessel-operating equipment for navigational safety, such as propulsion machinery, steering gear, radar, gyrocompass, echo depth-sounding or other sounding device, automatic dependent surveillance equipment\(^1\), or navigational lighting; \[^{1}\] **MET Editorial Comment: ADS equipment is now known as automatic information systems or AIS.**

(c)(2) Any condition on board the vessel likely to impair navigation, such as shortage of personnel or lack of current nautical charts or maps, or publications; and

(c)(3) Any characteristics of the vessel that affect or restrict the maneuverability of the vessel, such as arrangement of cargo,
(d) Deviation and authorization. The owner, Master, or Operator of each towing vessel unable to repair within 96 hours an inoperative marine radar required by Section 164.72(a) shall so notify the Captain of the Port (COTP) and shall seek from the COTP both a deviation from the requirements of this section and an authorization for continued operation in the area to be transited. Failure of redundant navigational-safety equipment, including but not limited to failure of one of two installed radars, where each satisfies Section 164.72(a), does not necessitate either a deviation or an authorization.

(d)(1) The initial notice and request for a deviation and an authorization may be spoken, but the request must also be written. The written request must explain why immediate repair is impracticable, and state when and by whom the repair will be made.

(d)(2) The COTP, upon receiving even a spoken request, may grant a deviation and an authorization from any of the provisions of Sections 164.70 through 164.82 for a specified time if he or she decides that they would not impair the safe navigation of the vessel under anticipated conditions. [61 FR 35064, July 3, 1996.]

REPORTING ACCIDENTS AND INJURIES

[MET Editorial note: Your logbook entries are governed by the requirements of these and other pertinent regulations.]

46 CFR Section 4.05-1 Notice of Marine Casualty.
(a) Immediately after the addressing of resultant safety concerns, the owner, agent, master, operator, or person in charge, shall notify the nearest Marine Safety Office, Marine Inspection Office or Coast Guard Group Office whenever a vessel is involved in a marine casualty consisting in:

(a)(1) An unintended grounding, or an unintended strike of (allision with) a bridge;

(a)(2) An intended grounding, or an intended strike of a bridge, that creates a hazard to navigation, the environment, or the safety of a vessel, or that meets any criterion of paragraphs (a)(3) through (7);

(a)(3) A loss of main propulsion, primary steering, or any associated component or control system that reduces the maneuverability of the vessel;

(a)(4) An occurrence materially and adversely affecting the vessel’s seaworthiness or fitness for service or route, including but not limited to fire, flooding, or failure of or damage to fixed fire-extinguishing systems, lifesaving equipment, auxiliary power-generating equipment, or bilge-pumping systems;

(a)(5) A loss of life;

(a)(6) An injury that requires professional medical treatment (treatment beyond first aid) and, if the person is engaged or employed on a board a vessel in commercial service, that renders the individual unfit to perform his or her duties; or

(a)(7) An occurrence causing property-damage in excess of $25,000, this damage including the cost of labor and material to restore the property to its condition before the occurrence, but not including the cost of salvage, cleaning, gas-freeing, drydocking, or demurrage.

(b) Notice given as required by 33 CFR 160.215 satisfies the requirement of this section if the marine casualty involves a hazardous condition as defined by 33 CFR 160.203. [CGD 94-030, 59 FR 39471, Aug. 3, 1994.]

46 CFR Section 4.05-5 Substance of Marine Casualty Notice.
The notice required in section 4.05-1 must include the name and official number of the vessel involved, the name of the vessel’s owner or agent, the nature and circumstances of the casualty, the locality in which it occurred, the nature and extent of injury to persons, and the damage of the property. [CGD 76-170, 45 FR 77441, Nov. 24, 1980.]

46 CFR Section 4.05-10 Written Report of Marine Casualty.
(a) The Owner, Agent, Master, Operator or person in charge shall, within five days, file a written report of any marine casualty required to be reported under section 4.05-1. This written report must be delivered to a Cost Guard Marine Safety Office or Inspection Office. It must be provided on Form CG-2692 (Report of Marine accident, injury or death), supplemented as necessary by appended Forms CG-2692-A (Barge Addendum) and CG-2692-B (Report of Required Chemical Drug and Alcohol Testing Following a Serious Marine Incident).

(b) If filed without delay after the occurrence of the marine casualty, the report required by paragraph (a) of this section suffices as the notice required by Section 4.05-1(a).

46 CFR Section 4.05-12 Alcohol or Drug use by individuals directly involved in casualties.
(a) For each marine casualty required to be reported by section 4.05-10, the marine employer shall determine whether there is any evidence of alcohol or drug use by individuals directly involved in the casualty.

(b) The marine employer shall include in the written report, Form CG2692, submitted for the casualty information which:

(b)(1) Identifies those individuals for whom evidence of drug or alcohol use, or evidence of intoxication, has been obtained; and,

(b)(2) Specifies the method used to obtain such evidence, such as personal observation of the individual, or by chemical testing of the individual.

(c) An entry shall be made in the official logbook, if carried, pertaining to those individuals for whom evidence of intoxication is obtained. The individual must be informed of
this entry and the entry must be witnessed by a second person.

(d) If an individual directly involved in a casualty refuses to submit, or cooperate in, the administration of a timely chemical test, when directed by a law enforcement officer or by the marine employer, this fact shall be noted in the official log book, if carried, and in the written report (Form CG-2692), and shall be admissible as evidence in any administrative proceeding. [MET Editorial Comment: Refusal to submit to a drug or alcohol test usually leads to suspension or revocation of a license or MMD. Request reports #R-315 (drugs) or #R-380 (alcohol) for further information.]

FIRE PROTECTION REGULATIONS
FOR TOWING VESSELS

[MET Editorial note: Your logbook entries are governed by the requirements of these and other pertinent regulations.]

46 CFR Section 27.100 What Towing Vessels Does This Part Affect?
(a) You must comply with this part if your towing vessel operates on the navigable waters of the United States, unless your towing vessel is one exempt under paragraph (b) of this section.

(b) This part does not apply to you if your towing vessel is-

(b)(1) Used solely within a limited geographic area, such as a fleeting-area for barges or a commercial facility, or used solely for restricted service, such as making up or breaking up larger tows;

(b)(2) Used solely for harbor-assist;

(b)(3) Used solely for assistance towing as defined by 46 CFR 10.103;

(b)(4) Used solely for response to emergency or pollution;

(b)(5) A public vessel that is both owned, or demise chartered, and operated by the United States Government or by a government of a foreign country; and that is not engaged in commercial service; or

(b)(6) A foreign vessel engaged in innocent passage;

(b)(7) Pushing a barge ahead, or towing a barge alongside, when the barge’s coastwise or Great Lakes route is restricted (as indicated on its Certificate of Inspection), so the barge may operate “in fair weather only, within 20 miles of shore,” or with words to that effect; or

(b)(8) Exempted by the Captain of the Port (COTP).

c) If you think your towing vessel should be exempt from the paragraph (b) requirements for a specified route, you should submit a written request to the appropriate COTP. The COTP will provide you with a written response granting or denying your request. The COTP will consider the extent to which unsafe conditions would result if your towing vessel lost propulsion because of a fire in the engine room.

(d) You must test and maintain all of the equipment required by this part in accordance with the attached nameplate or manufacturer’s approved design manual. [64 FR 56257, Oct. 19, 1999; 68 FR 22604, Apr. 29, 2003.]

46 CFR Section 27.101 Definitions.

As used in this part Accommodations includes any:
(1) Messroom.
(2) Lounge.
(3) Sitting area.
(4) Recreation room.
(5) Quarters.
(6) Toilet space.
(7) Shower room.
(8) Galley.
(9) Berthing facility.
(10) Clothing-changing room.

Engine room means the enclosed area where any main-propulsion engine is located. It comprises all deck levels within that area.

Fixed fire-extinguishing system means a carbon-dioxide system that satisfies 46 CFR subpart 76.15 and is approved by the Commandant; a manually-operated clean-agent system that satisfies the National Fire Protection Association (NFPA) Standard 2001 (incorporated by reference in §27.102) and is approved by the Commandant; or a manually-operated water-mist system that satisfies NFPA Standard 750 (incorporated by reference in §27.102) and is approved by the Commandant.

Fleeting-Area means a separate location where barges are moored or assembled to make a tow. The barges are not in transport, but are temporarily marshaled, waiting for pickup by different vessels that will transport them to various destinations. A fleeting-area is a limited geographic area.

Harbor-assist means docking and undocking ships.

Limited Geographic area means a local area of operation, usually within a single harbor or port. The local Captain of the Port (COPT) determines the definition of local geographic area for each zone.

Operating Station means the principal steering station on the vessel from which the vessel is normally navigated.

Towing Vessel means a commercial vessel engaged in, or intending to engage in, pulling, pushing, or hauling alongside, or any combination of pulling, pushing, or hauling alongside.

Towing Vessel in Inland Service means a towing vessel that is not in ocean or coastal service.

Towing vessel in Ocean or Coastal Service means a towing vessel that operates beyond the baseline of the U.S. territorial sea.

We means the United States Coast Guard.

Work space means any area on the vessel where the crew...
could be present while on duty and performing their assigned tasks.

You means the owner of a towing vessel, unless otherwise specified.
[64 FR 56257, Oct. 19, 1999; 68 FR 22604, Apr. 29, 2003.]

46 CFR Section 27.102 Incorporation by reference.
[Comment: Text omitted. This section lists the publications available to the public that are cited in the regulations in 46 CFR Part 27. All are available from MET.]

46 CFR Section 27.201 What Are The Requirements For General Alarms on Towing Vessels?
(a) You must ensure that your vessel is fitted with a general alarm that:
   (a)(1) Has a contact-maker at the operating station that can notify persons on board in the event of an emergency.
   (a)(2) Is capable of notifying persons in any accommodations, work space, and the engine room.
   (a)(3) Has installed, in the engine room and any other area where background noise makes a general alarm hard to hear, a supplemental flashing red light that is identified with a sign that reads: “Attention. General Alarm – When Alarm Sounds or Flashes Go To Your Station.”
   (a)(4) Is tested at least once a week.

(b) You or the operator may use a public-address (PA) system or other means of alerting all persons on your towing vessel instead of a general alarm, if the system-
   (b)(1) Is capable of notifying persons in any accommodation, work space, and the engine room;
   (b)(2) Is tested at least once a week;
   (b)(3) Can be activated from the operating station; and
   (b)(4) Complies with paragraph (a)(3) of this section.
[68 FR 22604, Apr. 29, 2003.]

46 CFR Section 27.203 What Are The Requirements For Fire Detection On Towing Vessels?
You must have a fire-detection system installed on your vessel to detect engine-room fires. Any owner of a vessel whose construction was contracted for before January 18, 2000, may use an existing engine-room-monitoring system (with fire-detection capability) instead of a fire-detection system, if the monitoring system is operable and complies with this section. You must ensure that-

(a) Each detector, each control panel, and each fire alarm are approved under 46 CFR subpart 161.002 or listed by an independent testing laboratory; except that, if you use an existing engine-room-monitoring system (with fire-detection capability), each detector must be listed by an independent testing laboratory;
(b) The system is installed, tested, and maintained in line with the manufacturer’s design manual;
(c) The system is arranged and installed so a fire in the engine room automatically sets off alarms on a control panel at the operating station;
(d) The control panel includes-
   (d)(1) A power-available light;
   (d)(2) Both an audible alarm to notify crew at the operating station of fire and visible alarms to identify the zone or zones of origin of the fire;
   (d)(3) A means to silence the audible alarm while maintaining indication by the visible alarms;
   (d)(4) A circuit-fault detector test-switch; and
   (d)(5) Labels for all switches and indicator lights, identifying their functions;
   (e) The system draws power from two sources, switch over from the primary source to the secondary source being either manual or automatic;
   (f) The system serves no other purpose, unless it is an engine-room-monitoring system (with fire-detection capability) installed on a vessel whose construction was contracted before January 18, 2000; and
   (g) The system is certified by a Registered Professional Engineer, or by a recognized classification society (under 46 CFR part 8), to comply with paragraphs (a) through (f) of this section.
[68 FR 22604, Apr. 29, 2003.]

46 CFR Section 27.205 What Are The Requirements For Internal Communications Systems On Towing Vessels?
(a) You must ensure that your vessel is fitted with a communication system between the engine room and the operating station that-
   (a)(1) Consists of either fixed or portable equipment, such as sound-powered telephone, portable radios, or other reliable method of voice communication, with a main or reserve power supply that is independent of the electrical system on your towing vessel; and
   (a)(2) Provides two-way voice communication and calling between the operating station and either-
      (i) The engine room; or
      (ii) A location immediately adjacent to a exit from the engine room.

(b) Twin-screw vessels with operating-station control for both engines are not required to have an internal communication system.

(c) When the operating-station’s engine controls and the access to the engine room are within 3 meters (10 feet) of each other and allow unobstructed visual contact between them, direct voice communication is acceptable instead of a communication system.
[64 FR 56257, Oct. 19, 1999; 68 FR 22604, Apr. 29, 2003.]

46 CFR Section 27.207 What Are The Requirements For Fuel Shut-Offs On Towing Vessels?
To stop the flow of fuel in the event of a break in the fuel line, you must have a positive, remote fuel-shut-off valve fitted on any fuel line that supplies fuel directly to an engine or generator. The valve must be near the source of supply (for instance, at the day tank, storage tank, or fuel-distribution manifold). Furthermore, it must be operable from a safe place outside the space where the valve is installed. Each remote valve control should be marked in clearly legible letters, at least 25 millimeters (1 inch) high, indicating the purpose of the valve and the way to operate it.

46 CFR Section 27.209 What Are The Requirements For Training Crews To Respond To Fires?

(a) Drills and instruction. The Master or person in charge of a vessel must ensure that each crewmember participates in drills and receives instruction at least once a month. The instruction may coincide with the drills, but need not. You must ensure that all crewmembers are familiar with their fire-fighting duties, and, specifically, with the following contingencies:

(i) Fighting a fire in the engine room and other locations on board the vessel, including how to-
(ii) Stop any mechanical ventilation system for the engine room and effectively seal all natural openings to the space to prevent leakage of the extinguishing agent; and
(iii) Operate the fuel shut-off for the engine room.

(b) Alternative form of instruction. The Master or person in charge of a vessel may substitute, for the instruction required in paragraph (a) of this section, the viewing of videotapes concerning at least the contingencies listed in paragraph (a), followed by a discussion led by someone familiar with these contingencies. This instruction may occur either on or off the vessel.

(c) Participation in drills. Drills must take place on board the vessel, as if there were an actual emergency. They must include-

(i) Participation by all crewmembers;
(ii) Breaking out and using, or simulating the use of, emergency equipment;
(iii) Testing of all alarm and detection systems; and
(iv) Putting on protective clothing (by at least one person), if the vessel is so equipped.

(d) Safety orientation. The Master or person in charge of a vessel must ensure that each crewmember who has not participated in the drills required by paragraph (a) of this section, and received the instruction required by that paragraph, receives a safety orientation within 24 hours of reporting for duty.

(e) The safety orientation must cover the particular contingencies listed in paragraph (a) of this section.

46 CFR Section 27.211 What Are The Specifications For Fuel Systems On Towing Vessels Whose Construction Was Contracted For On Or After January 18, 2000?

(a) You must ensure that, except for the components of an outboard engine or of a portable bilge pump or fire pump, each fuel system installed on board the vessel complies with this section.

(b) Portable fuel systems. The vessel must not incorporate or carry portable fuel systems, including portable tanks and related fuel lines and accessories, except when used for outboard engines when permanently attached to portable equipment such as portable bilge pumps or fire pumps. The design, construction, and stowage of portable tanks and related fuel lines and accessories must comply with ABYC H-25 (incorporated by reference in section 27.102).

(c) Fuel restrictions. Neither you nor the master or person in charge may use fuel other than bunker C or diesel, except for outboard engines, or where otherwise accepted by the Commandant (G-MSE). An installation that uses bunker C, heavy fuel oil (HFO), or any fuel that requires pre-heating, must comply with subchapter F of this chapter.

(d) Vent pipes for integral fuel tanks. Each integral fuel tank must meet the requirements of this paragraph as follows:

(i) Each tank must have a vent that connects to the highest point of the tank, discharges on a weather deck through a bend of 180 degrees (3.14 radians), and is fitted with a 30-by-30-mesh corrosion-resistant flame screen. Vents from two or tanks may combine in a system that discharges on a weather deck.

(ii) The net cross-sectional area of the vent pipe for the tank must be-
(i) Not less than 312.3 square millimeters (0.484 square inches) for any tank filled by gravity; or
(ii) Not less than that of the fill pipe for any tank filled under pressure.

(e) Fuel piping. Except as permitted in paragraphs

(i) Aluminum piping is acceptable on an aluminum-hull vessel if it is installed outside the engine room and is at least Schedule 80 in thickness; and
(ii) Nonmetallic flexible hose is acceptable if it-
(i) Is used in lengths of not more than 0.76 meters (30 inches); and
(ii) Is visible and easily accessible;
(iii) Does not penetrate a watertight bulkhead;
(iv) Is fabricated with an inner tube and a cover of synthetic rubber or other suitable material reinforced with wire braid; and,
(v) Either-
(A) If it is designed for use with compression fittings, is fitted with suitable, corrosion-resistant, compression fittings, or fittings complaint with SAE J1475 (incorporated by reference in Section 27.102); or,

(B) If it designed for use with clamps, is installed with two clamps at each end of the hose. Clamps must not rely on spring tension and must be installed beyond the bead or flare or over the serrations of the mating spud, pipe, or hose fittings. Hose compliant with SAE J1942 is also acceptable

(e) Nonmetallic flexible hose complying with SAE J1942 (incorporated by reference in Section 27.102) is also acceptable.

(f) A towing vessel of less than 24 meters (79 feet) in length may comply with any of the following standards for fuel systems rather than with those of paragraph (e)

(i) ABYC H-33 (incorporated by reference in Section 27.102).
(f)(2) Chapter 5 of NFPA 302 (incorporated by reference in Section 27.102).

46 CFR 27.301. What Are The Requirements For Fire Pumps, Fire Mains, and Fire Hoses On Towing Vessels? By April 29, 2005, you must provide a self-priming, power-driven, fixed fire-pump, a fire main, and hoses and nozzles in accordance with paragraphs (a) through (c) of this section; or a portable pump, and hoses and nozzles, in accordance with paragraphs (d) and (e) of this section, for your towing vessel.

(a) The fixed fire-pump must be capable of-
(a)(1) Delivering water simultaneously from the two highest hydrants, or from both branches of the fitting if the highest hydrant has a Siamese fitting, at a pilot-tube pressure of at least 344 kPa (50 psi) and a flow rate of at least 300 lpm (80 gpm); and
(a)(2) Being energized from the operating station and from the pump.

(b) The fire main must have a sufficient number of fire hydrants with attached hose to reach any part of the machinery space using a single length of fire hose.

(c) The hose must be lined commercial fire-hose, at least 40mm (1.5 inches) in diameter, 15 meters (50 feet) in length, and fitted with a nozzle made of corrosion-resistant material capable of providing a solid stream and a spray pattern.

(d) The portable pump must be self-priming and power driven, with-
(d)(1) A minimum capacity of at least 300 lpm (80gpm) at a discharge gauge pressure of not less than 414 kPa (60 psi), measured at the pump discharge;
(d)(2) A sufficient amount of lined commercial fire hose at least 40mm (1.5 inches) in diameter and 15 meters (50 feet) in length, immediately available to attach to it so that a stream of water will reach any part of the vessel; and
(d)(3) A nozzle made of corrosion-resistant material capable of providing a solid stream and a spray pattern.

(e) You must stow the pump with its hose and nozzle outside of the machinery space.

46 CFR Section 27.303 What Are The Requirements For Fire-extinguishing Equipment On Towing Vessels In Inland Service, And On Towing Vessels In Ocean Or Coastal Service Whose Construction Was Contracted For Before August 27, 2003?
You must carry on your towing vessel both-
(a) The minimum number of hand-portable fire extinguishers required by 46 CFR subpart 25.30; and
(b) By April 29, 2005, either-
(b)(1) An approved B-V semi-portable fire-extinguishing system to protect the engine room; or
(b)(2) A fixed fire-extinguishing system installed to protect the engine room of the vessel.
[68 FR 22604, Apr. 29, 2003.]

46 CFR Section 27.305 What Are The Requirements For Fire-extinguishing Equipment On Towing Vessels Whose Construction Was Contracted For On Or After August 27, 2003?
(a) You must carry on your towing vessel both—
(a)(1) The minimum number of hand-portable fire extinguishers required by 46 CFR subpart 25.30; and
(a)(2) An approved B-V semi-portable fire extinguishing system to protect the engine room.

(b) You must have a fixed fire-extinguishing system installed to protect the engine room of the vessel.
[64 FR 56257, Oct. 19, 1999; 68 FR 22604, Apr. 29, 2003.]

HOW TO USE THIS LOGBOOK

The front of each "Pre-sailing or Daily Check List" page in this logbook is divided into a number of different sections. Here are some comments to help you complete your log entries.

- **Section A: Crew.** Filling in the information in Section A is not required by this regulation but will help make a complete voyage record. We want to remind licensed towing vessel officers that 46 USC 8104(h) states: "On a vessel to which Section 8904 of this title applies (1) an individual licensed to operate a towing vessel may not work for more than 12 hours in a consecutive 24-hour period except in an emergency." Coast Guard policy letter G-MOC 04-00, Rev. 1(2) goes into more detail on the responsibilities of owners, operators, licensed officers and the Coast Guard regarding the "12-hour rule." This is not a matter of personal choice; it is a matter of obeying the law. [1]i.e., on towing vessels. (2) Available as MET Document #R-258.

REQUIRED LOGBOOK ENTRIES

- **Section B: Steering system.** Just put a check mark in the "OK" box if your visual check indicates that the steering system operates properly. All items involve physically inspecting the steering system. Checking item B8 is usually a two-man job to see whether hard-over on the rudder(s) registers as hard-over on the rudder angle indicator.

- **Section C: Navigation Equipment Status.** In items C1 & C2 and C5 & C6, you should identify the radars and radios as port or starboard, upper or lower, or by manufacturer, etc. depending on how you distinguish between them on your vessel. If you check the "NA" box (i.e., "Not Applicable"), it means that your vessel does not have this piece of equipment. Make an entry on the back of the checklist page if any navigational equipment fails in service. Example: "0935 C-6 Depth sounder started to operate erratically."

- **Section D: Charts & Pubs.** The regulations at 33 CFR 164.72(b)(1) describe what the Coast Guard expects you to carry on board. Your check marks indicate that you

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have read this regulation and have checked these items against what you need to carry for the voyage you are on.

[Editorial note: As a nautical chart agent, MET will furnish you with a NOS Chart catalog and/or a listing of river map books upon request. We either stock or can obtain all required publications.]

- Section E: Towline and terminal gear for towing astern. This entire section does not apply to most "push boats" most of the time. One check in the "N/A" box for item E1 is all you need if you operate a "push boat." The "towing gear" refers to what you use on the boat in contrast to item I8 that refers to the towing gear on the barge. If in doubt, consider your vessel's activities only on the day or voyage covered by the checklist. On item E11, you should know that the vessel owner must keep a cumulative record of the hours a given towline is in use. Make this entry for each day or voyage to help him keep track of the total hours. On all other items, refer to the requirements in the regulations printed in the logbook.

- Section F: Towline and terminal gear for towing alongside or pushing ahead. This entire section does not refer to hawser towing. Check the "N/A" boxes if it does not apply to your operation on any given day or voyage.

- Section G: Machinery Spaces. Most towing vessels operate without licensed Engineers. Item G1: Since your license is on the line for just about everything that could possibly go wrong, check your engineroom for general condition and to be sure it is ready for sea (i.e., secure for rough weather) and/or for all other conditions (e.g., blowing sand) expected on the voyage. Also check your main propulsion machinery (Item G2) and every other major item of equipment in your engineroom and in other machinery spaces (Item G3) as well. Check all gauges (Item G4) to see that all equipment is operating within tolerances. You might record individual gauge readings so you can compare them with readings taken later in the voyage. Example: “0845 G-4 - Port main engine cooling water 170°, Starboard 185°”

- Section H: Safety and Miscellaneous Items. These items are on a checklist required by the Fifth Coast Guard District and represent good practices. Item H1 does not call for a complete fuel report. However, if you have measured it, list it on the back of the checklist as follows: Example: 1200 H-1 - 11,340 gallons #2 diesel, total, all tanks.” Item H2 indicates that you have taken steps to plan your voyage and that your crew knows the plan. Voyage planning is now required on coastal tows. Item H4 calls for listening to the weather forecast, preferably from the National Weather Service. Item H6 requires checking all watertight doors and hatches on the towing vessel for watertightness and closing them when not actually being used for passage.

- Section I: Barges. Most items are on a checklist required in the Fifth Coast Guard District and represent good practices. You should carefully inspect the vessel(s) you are towing and keep a close watch on it (them) throughout the voyage. Item I9 - this item is on the Boarding Report furnished by the Director of Western Rivers Operations in the Eighth District. Most Masters maintain their tow diagram separately from the logbook. Items of barge information expected to be included on the tow diagram are listed in Section ZA but also can be made as logbook entries.

- Section J: Navigation Underway. The regulations outline the minimum navigational steps the Coast Guard expects you to take while underway. These represent required logbook entries but are not checklist items. Therefore, you can use the lined spaces on the back of the "Pre-sailing or Daily Check List" pages in this logbook to make your log entries; or you can make them in any other log or record you are maintaining. We do not want to offend your employer by telling you to throw away his billing log or other logbook he has designed for his business. Examples: Whenever you "fix" your vessel's position, you can list the position like these examples.

1245 J-1 Wolf Trap Lt. in line with New Point Comfort Spilt Pt. #2, bearing 040° PSC.
1345 J-1 31°58.3’N; 80°44.1’W at Tybee Lighted Whistle Buoy
0925 J-1 At bridge, GIWW mile 60 WHL
1525 J-1 At Victoria Bend, Rosedale, MS, LMR Mile 595.0, downbound.
1835 J-1 Abeam Willets Point, NY, outbound.
2032 J-2 Current sets 245°T, 1.5 knots

- Section K: Identifying problems while in a VTS area. These are required entries if your vessel is operating within a Vessel Traffic Service area. They are not checklist items. Therefore, make these entries on the back of the "Pre-sailing or Daily Check List" in this logbook whenever the need arises. Be sure to report them by radio to the VTS as specified in the regulations.

At the end of the day or end of the voyage, be sure to sign the Master's Signature box on the back of the "Pre-sailing or Daily Check List" to certify that you have made the required checks.

### OPTIONAL LOGBOOK ENTRIES

Because of the "uninspected" status of towing vessels, the existing regulations only require certain entries that cover specific items. However, there are other laws and regulations that are not covered by these specific regulations.

Sections L through Z on the following page summarize many laws and regulations that Coast Guard Boarding Officers regularly check. This list serves as a "Heads Up" on other items you may never have considered. Using the list of items in these sections, you can make any entry that applies by simply using the item letter and number as you did on all previous entries. Adding a brief explanation should save you a lot of writing. We will update this list from time-to-time when we reprint these logbooks. Tell us if we have forgotten anything. Examples:

0445 L-2/3 Wind backed to NE and increased to 25 knots.
0530  L-9  Seas from NE at 6-7 ft; swells SE 4-6 ft.
0745  M-5  Transferred 500 gals. #2 Diesel from Port Storage Tank to Day Tank.
0925  N-7  Air compressor broke; air controls out; engineer in engineroom answering bells.
1045  S-7  Fog bell missing; conducted search; probably stolen.

Old habits die hard! If you prefer to keep your logbook "the old way," just treat the back of the "Pre-sailing or Daily Check List" page as a sheet of lined paper. However, be sure to sign it at the end of the day and show that you performed all required checks.

### SPECIMEN TOW DIAGRAM

**Instructions:** The diagram of your tow will probably differ from this specimen. Be sure to identify each barge by number (or name) on your diagram and describe each barge in terms of the information listed in Section AZ. **Source:** DWRO Boarding Report.

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**Summary**

Total number of barges in tow: ________.

Total loaded barges in tow: ________.

Total empty barges in tow: ________.

# Subchapter "O" barges in tow: ________.

# Subchapter "D" barges in tow: ________.

# Uninspected barges in tow: ________.

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Page revised June 2006.
**REQUIRED CHECK LIST**

[Note: Sections B through I appear on every "Pre-sailing or Daily Check List" sheet in this logbook.]

**B. Steering System** [Refer to 33 CFR 164.80(a)(1).]
1. Steering System—Main pump © OK © N/R
2. Steering system—Alternate Pump © OK © N/R
3. Steering angle, maximum to port © OK © N/R
4. Steering angle, maximum to starboard © OK © N/R
5. Flanking rudders © N/A © OK © N/R
6. All steering stations work © OK © N/R
7. Steering system linkage © OK © N/R
8. Rudder angle indicator is accurate © N/A © OK © N/R

**C. Navigational Equipment Status:** [Refer to 33 CFR 162.46; 164.72(a), 33 CFR 164.80(a)(2), and 46 CFR 27.203, 27.205.]
1. Radar #1 (Identify: __________) © OK © N/R
2. Radar #2 (Identify: __________) © OK © N/R
   [What time did radar stop working? __________]
3. Port searchlight #1 works © OK © N/R
4. Starboard searchlight #2 works © OK © N/R
5. VHF-FM Radio #1 (Identify: __________) © OK © N/R
6. VHF-FM Radio #2 (Identify: __________) © OK © N/R
7. Magnetic compass, compensated © N/A © OK © N/R
8. Deviation Table is accurate © N/A © OK © N/R
9. Swing meter (Illuminated) © N/A © OK © N/R
10. Depth sounder works © N/A © OK © N/R
11. Automatic Identification System © N/A © OK © N/R
12. GPS receiver works © N/A © OK © N/R
13. Intercom and PA system tested © N/A © OK © N/R
14. General alarm system tested © OK © N/R © N/R
15. Navigation lights work © OK © N/R © N/R
16. Whistle tested © OK © N/R © N/R
17. Fire alarm panel © OK © N/R © N/R
   [Report all navigational equipment that fails in service.]

**D. Charts and publications suitable for this voyage** [Refer to 33 CFR 164.72(b).]
1. Charts/maps (up to date & large scale) © OK © Not Avail
2. Coast Guard Light List (LL) © OK © Not Avail
3. Local Notice to Mariners (LNM) © OK © Not Avail
4. Tide Tables © N/A © OK © Not Avail
5. Tidal Current Tables © N/A © OK © Not Avail
6. U.S. Coast Pilot © N/A © OK © Not Avail

**E. Towline & terminal gear for towing astern** [33 CFR 164.74]
1. Towline (Visual Inspection) © N/A © OK © N/R
2. Towline free of knots © OK © N/R © N/R
3. Towing wire has a spliced or poured socket © OK © N/R
4. Towing wire has no wire clips © OK © N/R © N/R
5. Terminal gear © OK © N/R © N/R
6. Chafing gear © OK © N/R © N/R
7. Shock line © OK © N/R © N/R
8. Towing bridles and gear © OK © N/R © N/R
9. Towing engine, winch, and capstan(s) © OK © N/R
10. Towing winch brake © OK © N/R © N/R
11. Towing hawser used ________ Hours & ________ Miles.

**F. Towline & terminal gear for towing alongside or pushing ahead** [Refer to 33 CFR 164.76.]
1. Face wires appropriate for horsepower of vessel © N/A © OK © N/R
2. Face wires appropriate for tow arrangement © N/A © OK © N/R
3. Face wires/couplings serviceable © N/A © OK © N/R

**G. Machinery Spaces**
1. Engineroom ready for sea or voyage © OK © N/R
2. Check propulsion machinery © OK © N/R
3. Check other machinery © OK © N/R
4. Check all gauges © OK © N/R

**H. Safety and Miscellaneous Items**
1. Enough fuel for voyage © YES © NO
2. Check pre-sailing plan with crew © YES © NO
3. Deck secured for sea or voyage © YES © NO
4. Weather forecast checked © YES © NO
5. Generator(s) operate satisfactorily © YES © NO
6. Watertight doors and hatches © OK © N/R
7. Fuel shutoff valve operable © YES © N/R

**I. Barge(s)**
1. Navigation lights work © OK © N/R
2. Hatches secured © OK © N/R
3. Load line © N/A © OK
4. List and trim © OK © N/R © N/R
5. Anchoring system operational © N/A © OK © N/R
6. Emergency pick-up line deployed © N/A © OK © N/R
7. Deck lines secured © OK © N/R
8. Towing bridles, pendant, and gear © OK © N/R
9. Tow diagram and barge info available © OK © N/R

**J. Navigation Underway** Make log entries on a regular basis. [Refer to 33 CFR 164.78.]
1. Fix position of vessel.
2. Current's set & drift
3. Vessel's speed made good
4. Visual or radar contacts made (Note time, range, & bearing)

**K. VTS: Identifying Problems when operating within a Vessel Traffic Service Area** [Refer to 33 CFR 161.]
1. Identify any equipment whose failure endangers navigational safety.
2. Identify any equipment whose failure creates an unsafe condition aboard your vessel.
3. Identify any conditions on board your vessel such as a shortage of personnel or lack of current nautical charts, maps, or publications that could impair navigation.
4. Identify any vessel characteristics that affect or restricts your maneuverability such as arrangement of the cargo, under-keel clearance, its wind loaded condition, lack of power, or speed.
**OTHER LOGBOOK ENTRIES**

[Editorial note: Most entries under this heading comply with other federal regulations or good practices within the towing industry.]

**L. Weather information**
1. Time (0000-2400)
2. Wind direction (...wind blowing from...)
3. Wind speed
4. Barometer
5. Rising or falling
6. Temperature (°F)
7. Clouds
8. Precipitation (Rain, snow, sleet, hail)
9. Sea conditions

**M. Tidal predictions**
1. Time of high tide(s)
2. Height of high tide(s)
3. Time of low tide(s)
4. Height of low tide(s)
5. Predictions based on which station?
6. Expected effect of wind on tides (+) (-)
7. Tidal current set & drift, time & place.

**N. Fuel Oil Transfer** [Refer to 33 CFR Part 155.]
1. What time did the transfer take place?
2. How many gallons/bbls did you receive?
3. Did you take and label a fuel sample?
4. Did you prepare a Declaration of Inspection?\(^{(1)}\) \(^{(1)}\)You must fill out a DOI when the total tank capacity of the vessel exceeds 10,500 gallons (250 barrels). Refer to 33 CFR 156.150.
5. How many gallons/bbls did you discharge?
7. Did you spill any oil?
8. Time you notified USCG of spill at 1-800-424-8802.

**O. Marine Casualty Reports** [46 CFR 4.05-1.]
1. Did you run aground (either intentionally or unintentionally)?
2. Did you strike a bridge or its fender system?
3. Did an accident cause a hazard to navigation, damage to the environment, or affect vessel safety?
4. Did you lose your main propulsion?
5. Did you lose your steering?
6. Did you lose a control system reducing your maneuverability?
7. Did the accident affect the vessel’s seaworthiness including fire, flooding, damage to firefighting, lifesaving, generating or bilge pumping equipment, etc.
8. Was there loss of life?
9. Did any injury require treatment beyond first aid or leave an individual unfit to perform routine duties?
10. Was there damage over $25,000?
11. Did you immediately notify the nearest USCG office?

**P. Required Safety Drills:** [Fully describe each drill and instruction given to the crew in detail. Refer to 46 CFR 27.245 and 27.355.]
1. Fire drill (Required at least monthly)
2. Lifeboat/life raft drill
3. Man overboard drill
4. Abandon ship drill
5. Safety orientation of all crew members.

**Q. Tow Information:** [This information may appear on a separate tow diagram that shows the position of each barge in your tow.]
1. Total number of barges in tow.
2. Total loaded barges in tow.
3. Total empty barges in tow.
4. Number of “Subchapter O” barges in tow.
5. Number of “Subchapter D” barges in tow.
6. Number of uninspected barges in tow.
7. Identify each barge by number

**OTHER LEGAL REQUIREMENTS**

[Editorial note: Most of the following items do not require logbook entries. This is a list of requirements that the Coast Guard may check during a routine boarding or “courtesy” towing vessel examination. Don’t panic—not all regulations apply to every size towing vessel engaged in every trade at all times. This is why we have referenced the regulations we believe apply. Refer to the Code of Federal Regulations (CFR), the U.S. Code (USC), or the Coast Guard Boarding Officer for the full text of the regulation and to see whether a particular regulation applies to you.]

**R. Operator Licensing & Manning**
1. Is each operator licensed to operate a towing vessel? [Refer to 46 USC 8904(a) & 46 CFR 15.610.]
2. Does your vessel have a sufficient number of operators? Is there a second operator for any voyage over 12 hours? [Refer to 46 USC 8104(h) & 46 CFR 15.705(d).]
3. Is each license available for examination and is it endorsed for the proper route? [Refer to 46 CFR 10.464.]
4. Does each license have a valid radar endorsement? [Refer to 46 CFR 15.815.]
5. Does each operator have an FCC Restricted Radiotelephone Operator Permit or higher license? [Refer to 47 CFR 80.163 & 33 CFR 164.72(a)(3).]
6. Was the officer in charge of the navigation watch sufficiently rested before leaving port? [Refer to 46 USC 8104(a).]
7. Does every seaman on a towing vessel more than 100 GT (except those operating exclusively on river routes) have a Merchant Mariner Document (Z-card)? [Refer to 46 CFR 12.02-7]

**S. Intoxication.** [Refer to 49 CFR Part 40, 46 CFR Part 16 & 33 CFR Part 95]
1. Does the company participate in a drug testing program? [Refer to 46 CFR 16.205.]
2. Is each operator aware of the prohibitions against operating a towing vessel with a blood alcohol level of .04% or more? [Refer to 33 CFR 95.020(b).]
T. Radiotelephone Requirements
1. Did the towing vessel maintain a continuous radio watch on Channel 16 while underway? [Refer to 47 CFR 80.148.]
2. Does the towing vessel have a Radiotelephone Logbook? [Refer to 47 CFR 80.405 & 80.409(e)(f).]
3. Are the times when the towing vessel maintained a radio watch on Channel 16 VHF or 2182 Khz SSB entered in the Radiotelephone Logbook? [Refer to 47 CFR 80.409(f).]
4. Does the Bridge-to-Bridge Radio have Channel 13 (and Channel 67 for certain specific areas)? [Refer to 33 CFR 26.03(a)(4).]
5. Is the Bridge-to-Bridge Radio able to contact any Vessel Traffic Service in its area of operation? [Refer to 33 CFR 26.03(f).]
6. Can the Bridge-to-Bridge Radio contact the Coast Guard on the working frequency of Channel 22A? [Refer to 33 CFR 26.03(d).]
7. Does the towing vessel have a valid Radio Station License? [Refer to 47 CFR Part 80, Subpart B & 33 CFR 164.72(a)(3).]

U. Vessel Documentation and Marking:
1. Is the towing vessel name's marked on the stern and on each bow in letters at least 4" high? [Refer to 46 CFR 67.123.]
2. Is the towing vessel's hailing port marked on the stern in letters at least 4" high? [Refer to 46 CFR 67.123.]
3. Is the Official Number clearly visible on an interior structural part of the hull? [Refer to 46 CFR 67.121.]
4. Is a valid marine document showing the vessel's Official Number aboard the vessel? [Refer to 46 CFR 67.313.]
5. Is this document endorsed for "coastwise trade"? [Refer to 46 CFR 67.7]
6. Does a towing vessel less than 5 net tons have a state number certificate? [Refer to 33 CFR 173.21.]
7. Are the state numbers properly displayed in 3" tall numbers and letters on each side of the bow? [Refer to 46 CFR 173.27.]

V. Shipping Manifests Available:
1. Are there shipping papers or log entries for each Subchapter "D" barge carrying flammable liquids? [Refer to 46 CFR 35.01-10.]
2. Are there shipping papers or log entries for each Subchapter "O" barge carrying hazardous liquids? [Refer to 46 CFR 151.45-7.]

W. Navigation Lights and Sound Signals. [Refer to Inland Rules 21, 22, and 24.]
1. Masthead 225° white light(s)
2. Red 112½° side light
3. Green 112½° side light
4. Two yellow 135° towing lights
5. One white 135° stern light
6. Are the side lights fitted with matte black screens on vessels of more than 65.6 ft. in length? [Refer to 33 CFR 84.09.]
7. Whistle (vessels more than 39.4 ft). [Refer to Colregs & Inland Rules 33(a) & Annex III.]
8. Means of making efficient sound signal (vessels less than 39.4 ft.) [Refer to Colregs & Inland Rules 33(b) & Annex III.]
9. Bell: 8" diameter for towing vessels 39.4 to 65.6 ft.; 12" diameter for towing vessels over 65.6 ft. [Refer to Colregs Annex III(2) & 33 CFR 86.23.]

X. Lifesaving Equipment:
1. Is there a serviceable USCG approved life jacket for each person aboard? [Refer to 46 CFR 25.25-5.]
2. Is at least one ring buoy with CG approval #160.050 on a towing vessel more than 26 ft? [Refer to 46 CFR 25.25-5(d).]
3. Does all lifesaving equipment show a USCG approval number? [Refer to 46 CFR 25.25-7.]
4. Is wearable lifesaving equipment readily accessible? [Refer to 46 CFR 25.25-9(a).]
5. Does each life jacket and immersion suit have a working PFD light attached when operating on ocean, coastwise or Great Lakes routes? [Refer to 46 CFR 25.25-13.]
6. A towing vessel more than 40 ft. must carry Type 1 life jackets. [Refer to 46 CFR 25.25-5(c).]
7. Is throwable lifesaving equipment immediately available? [Refer to 46 CFR 25.25-9(b).]
8. Is retroreflective material on each life jacket, buoyant vest, or work vest? [Refer to 46 CFR 25.25-15.]
9. Are all work vests USCG approved? (CG approval #160.053) [Refer to 46 CFR 26.30.]
10. Are work vests stowed separately from life jackets? [Refer to 46 CFR 26.30-10.]
11. Does the towing vessel, if over 36 ft. on ocean, coastwise or Great Lakes routes, carry an approved EPIRB? [Refer to 46 CFR 25.26-20.]

Y. Firefighting Equipment:
1. Are all required fire extinguishers USCG or UL approved? [Refer to 46 CFR 25.30-10.]
2. Do all required fire extinguishers have a metallic or mylar name plate attached? [Refer to 46 CFR 25.30-10(d).]
3. Are all required fire extinguishers in serviceable condition? [Refer to 46 CFR 25.30-5.]
4. Does the vessel carry the minimum number of portable fire extinguishers? [Refer to 46 CFR Table 25.30-20(b)(1).]
5. Does the vessel carry one additional B-II extinguisher for each 1,000 BHP of main engines up to six extinguishers. [Refer to 46 CFR 25.30-20(b)(2)(i).]
6. Is one B-III or a fixed fire extinguishing system in the engineroom of each towing vessel more than 300 GT? (1) [Refer to 46 CFR 25.30-20(b)(2)(ii).]
7. Are smoke sensing devices installed in living quarters? (Optional)
8. Does the vessel meet all the safety requirements of 46 CFR Part 27?

Z. Oil Pollution Prevention
1. Is a prohibited discharge warning placard (5" x 8") posted on each vessel more than 26 ft. in length in each machinery space or at the bilge pump control station. [Refer to 33 CFR 155.450. MET Stock# S-104.]
2. Has any lube or fuel oil been drained into the bilges? [Refer to 33 CFR 155.770.]
3. A towing vessel more than 100 GT must have a fixed piping system to discharge oily bilge slops to a reception facility. [Refer to 33 CFR 155.410.]

4. Is there a system to contain oil spills at each fuel hose connection, vent and fill of a towing vessel over 100 GT? [Refer to 33 CFR 155.520(b).] *(Use an automatic back-pressure shut-off nozzle where such containment is not practical.)*

5. Are oil transfer procedures available and posted where easily seen and used by the crew during fuel transfers* on vessels whose total tank capacity exceeds 10,500 gallons (250 barrels)? [Refer to 33 CFR 155.720. *This includes internal tank-to-tank transfers.*

6. Does a towing vessel have a vessel response plan if it makes vessel-to-vessel fuel transfers? [Refer to 33 CFR 155.1045.]

7. Is fuel carried forward of the collision bulkhead on vessels more than 300 GT? [Refer to 33 CFR 155.470(b).]

8. Does the vessel have an oily waste slop retention tank or retain oil in the bilges? [Refer to 33 CFR 155.330.]

AA. Garbage Pollution Prevention — MARPOL Annex V

1. Is/are MARPOL Annex V placard(s) posted? [Refer to 33 CFR 151.59. MET Stock# S-226.]

2. Is garbage effectively controlled? (Does not include food residue in gray water from dishes scraped before washing). [Refer to 33 CFR 151.63.]

3. Does the garbage disposal unit discharge overboard? How tested? [Refer to 33 CFR 159.69.]

4. Does the towing vessel maintain a refuse record* (required on vessels more than 40 ft. operating offshore). [Refer to 33 CFR 151.55. *MET Stock# BK-0326.*

5. Does the vessel comply with regulations concerning the disposal of plastics and paper? [Refer to 46 CFR 25-50-1 and Annex A Table of 33 CFR 151.]

6. Does the vessel have a Waste Management Plan? [Refer to 33 CFR 151.57. MET Stock# F-527.]

BB. Marine Sanitation Device:

1. Is a certified Marine Sanitation Device (MSD) installed? [Refer to 33 CFR 159.7.]

2. Does sewage discharge to a holding tank? How tested? [Refer to 33 CFR 159.7.]

3. Is MSD overboard shutoff valve installed and secured in the closed position? [Refer to 33 CFR 159.53(c).]

4. Are overboard sewage pumpout arrangements adequate? [Refer to 33 CFR 159.7.]

CC. Operational Requirements for Towing Vessels Handling Single-Hull Petroleum Tank Barges of 5,000 GT or more.


2. Are written watch policies and procedures in place?

[Refer to 33 CFR 157.420(b), effective Feb. 1, 1997]

3. Has a vital systems survey been made? [Refer to 33 CFR 157.435]

4. Does towing vessel have an autopilot alarm or indicator? [Refer to 33 CFR 157.440(b).]

5. Does the towing vessel have two separate steering power units so if one system fails, the other can be brought into immediate operation? [Refer to 33 CFR 157.460(a)(1).]

6. Does the towing vessel have twin screw propulsion with separate controls for each propeller? [Refer to 33 CFR 157.460(a)(2).]

7. Do all towing vessels assisting the barge have sufficient fenders to avoid metal-to-metal contact with the barge? [Refer to 33 CFR 157.460(b).]

…..and there are other laws, regulations, and policies the Coast Guard hasn't mentioned recently.

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TOWING VESSEL OFFICER’S GUIDE

The Towing Vessel Officer’s Guide (TVOG), 2nd Edition, MET Stock #BK-007, supplements MET’s Limited Master, Mate and Operator license study course. The course contains all the information a new license candidate seeking an Apprentice Mate/ Steersman license needs to prepare for his/her license exams. The Apprentice Mate/ Steersman license is the equivalent of a “learner’s permit” that allows you to operate a towing vessel only under supervision.

The “new” towing vessel officer licensing regulations now require one year of training in the pilothouse for a person seeking any original towing vessel officer’s license. This year of training must follow at least 18 months of service on deck, at least 12 months of which must have been served aboard towing vessels.

Before being accepted for pilothouse training as an Apprentice Mate or Steersman, you must first pass a written exam. This exam is comparable to the Operator of Uninspected Towing Vessel exam previously given except that many of the exam questions are updated to meet modern regulations and practices.

Subjects covered in TVOG include:

- Towing Officer Licensing and Certification.
- Manning of Towing Vessels.
- Rules and Regulations for Uninspected Towing Vessels.
- Assistance Towing.
- Towing Operations.
- Western Rivers Navigation Problems.
- Towing Officer Assessment Record.
- Pilotage.

Additional subjects are taken from the license study course as explained in the TVOG.
### PRE-SAILING OR DAILY CHECK LIST

Time Period: 0001 to 2400  
Day  
Date   
Trip#  

**Trip Data:** Departed From:  
Enroute to:  

**A. Crew Position**  
1. Master  
2. Mate (Pilot)  
3. Engineer  
4.  
5.  

List other crewmembers on the back of this page.

**Instructions:** Each check mark shows that an inspection was performed in accordance with the Coast Guard Regulations cited.  

**Abbreviations:** OK = Satisfactory; N/R = Needs Repair; N/A = Not Applicable; does not apply.

<table>
<thead>
<tr>
<th>A. Crew Position</th>
<th>Name</th>
<th>Hours on Duty (From/To)</th>
<th>Hours Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Master</td>
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<td>2. Mate (Pilot)</td>
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<td>3. Engineer</td>
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**B. Steering System**

1. Steering System—Main pump  
   - OK  
   - N/R

2. Steering system—Alternate Pump  
   - OK  
   - N/R

3. Steering angle, maximum to port  
   - OK  
   - N/R

4. Steering angle, maximum to starboard  
   - OK  
   - N/R

5. Flanking rudders  
   - N/A  
   - OK  
   - N/R

6. All steering stations work  
   - OK  
   - N/R

7. Steering system linkage  
   - OK  
   - N/R

8. Rudder angle indicator is accurate  
   - N/A  
   - OK  
   - N/R

**C. Navigational Equipment Status:**

1. Radar #1 (Identify: ____________)  
   - OK  
   - N/R

2. Radar #2 (Identify: ____________)  
   - OK  
   - N/R

   [What time did radar stop working? _________________]

3. Port searchlight #1 works  
   - OK  
   - N/R

4. Starboard searchlight #2 works  
   - OK  
   - N/R

5. VHF-FM Radio #1 (Identify: ______)  
   - OK  
   - N/R

6. VHF-FM Radio #2 (Identify: ______)  
   - OK  
   - N/R

7. Magnetic compass, compensated  
   - N/A  
   - OK  
   - N/R

8. Deviation table is accurate  
   - N/A  
   - OK  
   - N/R

9. Swing meter (Illuminated)  
   - N/A  
   - OK  
   - N/R

10. Depth sounder works  
    - N/A  
    - OK  
    - N/R

11. Automatic Identification System  
    - N/A  
    - OK  
    - N/R

12. Loran-C/GPS receiver works  
    - N/A  
    - OK  
    - N/R

13. Intercom and PA system tested  
    - N/A  
    - OK  
    - N/R

14. General alarm system tested  
    - N/A  
    - OK  
    - N/R

15. Navigation lights work  
    - OK  
    - N/R

16. Whistle tested  
    - OK  
    - N/R

17. Fire alarm panel  
    - OK  
    - N/R

   [Report all navigational equipment that fails in service.]

**D. Charts and publications suitable for this voyage**

1. Charts/maps (up to date & large scale)  
   - OK  
   - Not Avail.

2. Coast Guard Light List (LL)  
   - OK  
   - Not Avail.

3. Local Notice to Mariners (LNM)  
   - OK  
   - Not Avail.

4. Tide Tables  
   - N/A  
   - OK  
   - Not Avail.

5. Tidal Current Tables  
   - N/A  
   - OK  
   - Not Avail.

6. U.S. Coast Pilot  
   - N/A  
   - OK  
   - Not Avail.

7. Navigation Rules [33 CFR 88.05]  
   - OK  
   - Not Avail.

**E. Towline & terminal gear for towing astern**

1. Towline (Visual Inspection)  
   - N/A  
   - OK  
   - N/R

2. Towline free of knots  
   - OK  
   - N/R

3. Towing wire has a spliced or poured socket  
   - OK  
   - N/R

4. Towing wire has no wire clips  
   - OK  
   - N/R

5. Terminal gear  
   - OK  
   - N/R

6. Chafing gear  
   - OK  
   - N/R

7. Shock line  
   - OK  
   - N/R

8. Towing bridle and gear  
   - OK  
   - N/R

9. Towing engine, winch, and capstan(s)  
   - OK  
   - N/R

10. Towing winch brake  
    - OK  
    - N/R

11. Towing hawser used  
    - Hours &  
    - Miles

**F. Towline & terminal gear for towing alongside or pushing ahead**

1. Face wires appropriate for  
   - horsepower of vessel  
   - N/A  
   - OK  
   - N/R

2. Face wires appropriate for  
   - tow arrangement  
   - N/A  
   - OK  
   - N/R

3. Face wires/couplings serviceable  
   - N/A  
   - OK  
   - N/R

4. Winch Condition  
   - OK  
   - N/R

**G. Machinery Spaces**

1. Engine room ready for sea or voyage  
   - OK  
   - N/R

2. Check propulsion machinery  
   - OK  
   - N/R

3. Check other machinery  
   - OK  
   - N/R

4. Check all gauges  
   - OK  
   - N/R

**H. Safety and Miscellaneous Items**

1. Enough fuel for voyage  
   - YES  
   - NO

2. Check pre-sailing plan with crew  
   - YES  
   - NO

3. Deck secured for sea or voyage  
   - YES  
   - NO

4. Weather forecast checked  
   - YES  
   - NO

5. Generator(s) operate satisfactorily  
   - YES  
   - N/R

6. Watertight doors and hatches  
   - OK  
   - N/R

7. Fuel shutoff valve operable  
   - YES  
   - N/R

**I. Barge(s)**

1. Navigation lights work  
   - OK  
   - N/R

2. Hatches secured  
   - OK  
   - N/R

3. Load line  
   - N/A  
   - OK

4. List and trim  
   - OK  
   - N/R

5. Anchoring system operational  
   - N/A  
   - OK  
   - N/R

6. Emergency pick-up line deployed  
   - N/A  
   - OK  
   - N/R

7. Deck lines secured  
   - OK  
   - NO

8. Towing bridle, pendant, and gear  
   - OK  
   - N/R

9. Tow diagram and barge info available  
   - OK  
   - N/R

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<table>
<thead>
<tr>
<th>Time</th>
<th>Code (Letter)</th>
<th>Item (Number)</th>
<th>EXPLANATION OF EACH ENTRY</th>
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