



U. S. Coast Guard Sector Honolulu



Work Instruction 2

Standardized COI Endorsements

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1. **References:**

- a. Marine Safety Manual Chapter Volume II and III, series
- b. 46 CFR - Various Subchapters

2. **Objectives:** The purpose of this instruction is to establish a standardized set of Certificate of Inspection endorsements for small passenger vessels, tugs, and barges operating within the Sector Honolulu AOR.

3. **Applicability:** For use by Marine Inspectors within the Coast Guard Sector Honolulu marine inspection zone.

4. **Background:** Endorsements are specified in the vessel's Certificate of Inspection operating details to definitively state the parameters within which the vessel must operate. This document contains stock language for typical endorsements used in the Sector Honolulu Officer in Charge, Marine Inspection (OCMI) Zone. This is not an inclusive list; not all endorsements apply to every vessel, and each endorsement is evaluated independently for application to the subject vessel. Sometimes, due to the unique particulars of a vessel's arrangements or operations, this standard language must be modified, or entirely different endorsements must be added.

5. **Action:**

a. *Definitions*

1. **Harbor of safe refuge:** 46 CFR 175.400

- (a) A port, inlet, or other body of water normally sheltered from heavy seas by land and in which a vessel can navigate and safely moor. The suitability of a location as a harbor of safe refuge shall be determined by the OCMI and varies for each vessel, dependent on the vessel's size, maneuverability, and mooring gear.
- (b) **Routes:** (in order from lesser to greater severity):
- (c) **Rivers:** A route which is confined exclusively to a navigable river.
- (d) **Lakes, bays and sounds:** A route which is on a lake, a bay, a sound, or inside the boundary line as defined in 46 CFR 7.110.
- (e) **Limited coastwise:** A route which is not more than 20 nautical miles from a Harbor of Safe Refuge as defined by the OCMI.

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- (f) **Coastwise:** A route which is outside a boundary line as defined in 46 CFR 7.110 to not more than 20 nautical miles offshore.
 - (g) **Oceans:** A route which is more than 20 nautical miles offshore.
2. **Waters as delineated on vessel stability letter:** (in order from lesser to greater severity)
- (a) **Protected waters:**
 - (i). Protected Waters are sheltered waters presenting no special hazards such as most rivers, harbors, and lakes, and that is not determined to be exposed waters or partially protected waters by the OCMI.
 - (ii). The following are Protected Waters for the Sector Honolulu area of responsibility:
 - a. Hawaii:
 - (1) Kawaihae Harbor: Shoreward of a line drawn from the Kawaihae Light to the seaward extremity of the Kawaihae South Breakwater.
 - (2) Hilo Harbor: Shoreward of a line drawn from the seaward extremity of the Hilo Breakwater 265 degrees true (as an extension of the seaward side of the breakwater) to the shoreline 0.2 nautical miles north of Alealea Point.
 - b. Maui:
 - (1) Kahului Harbor: Shoreward of a line drawn from Kahului Harbor Entrance East Breakwater Light to Kahului Harbor entrance West Breakwater Light.
 - c. Oahu:
 - (1) Mamala Bay: Shoreward of a line drawn from Barbers Point Light to Diamond Head Light.
 - (2) Kaneohe Bay: Shoreward of a line drawn from Pyramid Rock Light across Kaneohe Bay through the center of Mokoli'i Island to the shoreline.
 - d. Kauai:
 - (1) Port Allen: Shoreward of a line drawn from Hanapepe Light to Hanapepe Bay Breakwater Light.
 - (2) Nawiliwili Harbor: Shoreward of a line drawn from Nawiliwili Harbor Breakwater light to Kukii Point Light.
 - (b) **Partially protected waters:**
 - (i). Partially Protected Waters are waters not more than 20 nautical miles from the mouth of a Harbor of Safe Refuge, unless determined by the OCMI to be exposed waters; or those portions of rivers, estuaries, harbors, lakes, and similar waters that the OCMI determines not to be protected waters.
 - (ii). The following are Partially Protected Waters for the Sector Honolulu area of responsibility:
 - a. Hawaii: Western coast between a line extending due west from Upolu Point and a line extending due west from Kauna Point.

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- b. Maui: Southern and Western coasts between a line extending north by northwest from Lipoa Point to a line extending southwest from Cape Hanamanioa.
- c. Molokai: Southern coast between a line extending due south from Laau Point to a line extending south by southeast from Cape Halawa.
- d. Oahu: Southern and Western coasts between a line extending south by southwest from Koko Head to a line extending southwest from Kaena Point.
- e. Kauai: Southern and Western coasts between a line extending due west from Nohili Point to a line extending due south from Makahuena Point.
- f. Lanai: All coasts.

(c) **Exposed waters:**

- (i). Exposed Waters are waters more than 20 nautical miles from a Harbor of Safe Refuge that the OCMI determines are not partially protected waters or protected waters because they present special hazards due to weather or other circumstances.
- (ii). All other waters not listed as Protected Waters or Partially Protected waters above, including Alenuihaha Channel, Kaiwi Channel, and Kauai Channel, are designated as Exposed Waters. Vessels with Partially Protected routes may operate in Pailolo Channel between Maui and Molokai provided that they do not pass to the east of a line drawn between Cape Halawa on Molokai and Lipoa Point on Maui.

b. Sector Honolulu Standard Routes1. **Rivers:**

- (a) All vessels, island-specific, river-specific:

STATE OF HAWAII, ISLAND OF KAUAI, WAILUA RIVER.

Note: change 'ISLAND OF KAUAI' and 'WAILUA RIVER' as appropriate.2. **Lakes, bays, and sounds:**

- (a) All vessels, island-specific, bay-specific:

STATE OF HAWAII, ISLAND OF OAHU, MAMALA BAY, SHOREWARD OF A LINE DRAWN FROM BARBERS POINT LIGHT TO DIAMOND HEAD LIGHT.

Note: change 'ISLAND OF OAHU' and line endpoints as appropriate.

- (b) Amphibious Passenger Vessel-specific, island-specific, location-specific:

STATE OF HAWAII, ISLAND OF OAHU, WITHIN THE CONFINES OF KE'EHU LAGOON, NOT MORE THAN 1000 FEET FROM SHORE.

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Note: change 'ISLAND OF OAHU' and 'KE`EHI LAGOON' as appropriate.

3. **Limited coastwise:**

- (a) All vessels, exposed stability, all islands:

PACIFIC OCEAN, STATE OF HAWAII, HAWAIIAN ISLANDS, NOT MORE THAN 20 MILES FROM A HARBOR OF SAFE REFUGE.

- (b) All vessels, exposed stability, island-specific:

PACIFIC OCEAN, STATE OF HAWAII, ISLAND OF OAHU, NOT MORE THAN 20 MILES FROM A HARBOR OF SAFE REFUGE.

Note: change 'ISLAND OF OAHU' as appropriate.

- (c) All vessels, partially protected stability, partially protected waters delineated, island-specific:

- (i). Oahu:

PACIFIC OCEAN, STATE OF HAWAII, SOUTHERN AND WESTERN COASTS OF THE ISLAND OF OAHU BETWEEN A LINE EXTENDING SOUTH BY SOUTHWEST FROM KOKO HEAD TO A LINE EXTENDING SOUTHWEST FROM KAENA POINT, NOT MORE THAN 20 MILES FROM A HARBOR OF SAFE REFUGE.

- (ii). Maui:

PACIFIC OCEAN, STATE OF HAWAII, SOUTHERN AND WESTERN COASTS OF THE ISLAND OF MAUI BETWEEN A LINE EXTENDING NORTH BY NORTHWEST FROM LIPOA POINT TO A LINE EXTENDING SOUTHWEST FROM CAPE HANAMANIOA, NOT MORE THAN 20 MILES FROM A HARBOR OF SAFE REFUGE.

- (iii). Kauai:

PACIFIC OCEAN, STATE OF HAWAII, SOUTHERN AND WESTERN COASTS OF THE ISLAND OF KAUAI BETWEEN A LINE EXTENDING DUE WEST FROM NOHILI POINT TO A LINE EXTENDING DUE SOUTH FROM MAKAHUENA POINT, NOT MORE THAN 20 MILES FROM A HARBOR OF SAFE REFUGE.

- (iv). Hawaii:

PACIFIC OCEAN, STATE OF HAWAII, WESTERN COAST OF THE ISLAND OF HAWAII BETWEEN A LINE EXTENDING DUE WEST FROM UPOLU POINT AND A LINE EXTENDING DUE WEST FROM

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KAUNA POINT, NOT MORE THAN 20 MILES FROM A HARBOR OF SAFE REFUGE.

(v). Lanai:

PACIFIC OCEAN, STATE OF HAWAII, ISLAND OF LANAI, NOT MORE THAN 20 MILES FROM A HARBOR OF SAFE REFUGE.

(vi). Molokai:

PACIFIC OCEAN, STATE OF HAWAII, SOUTHERN COAST OF THE ISLAND OF MOLOKAI BETWEEN A LINE EXTENDING DUE SOUTH FROM LAAU POINT TO A LINE EXTENDING SOUTH BY SOUTHEAST FROM CAPE HALAWA, NOT MORE THAN 20 MILES FROM A HARBOR OF SAFE REFUGE.

Note: If vessel is a RHIB, append the following to the routes above in (a), (b), and (c), unless the note below also applies:

NOT MORE THAN 5 MILES FROM SHORE.

Note: If vessel does not carry primary lifesaving equipment, but meets subdivision requirements or carries a float free 406 MHz EPIRB, append the following to the routes above in (a), (b), and (c):

NOT MORE THAN 3 MILES FROM SHORE.

(d) RHIB-specific, exposed stability, all islands, approved for transit to Niihau:

PACIFIC OCEAN, STATE OF HAWAII, HAWAIIAN ISLANDS, NOT MORE THAN 20 MILES FROM A HARBOR OF SAFE REFUGE, NOT MORE THAN 5 MILES FROM SHORE. WHEN IN TRANSIT BETWEEN THE ISLANDS OF KAUAI AND NIIHAU, NOT MORE THAN 7.5 MILES FROM SHORE.

(e) Submarine-specific, island-specific:

(i). Oahu:

PACIFIC OCEAN, STATE OF HAWAII, ISLAND OF OAHU, SOUTHERN AND WESTERN COASTS OF THE ISLAND OF OAHU BETWEEN A LINE EXTENDING SOUTHWEST FROM DIAMOND HEAD TO A LINE EXTENDING SOUTHWEST FROM KAENA POINT, NOT MORE THAN 20 MILES FROM A HARBOR OF SAFE REFUGE, AND NOT MORE THAN 1 MILE FROM SHORE.

(ii). Maui:

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PACIFIC OCEAN, STATE OF HAWAII, SOUTHERN AND WESTERN COASTS OF THE ISLAND OF MAUI BETWEEN CAPE HANAMANIOA AND LIPOA POINT, NOT MORE THAN 3 MILES FROM SHORE.

(iii). Hawaii:

PACIFIC OCEAN, STATE OF HAWAII, WESTERN COAST OF THE ISLAND OF HAWAII BETWEEN KEAHUOLU POINT AND PUAPUAA POINT, NOT MORE THAN 3 MILES FROM SHORE.

4. **Coastwise:**

(a) All vessels, exposed stability:

PACIFIC OCEAN, STATE OF HAWAII, HAWAIIAN ISLANDS, NOT MORE THAN 20 MILES FROM SHORE.

5. **Oceans:**

(a) All vessels, exposed stability, equipped with VHF and SSB radios:

PACIFIC OCEAN, STATE OF HAWAII, NOT MORE THAN 100 MILES FROM SHORE.

(b) All vessels, exposed stability, equipped with VHF, SSB and HF radios:

PACIFIC OCEAN, STATE OF HAWAII, NOT MORE THAN 200 MILES FROM SHORE.

(c) All vessels, exposed stability, equipped with GMDSS (equivalence):

PACIFIC OCEAN, STATE OF HAWAII, NOT ON AN INTERNATIONAL VOYAGE.

c. COI Endorsements for Subchapter T & K Small Passenger Vessels

1. **All vessels:**

(a) Alternate crew necessary for voyages in excess of 12 hours:

IF THE VESSEL IS AWAY FROM THE DOCK OR PASSENGERS ARE ON BOARD OR HAVE ACCESS TO THE VESSEL FOR A PERIOD EXCEEDING 12 HOURS IN ANY 24 HOUR PERIOD, AN ALTERNATE MASTER AND CREW SHALL BE PROVIDED.

Note: If due to a vessel's operations it is more appropriate to list the alternate crew directly in the vessel's manning, a similar provision can be added reducing the vessel's manning when the vessel is away from the dock or passengers are on board or have access to the vessel for a period less than 12 hours in a 24 hour

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period. The reduced manning will need to be stated explicitly, in the same style as for conditional manning on towing vessels, and will vary depending on the vessel's full manning condition. The passenger count may also be increased accordingly.

- (b) Vessels without pyrotechnic distress signals:

VESSEL RESTRICTED TO VOYAGES OF LESS THAN 30 MINUTES IN DURATION.

- (c) Vessels without an illuminated compass or a ring-life buoy with a waterlight:

VESSEL RESTRICTED TO DAYLIGHT OPERATIONS ONLY.

- (d) Vessels that are prohibited from carrying passengers that weigh less than 90 pounds:

VESSEL RESTRICTED TO ADULT PASSENGERS ONLY.

- (e) Vessels that carry passengers who weigh less than 90 pounds:

ONE CHILD SIZE LIFE PRESERVER SHALL BE PROVIDED FOR EACH PERSON WEIGHING LESS THAN 90 POUNDS.

- (f) Vessel permitted to operate as an uninspected passenger vessel:

UNDER THE PROVISIONS OF 46 CFR 176.114, THIS VESSEL MAY BE OPERATED ON A (Insert COI Route) ROUTE CARRYING NOT MORE THAN SIX PASSENGERS WITH A REDUCED MANNING OF ONE LICENSED MASTER.

- (g) Aluminum vessel internal structure exam:

ANNUAL INTERNAL STRUCTURAL EXAMS SHALL BE CONDUCTED IN ACCORDANCE WITH 46 CFR 176.600 AND MSM VOL. II, SECTION B., CHAP. 4, PAGE B4-12.

2. All sailing vessels:

MASTER'S LICENSE MUST HAVE AUXILIARY SAIL ENDORSEMENT.

THE MAST MUST BE UN-STEPPED AND PRESENTED FOR INSPECTION BY [DATE] IN ACCORDANCE WITH NVIC 02-16.

Note: Use the end of the month six years from the last mast un-stepping.

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3. All vessels that have an upper deck accessible by passengers:

A MAXIMUM OF # PASSENGERS MAY BE ALLOWED ON THE UPPER DECK.

Note: Change “#” to reflect the actual number of passengers allowed on the upper deck.

4. Vessels that have an upper deck accessible by passengers but made inaccessible on occasion:

WHEN NO PASSENGERS ARE CARRIED ON THE UPPER DECK THE TOTAL REQUIRED DECKHANDS MAY BE REDUCED BY #. SUITABLE NOTICES AND RESTRAINING DEVICES SHALL BE POSITIONED TO PREVENT PASSENGER ACCESS TO THE UPPER DECK.

5. Subchapter K vessels:

AN ADDITIONAL DECKHAND QUALIFIED AS A SENIOR DECKHAND UNDER NVIC 1-91, AS AMENDED, MAY REPLACE THE MATE. THE SENIOR DECKHAND SHALL BE DESIGNATED IN WRITING BY THE MASTER WITH A COPY RETAINED ON BOARD THE VESSEL.

6. Required deckhands for Subchapter K vessels that carry fewer than the maximum number of passengers:

WHEN CARRYING FEWER THAN THE MAXIMUM NUMBER OF PASSENGERS, THE FOLLOWING DECKHANDS SHALL BE REQUIRED:

(NOT MORE THAN 12 HR OPERATION) (MORE THAN 12 HR OPERATION)

0-149 PASSENGERS:	0	1
150-299 PASSENGERS:	1	2
300-499 PASSENGERS:	2	4
500-799 PASSENGERS:	3	6
800+ PASSENGERS:	4	8

Note: Format endorsement so that the required deckhand counts are lined up appropriately with their respective headers. Also note that MSM Vol. III, Ch. 21 requires a deckhand for each deck accessible to passengers, which may raise some of these minimum numbers of deckhands.

7. Vessels on an international voyage without SOLAS Certificates:

NOT MORE THAN 12 PASSENGERS MAY BE CARRIED ON AN INTERNATIONAL VOYAGE.

8. All small passenger vessels which carry freight:

INSPECTED AND APPROVED FOR THE CARRIAGE OF NOT MORE THAN # POUNDS OF DECK CARGO. CARRIAGE OF FREIGHT IS LIMITED TO THE MAIN DECK. FREIGHT MUST NOT BLOCK EXITS OR ENGINE HATCHES, MUST BE SECURED AGAINST SHIFTING, AND THE VERTICAL CENTER OF GRAVITY MUST NOT EXCEED XX FEET. ONE FEWER PASSENGER MUST BE CARRIED FOR EACH 185 POUNDS OF FREIGHT, OR FRACTION THEREOF, ON BOARD.

Note: Replace “#” with the appropriate weight of authorized deck cargo and XX with the proper height according to the Stability Letter.

9. All small passenger vessels carrying freight in the form of hazardous materials:

INSPECTED AND APPROVED FOR THE CARRIAGE OF NOT MORE THAN # POUNDS OF DECK CARGO, TO INCLUDE HAZARDOUS MATERIALS. CARRIAGE OF FREIGHT IS LIMITED TO THE MAIN DECK. FREIGHT MUST NOT BLOCK EXITS OR ENGINE HATCHES, MUST BE SECURED AGAINST SHIFTING, AND THE VERTICAL CENTER OF GRAVITY MUST NOT EXCEED XX FEET. ONE FEWER PASSENGER MUST BE CARRIED FOR EACH 185 POUNDS OF FREIGHT, OR FRACTION THEREOF, ON BOARD.

10. Vessels required to operate in compliance with structural design restrictions:

VESSEL SHALL BE OPERATED WITHIN THE FOLLOWING DESIGN RESTRICTIONS IN ACCORDANCE WITH MSC APPROVAL LETTER (INSERT NUMBER) DATED (INSERT DATE):

SIGNIFICANT WAVE HEIGHT (FEET)	MAXIMUM SPEED (KNOTS)
List data	List data

Note: Also applies to sail area vs. wind speed limitations. Where MSC provides a flat cap instead of a table, it will be stated following the colon in the same paragraph.

11. Vessels with stability tests conducted with an assumed 30’ passenger VCG:

ALL PASSENGERS SHALL REMAIN SEATED WHILE THE VESSEL IS UNDERWAY.

Note: Supersedes any seating limitations for when propulsion is engaged.

d. COI Endorsements for Subchapter T & K Small Passenger Vessels in Specific Services

1. Attraction Vessels:

- (a) All vessels (as appropriate):

THIS CERTIFICATE IS LIMITED TO PERMIT THE CARRIAGE OF PASSENGERS ONLY WHILE THE VESSEL IS SECURELY MOORED TO A PIER AND ONLY WHEN ENDORSED BY THE COGNIZANT OCMI FOR THE PLACE AND DATES SPECIFIED HEREON. AT ALL OTHER TIMES, THIS CERTIFICATE IS NULL AND VOID.

AT ALL TIMES THAT PASSENGERS ARE ON BOARD THERE SHALL BE 1 DECKHAND ASSIGNED TO EACH GANGWAY TO ASSIST WITH EMBARKATION AND DISEMBARKATION OF PASSENGERS.

VESSEL SHALL PROVIDE 1 DECKHAND TO SERVE AS A CONTINUOUSLY ROVING FIRE AND SAFETY PATROL.

PASSENGERS ARE NOT PERMITTED TO REMAIN OVERNIGHT. THE AREA AROUND THE VESSEL'S GANGWAY(S) SHALL REMAIN CLEAR DURING HOURS OF PASSENGER OPERATIONS.

SMOKING AND COOKING ARE NOT PERMITTED DURING HOURS OF PASSENGER OPERATIONS.

2. Vessels Engaged in Diving Operations:

- (a) Vessels whose stability test was completed with a passenger weight of 185 lbs:

FOR EACH 185 LBS OF DIVE EQUIPMENT ON BOARD, OR FRACTION THEREOF, THE TOTAL PASSENGERS SHALL BE REDUCED BY ONE.

- (b) Vessels with excess test weight used during their stability test:

FOR EACH 185 LBS OF DIVE EQUIPMENT ON BOARD, OR FRACTION THEREOF, IN EXCESS OF # LBS, THE TOTAL PASSENGERS SHALL BE REDUCED BY ONE.

- (c) Vessels that are approved for reduced manning:

IF THE PROVISIONS OF WORK INSTRUCTION 31 ARE MET, THE REQUIRED DECKHAND(S) MAY ENTER THE WATER WHILE MOORED OR AT ANCHOR DURING IN-WATER PASSENGER ACTIVITIES.

Note: "DECKHAND" or "DECKHANDS" will be used as appropriate, the parentheses will not be used on the COI.

- (d) Vessels that are approved to substitute dive masters/instructors for passengers:

DIVE MASTERS/INSTRUCTORS MAY BE SUBSTITUTED FOR PASSENGERS ON A ONE FOR ONE BASIS.

3. **Submersibles:** (*also see f.8*)
(a) All submersibles:

VESSEL TO OPERATE WITHIN THE DESIGNATED OPERATIONS AREAS DESCRIBED IN THE PUBLISHED (COMPANY) SUBMARINE OPERATIONS MANUAL.

Note: Replace “(company)” with the name of the operating company for the submarine.

VESSEL MUST HAVE ABOARD A CURRENT COPY OF THE (COMPANY) SUBMARINE OPERATIONS MANUAL.

Note: Replace “(company)” with the name of the operating company for the submarine.

VESSEL TO OPERATE IN DEPTHS NOT TO EXCEED # FEET.

Note: Replace “#” with the submersible’s actual approved max operating depth.

VOYAGES NOT TO EXCEED ONE HOUR IN DURATION.

VESSEL MUST MAINTAIN RESERVE POWER TO PROVIDE NOT LESS THAN 24 HOURS EMERGENCY LIFE SUPPORT.

THE MASTER MUST HAVE A SUBMERSIBLE ENDORSEMENT FOR THE XXXX.

Note: Replace ‘XXXX’ with the name of the actual vessel.

WHEN PASSENGERS ARE ON BOARD THE SUBMERSIBLE, IT SHALL NOT BE TOWED AND THERE MUST BE AT LEAST TWO CERTIFIED SCUBA DIVERS IN THE VICINITY OF THE DIVE SITE AND CAPABLE OF BEING EQUIPPED AND AT THE DIVE SITE WITHIN ONE HOUR.

THE CO-PILOT MUST BE DESIGNATED IN WRITING AND HAVE SUCCESSFULLY COMPLETED AN APPROVED COMPANY TRAINING PROGRAM.

A FULL RELIEF CREW, COMPRISED OF 1 MASTER, 1 CO-PILOT, AND 1 DECKHAND, SHALL BE PROVIDED WHEN THE VESSEL IS OPERATED IN EXCESS OF 12 HOURS IN ANY 24 HOUR PERIOD.

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(b) Submersibles that operate more than one mile from shore:

WHEN PASSENGERS ARE ON BOARD, A SURFACE TENDER VESSEL CARRYING PRIMARY LIFESAVING EQUIPMENT FOR AT LEAST 50 PERCENT OF PERSONS ALLOWED MUST BE IN ATTENDANCE.

4. Rigid-Hull Inflatable Vessels (RHIB):

ALL PASSENGERS SHALL REMAIN SEATED WHILE THE PROPULSION IS ENGAGED.

INFLATABLE COLLAR PRESSURE TESTS SHALL BE CONDUCTED IN ACCORDANCE WITH SECTOR HONOLULU WORK INSTRUCTION 7.

5. Amphibious Passenger Vessels:

ALL PASSENGERS SHALL REMAIN SEATED WHILE THE PROPULSION IS ENGAGED.

ENGINE COMPARTMENT HATCH SHALL REMAIN CLOSED DURING IN-WATER OPERATIONS.

VESSEL IS NOT TO BE OPERATED WHEN THE SEA STATE EXCEEDS ONE FOOT.

CONDUCT ANNUAL DRYDOCK AND ISE IN ACCORDANCE WITH NVIC 1-01.

6. Watertight Doors in Subdivision Bulkheads:

ALL WATERTIGHT DOORS IN SUBDIVISION BULKHEADS SHALL BE KEPT CLOSED AT ALL TIMES EXCEPT WHEN USED FOR TRANSIT.

7. Vessels with Overnight Accommodations:

WHEN THE VESSEL IS CARRYING OVERNIGHT PASSENGERS, REGARDLESS IF THE VESSEL IS UNDERWAY, MOORED, OR ANCHORED, A SUITABLE NUMBER OF WATCHMEN SHALL MAINTAIN A 24-HOUR ROVING WATCH IN THE VICINITY OF THE CABINS OR STATEROOMS AND ON EACH DECK TO GUARD AGAINST AND GIVE ALARM IN CASE OF FIRE, MAN OVERBOARD, OR OTHER DANGEROUS SITUATION.

8. Vessels that Operate Exclusively on the Wailua River:

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VESSEL HAS AN ESTABLISHED 3 YEAR DRYDOCK INTERVAL WHILE OPERATING ON THE WAILUA RIVER AS PER SECTOR HONOLULU WORK INSTRUCTION 9.

9. Vessels that Operate on the Na Pali Coast of Kauai:

For vessels operating out of Port Allen and Kikia'ola:

VESSEL SHALL NOT BE OPERATED PAST AWA'AWAPUHI WHEN A HIGH SURF ADVISORY OR WARNING IS IN EFFECT ON THE WESTERN OR NORTHERN WATERS AROUND KAUI.

For vessels operating out of Hanlei Bay and Anini:

VESSEL SHALL NOT BE OPERATED WHEN A HIGH SURF ADVISORY OR WARNING IS IN EFFECT ON THE WESTERN OR NORTHERN WATERS AROUND KAUI.

e. Barge Endorsements

1. Barges that operate internationally:

OCEANS.

2. Barges that do not operate internationally:

NOT ON AN INTERNATIONAL VOYAGE.

3. Barges that do not carry oil or hazardous materials in ANY quantity:

THIS VESSEL SHALL NOT CARRY FLAMMABLE OR COMBUSTIBLE LIQUIDS OR HAZARDOUS MATERIALS IN ANY QUANTITY AS CARGO.

4. Barges without a benzene monitoring program:

VESSEL MAY NOT CARRY CARGOES WITH A BENZENE CONTENT IN EXCESS OF 0.5 PERCENT BY VOLUME.

5. Barges that do not have an ITC Tonnage certificate and accordingly have had the IOPP certificate removed, though it meets all other MARPOL requirements:

THIS VESSEL IS IN COMPLIANCE WITH 33 CFR 151, 155, AND 157.

6. Barges that conduct oil transfer operations:

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A CERTIFIED TANKERMAN OR LICENSED OFFICER IS REQUIRED AS THE PERSON-IN-CHARGE WHEN OIL TRANSFER OPERATIONS ARE UNDERTAKEN. THE LICENSED OFFICER OR CERTIFIED TANKERMAN MAY NOT WORK MORE THAN 15 HOURS IN ANY 24-HOUR PERIOD, OR MORE THAN 36 HOURS IN ANY 72-HOUR PERIOD, EXCEPT IN AN EMERGENCY OR A DRILL.

7. Manned tank barges certified for voyages beyond the boundary line (while manned):

REQUIRED TANKERMEN, QUALIFIED FOR DANGEROUS LIQUIDS; 2 TANKERMEN P.I.C. OR 2 TANKERMEN P.I.C. (BARGE). THE TANKERMEN MUST MEET THE QUALIFICATION REQUIREMENTS OF 46 CODE OF FEDERAL REGULATIONS PART 13.

8. Barges that are authorized to carry cargo in independent cargo tanks:

AUTHORIZED TO CARRY COMBUSTIBLE LIQUIDS IN BULK, GRADE D AND LOWER, EXCLUDING NOXIOUS LIQUID SUBSTANCES, IN THE DESIGNATED INDEPENDENT FUEL TANKS WHICH ARE LOCATED IN VOIDS, FOR USE AS FUEL BY THE PROPELLING VESSEL ON OCCASIONAL LONG VOYAGES ONLY.

9. "OD" barges with Ocean and Coastwise routes & no P&A manual must have a non-discharge of NLS statement in the operating details and all "OD" barges must have the specific route(s) in the loading constraints/stability section of the COI):

VESSEL IS PROHIBITED FROM DISCHARGING NOXIOUS LIQUID SUBSTANCE (NLS) RESIDUE TO THE SEA.

10. Vessels in a laid-up status must have a valid COI endorsed with the below statement:

IN ADDITION TO THE REQUIREMENTS OF 46 CFR 35.05-15, THE VESSEL MUST BE BOARDED AND CHECKED AT LEAST WEEKLY BY OWNER'S REPRESENTATIVE FOR DAMAGE, WATERTIGHT INTEGRITY, AND TO VERIFY THAT NO CARGO IS ABOARD. VESSEL MUST BE DRYDOCKED UPON REMOVAL FROM LAID-UP STATUS PRIOR TO LOADING CARGO.

THERMAL FLUID HEATER MAY ONLY BE OPERATED WHEN CARRYING GRADE "E" CARGOES.

11. VCS Endorsement for Subchapter "O" cargoes; requires all three entries below:

(Insert in the Conditions of Operation)

SEE "CONDITIONS OF CARRIAGE" FOR VAPOR CONTROL AUTHORIZATION.

(Insert next two entries in Conditions of Carriage)

THIS VESSEL'S VAPOR CONTROL SYSTEM HAS BEEN INSPECTED TO THE PLANS APPROVED BY THE MARINE SAFETY CENTER LETTER SERIAL ____ DATED _____, AND FOUND ACCEPTABLE FOR THE COLLECTION OF CARGO VAPORS FROM THOSE SPECIFIC SUBCHAPTER "D" CARGOES CONTAINED IN THAT LETTER, AND THOSE SPECIFIED DANGEROUS CARGOES ANNOTATED WITH EITHER "V" OR "T" ABOVE.

WHEN USING THE VAPOR CONTROL SYSTEM TO LOAD THE SPECIFIED DANGEROUS CARGOES ANNOTATED WITH "T", THE VESSEL'S OVERFILL ALARM AND SHUTDOWN SYSTEM SHALL BE USED AS THE PRIMARY CARGO TANK OVERFILL PROTECTION. THE USE OF SPILL VALVES OR RUPTURE DISKS IS PROHIBITED.

12. Tank barges in a laid-up status:

GRANTED INTERNAL STRUCTURAL EXAMINATION EXTENSION IN ACCORDANCE WITH MARINE SAFETY MANUAL VOL II SEC. B3.A.4.d.(1) EXT EXAM DATE_____.

(If second extension, enter "GRANTED SECOND...") (Insert in Conditions of Carriage)

13. For the carriage of Liquefied Flammable gasses:

INSPECTED AND APPROVED FOR THE CARRIAGE OF LIQUEFIED FLAMMABLE GASES AT A PRESSURE NOT TO EXCEED ____ PSIG AND AT A TEMPERATURE NOT LESS THAN AMBIENT.

14. Marine Portable Tanks:

APPROVED FOR THE CARRIAGE ON THE OPEN DECK OF APPROVED DOT AND MARINE PORTABLE TANKS CARRYING FLAMMABLE OR COMBUSTIBLE LIQUIDS AS AUTHORIZED BY 49 CFR 172.101 OR 46 CFR 98.30, AS APPLICABLE. ADDITIONAL FIRE PROTECTION IS TO BE PROVIDED IN ACCORDANCE WITH 49 CFR 176.315 OR 46 CFR 98.30 AS APPLICABLE. MPT'S AND DOT TYPE IM101 AND IM102 TANKS MAY BE DISCHARGED OF FILLED WHILE ON BOARD THE VESSEL PROVIDED THEY MEET THE CARGO HANDLING REQUIREMENTS OF 46 CFR 98.30

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AND 46 CFR 64. THE TOTAL HEIGHT OF THE COMBINED CENTER OF GRAVITY OF DOT AND MARINE PORTABLE TANKS SHALL NOT EXCEED THE RESTRICTIONS IN THE CURRENT STABILITY LETTER.

15. Loading:

BARGE IS TO BE LOADED IN ACCORDANCE WITH THE RESTRICTIONS PLACED ON ITS CURRENT LOAD LINE CERTIFICATE.

16. Construction:

TANKS AND ASSOCIATED PIPING ARE FABRICATED FROM LOW-TEMPERATURE STEEL. NO WELDING REPAIRS MAY BE UNDERTAKEN WITHOUT PRIOR NOTIFICATION TO THE COGNIZANT OCMI. CONSTRUCTION NOTES ON FILE AT (Port).

THE MAXIMUM ALLOWABLE CARGO TANK WORKING PRESSURE IS ___ PSIG.

f. Towing Vessels (Subchapter M) Endorsements

1. Use of existing SMS to obtain initial COI:

(a) Vessels with a DOC/SMC for their existing SMS:

THIS VESSEL OPERATES UNDER AN EXISTING SAFETY MANAGEMENT SYSTEM IN LIEU OF TSMS IN ACCORDANCE WITH 46 CFR 138.225. THIS CERTIFICATE OF INSPECTION IS ISSUED IN CONSIDERATION OF THE PROVISIONS CONTAINED IN 46 CFR PART 138, ON THE BASIS OF OBJECTIVE EVIDENCE PROVIDED BY [INSERT TPO NAME], AN APPROVED THIRD PARTY ORGANIZATION, AND THE VESSEL'S POSSESSION OF BOTH A VALID DOCUMENT OF COMPLIANCE (CERT. NO. XXXXXX-XXXXXXXX-XXX) AND SAFETY MANAGEMENT CERTIFICATE (CERT. NO. XXXXXX-XXXXXXXX-XXX) FOR THE EXISTING SAFETY MANAGEMENT SYSTEM USED ON THE VESSEL.

(b) Vessels with a TSMS Certificate for their existing SMS:

THIS CERTIFICATE OF INSPECTION IS ISSUED IN CONSIDERATION OF THE PROVISIONS CONTAINED IN 46 CFR PART 138, ON THE BASIS OF OBJECTIVE EVIDENCE PROVIDED BY [INSERT TPO NAME], AN APPROVED THIRD PARTY ORGANIZATION, AND THE VESSEL'S POSSESSION OF A VALID TSMS CERTIFICATE (CERT. NO. XXXXXX-XXXXXXXX-XXX).

2. Use of a TSMS Certificate to obtain initial COI:

January 3, 2022

THIS VESSEL HAS BEEN CERTIFICATED IN ACCORDANCE WITH THE TOWING SAFETY MANAGEMENT SYSTEM (TSMS) OPTION, UTILIZING THE (pick one) EXTERNAL SURVEY PROGRAM or INTERNAL SURVEY PROGRAM. [INSERT TPO NAME] IS THE APPROVED THIRD PARTY ORGANIZATION. TSMS CERTIFICATE NUMBER ASSOCIATED WITH THIS VESSEL IS CERT. NO. XXXXXX-XXXXXXX-XXX.

3. Use of UTV Decal for issuance of initial COI:

THIS COI IS ISSUED IN CONSIDERATION OF THE PROVISIONS CONTAINED IN 46 U.S.C. §3103 AND 46 CFR PART 139, ON THE BASIS OF REPORTS, DOCUMENTS, AND RECORDS PROVIDED BY [INSERT TPO NAME], A THIRD-PARTY ORGANIZATION, AND THE VESSEL'S POSSESSION OF A VALID COAST GUARD DECAL.

4. Manning – Oceans (International) Voyage:

WHEN OPERATING ON A VOYAGE OF LESS THAN SIX HUNDRED (600) NAUTICAL MILES, THE VESSEL'S CREW MAY BE REDUCED TO ONE (1) MASTER, ONE (1) LICENSED MATE, ONE (1) CHIEF ENGINEER, ONE (1) LICENSED ENGINEER, AND TWO (2) ABLE SEAMEN.

WHEN OPERATING ON A DOMESTIC VOYAGE OF LESS THAN SIX HUNDRED (600) NAUTICAL MILES AND LESS THAN 12 HOURS IN ANY 24 HOUR PERIOD, THE VESSEL'S CREW MAY BE REDUCED TO ONE (1) MASTER, ONE (1) CHIEF ENGINEER, AND ONE (1) ABLE SEAMAN.

A DESIGNATED DUTY ENGINEER WITH NO HORSEPOWER LIMITATIONS MAY SERVE AS A CHIEF ENGINEER ON ALL VOYAGES WITH THE PROPER STCW ENDORSEMENTS WHEN ON AN INTERNATIONAL VOYAGE.

5. Manning – Oceans (Not on International) Voyage:

NOT ON AN INTERNATIONAL VOYAGE.

Depending on tonnage (use MSM Volume III Chapter B2.W):

WHEN OPERATING ON AN [OCEANS / LAKES, BAYS, AND SOUNDS] ROUTE [LESS THAN SIX HUNDRED (600) NAUTICAL MILES] [AND NOT MORE THAN 12 HOURS IN ANY 24 HOUR PERIOD], THE VESSEL'S CREW MAY BE REDUCED TO [NUMBER (#) POSITION, NUMBER (#) POSITION, ETC.].

Note: Repeat as necessary to capture all route combinations.

6. Fuel Transfer PIC:

(a) Vessels on domestic voyages:

THE PERSON IN CHARGE OF ANY TRANSFER OF FUEL OIL REQUIRING A DECLARATION OF INSPECTION SHALL HOLD A VALID LICENSE ISSUED UNDER 46 CFR PART 10 AUTHORIZING SERVICE AS A MASTER, MATE, OR ENGINEER ABOARD THE VESSEL, OR HOLD A VALID MERCHANT MARINER'S DOCUMENT ENDORSED AS A TANKERMAN-PIC OR TANKERMAN-PIC RESTRICTED TO FUEL TRANSFERS FOR TOWING VESSELS, OR HOLD A LETTER OF DESIGNATION FROM THE VESSEL OPERATOR OR AGENT IN LIEU OF A MERCHANT MARINER CREDENTIAL WITH A TANKERMAN-PIC ENDORSEMENT.

(b) Vessels on international voyages:

WHILE TRANSFERRING FUEL OIL, A CERTIFIED TANKERMAN OR LICENSED OFFICER SHALL SERVE AS THE DESIGNATED PERSON IN CHARGE.

7. Lifesaving:

IMMERSION SUITS ARE NOT REQUIRED WHEN VESSEL IS ONLY OPERATING BETWEEN 32 DEGREES NORTH LATITUDE AND 32 DEGREES SOUTH LATITUDE OR WHEN OPERATING ON A RIVERS ROUTE OR IN A LIMITED GEOGRAPHIC AREA IN ACCORDANCE WITH 46 CFR 136.110.

8. Submersible Surface-Support Vessels: (also see d.3)

WHEN VESSEL IS ENGAGED IN TOWING A PASSENGER SUBMERSIBLE, ONE LICENSED MASTER WITH A TOWING ENDORSEMENT AND ONE DECKHAND ARE REQUIRED TO BE ONBOARD.

WHEN VESSEL IS ENGAGED AS A SUPPORT VESSEL FOR PASSENGER SUBMERSIBLE OPERATIONS, A QUALIFIED SURFACE OFFICER AND A LICENSED MASTER (WHICH CAN BE THE SAME PERSON) MUST BE IN THE GENERAL VICINITY OF THE DIVE SITE. THE VESSEL MUST CARRY 100% PRIMARY LIFESAVING EQUIPMENT FOR THE PASSENGER SUBMERSIBLE.

VESSEL IS NOT ALLOWED TO CARRY PASSENGERS.