



16742
May 11, 2015

MARINE SAFETY INFORMATION BULLETIN 04-15

New Application Process for Restricted Operator of Uninspected Passenger Vessel (ROUPV) Merchant Mariner Credential on Inland Waters in Western Alaska

- Ref:
- (a) Title 46 Code of Federal Regulations (CFR) 11.467(g)
 - (b) CG-543 Policy Letter 10-03 "Restricted Endorsements for Merchant Mariner Credentials as Operator of Uninspected Passenger Vessels (OUPV)
 - (c) COMDTPUB 16721 Navigation and Vessel Inspection Circular 02-14 "Grandfathering and Transitional Provisions for Merchant Mariner Credentials"
 - (d) Seventeenth District Instruction 16670.0 "Field Guidance to Submit Information for a Navigability Determination of Federal Waterways in D17"
 - (e) Title 33 Code of Federal Regulations (CFR) 2.05-25

PURPOSE: This informational bulletin provides guidance for individuals seeking Restricted Operator of Uninspected Passenger Vessel (ROUPV) endorsements on Merchant Mariner Credentials to operate on Inland lakes and/or rivers within the Western Alaska Officer in Charge of Marine Inspection (OCMI) Zone. The Western Alaska OCMI Zone encompasses all of Alaska, with the exception of the Southeast Alaskan panhandle and the majority of Prince William Sound. In Western Alaska, the OCMI is also the Commander of Coast Guard Sector Anchorage.

AUTHORITY: Reference (a) permits the OCMI to set sea service and examination standards for local ROUPV endorsements that are less stringent than those required for an Inland OUPV endorsement, but which must still align with Federal regulation and national policy concerning ROUPV credentialing.

PUBLICATIONS AFFECTED: Sector Anchorage MSIB 02-15 regarding ROUPVs is canceled.

BACKGROUND: Beginning in the late 1990s, guides and other operators of Uninspected Passenger Vessels were able to obtain a Restricted or Limited "Operator of Uninspected Passenger Vessels Guide License on the Freshwaters and Rivers of Western Alaska" that permitted operation on all freshwater rivers or lakes in Western Alaska. In 2009, the Coast Guard consolidated mariner credentials and created "Merchant Mariner Credentials" which replaced licenses. This consolidation also incorporated the centralization of the credentialing program at the Coast Guard National Maritime Center. In 2010 and 2014, references (a) and (b) took effect to ensure nation-wide consistency with the application of the credentialing regulations. Both the policy and the subsequent regulation defined parameters for the issuance of ROUPV endorsements that are more restrictive in scope than the original Western Alaskan ROUPV credential.

- **2010 POLICY LETTER:** Reference (b) was issued by the Coast Guard Headquarters Office of Commercial Vessel Compliance (Mariner Credentialing) in 2010. The purpose of this policy letter was to establish national standards to assist OCMI's with consistent implementation of ROUPV credentialing regulations. The Office of Commercial Vessel Compliance developed the

policy letter as part of a more general Uninspected Passenger Vessel safety push following deaths of passengers on multiple Uninspected Passenger Vessels, including one on Lake Texoma (between Texas and Oklahoma) in 2009. Findings from the casualty investigations led to an expanded review of the Coast Guard's issuance of ROUPV endorsements nationwide. The review found that implementation varied considerably between OCMI Zones and was often inconsistent with regulations. The 2010 policy letter was intended to promote uniform nationwide compliance. Among other restrictions, the 2010 policy letter introduced the guidance that OCMI's should issue ROUPV endorsements only for "low risk" waterways. The policy letter can be downloaded from the National Maritime Center's website at: uscg.mil/nmc/regulations/policy/10-04.pdf.

- **2014 RULE CHANGE:** Reference (a) is a regulation that became effective in March 2014, updating the requirements for issuance of a ROUPV endorsement. (The Federal Register is available at federalregister.gov/a/2013-28032). This rule was published on December 24, 2013, and was proposed in a supplemental notice of proposed rulemaking on August 11, 2011 in 76 Federal Register 45908. The new rule requires "at least 3 months of service in the operation of the type of vessel and on each body of water for which the endorsement is requested." Three months of sea service is counted as 90 days. This requirement for local sea service significantly reduces the potential geographical scope of an individual's ROUPV endorsement. (Note that paragraph (1) of Enclosure (1) of reference (c) grants a 5-year phase-in period discussed under the "sea-service" section in this MSIB.)

IMPLEMENTATION: Effective January 1, 2015, the National Maritime Center ceased processing original applications for the old "Operator of Uninspected Passenger Vessels Guide License on the Freshwaters and Rivers of Western Alaska."

- **CURRENT HOLDERS:** An individual currently holding a valid "Operator of Uninspected Passenger Vessels Guide License on the Freshwaters and Rivers of Western Alaska" credential may continue to use the credential and renew it indefinitely. This credential will remain valid for service on all navigable freshwaters in Western Alaska,. This grandfathering provision is referenced in the preamble of the 2014 rule change and further documented in a memo from Coast Guard Headquarters Office of Commercial Vessel Compliance to Coast Guard Sector Anchorage on August 5, 2014, included as Enclosure (1) to this MSIB. Holders of expired "Operator of Uninspected Passenger Vessels Guide License on the Freshwaters and Rivers of Western Alaska" credentials whose credentials expired due to the Coast Guard's rejection of a timely renewal application submitted in 2014 or 2015 may resubmit their renewal applications for reconsideration before December 31, 2015. If less than 12 months have elapsed since the credential expired, the individual may simply resubmit the old package. If more than 12 months have elapsed, the individual must complete either a ROUPV exam or an approved course.
- **FIRST-TIME APPLICANTS:** Anyone who wishes to apply for an initial ROUPV endorsement in Western Alaska must submit an application under the updated guidelines set forth in this bulletin. After January 1, 2015, new ROUPV endorsements issued in Western Alaska must contain explicit geographical restrictions—for example, *Operator of Uninspected Passenger Vessels Upon Inland Waters Restricted to the Porcupine River*. An individual seeking the flexibility to operate on any Inland water body in Western Alaska (and elsewhere in the United States) should obtain an Inland OUPV endorsement.

NAVIGABLE WATERWAYS: Coast Guard credentialing requirements apply only to individuals operating on Navigable Waterways. Not all Inland waters in Western Alaska are Navigable Waterways. Included as Enclosure (2) to this MSIB is a list of freshwater lakes and rivers in Western Alaska that the Seventeenth Coast Guard District has determined to be navigable. Individuals are encouraged to verify,

before applying for a credential, that the Inland waters on which they intend to operate are indeed Navigable Waterways. More information about the process of determining whether or not a particular Inland waterway is navigable can be found in reference (d), available online at Sector Anchorage's website at <http://www.uscg.mil/d17/sectoranchorage>. Note that waterways adjoining the ocean are considered navigable up to mean high water, per reference (e), even if they are not specifically listed in Enclosure (2).

GEOGRAPHIC RESTRICTIONS: Reference (b) stipulates that ROUPV endorsements must be tied to certain OCMI-vetted "low risk" waterways. Reference (a) specifies that sea service must be on the specific body of water for which the credential is sought.

- **"LOW RISK" WATERWAY:** Reference (b) specifies that the OCMI may exercise the discretion to modify sea service and examination requirements for a ROUPV credential if the bodies of water to which the credential is restricted are "low risk." A ROUPV credential will not be issued for any waterway that is not "low risk." For waterways for which Sector Anchorage has not yet made a risk determination, potential applicants may initiate the risk assessment process. To prompt Sector Anchorage to conduct a risk assessment, a potential applicant must complete a "Western Alaska OCMI Zone Waterway Risk Assessment for a Restricted Operator of Uninspected Passenger Vessel Merchant Mariner Credential," provided as Enclosure (3) to this MSIB. Taking into consideration the information provided in this form, the OCMI will determine whether a waterway is "high risk" or "low risk." Sector Anchorage will aim to issue a risk determination within 30 days of receipt of the completed form. The status of risk determinations will be updated on the ROUPV page of Sector Anchorage's website at <http://www.uscg.mil/d17/sectoranchorage/roupv.asp>. To avoid duplicating efforts, applicants should check the website to see what waterways are already under evaluation before submitting a new Waterway Risk Assessment.
- **BODY OF WATER:** For the purposes of issuing ROUPV endorsements in Western Alaska, the OCMI will consider joining more than one contiguous waterway listed in Enclosure (2) into a single body of water for endorsements, provided that the contiguous body of water is comprised entirely of "low risk" waterways. The OCMI may also consider splitting a single river into more than one body of water for the purpose of endorsements if, for example, the lower portion has been determined to be "high risk," but the upper portion could be considered "low risk." Currently, Enclosure (2) groups waterways by drainage. These drainage groups represent starting-points for proposals for potential "bodies of water" for the purposes of ROUPV endorsements.

HEADQUARTERS APPROVAL: Each time the OCMI wishes to formalize a ROUPV endorsement for a new body of water comprised of "low risk" waterways, the OCMI must submit a memorandum to Coast Guard Headquarters requesting approval. The approval is specific to a body of water, not specific to a person. Once Headquarters has approved a given endorsement (for example, "*Operator of Uninspected Passenger Vessels Upon Inland Waters Restricted to Restricted to the Porcupine River*") any qualified individual may apply for that endorsement without further Headquarters review. Sector Anchorage will list approved endorsements in Column 3 of future updates to Enclosure (2). An overview of the risk determination and endorsement approval process is provided in Enclosure (4).

MINIMUM AGE, SEA SERVICE AND EXAMINATION REQUIREMENTS: The OCMI's sea service and examination standards for the new ROUPV credential are as follows:

- **AGE:** Applicants 17 years old and older may be awarded a ROUPV credential.

- **SEA SERVICE:** In lieu of the 12 months of sea service required for an Inland OUPV credential, an applicant for a ROUPV credential may present just 90 days of sea service, per reference (a). Of the 90 days, a maximum of 30 days of non-motorized vessel experience may be used to meet the 90 day total service requirement; the rest of the time must have been on motorized vessels. (Sea service is not creditable on house boats or float planes.) For original applicants to meet sea service recency requirements, 30 of the 90 days must have been completed within the last three years.
 - Applicants who submit application packages prior to March 24, 2019 and have accrued at least one day of sea service prior to March 24, 2014 are not subject to the requirement introduced in reference (a) that their 90 days of service be on the body of water for which they seek a ROUPV endorsement. These applicants may count time served on any body of water toward the requirement that they have at least 120 days of sea service. For these applicants, the OCMI will not consider including more than three bodies of water on one individual's ROUPV credential in Western Alaska. (See the "Geographic Restrictions" section above for a discussion of what constitutes a body of water.) ROUPV endorsements issued under these terms will be able to be renewed indefinitely without meeting the service requirements of reference (a).
 - Applicants who accrued their first day of sea time on or after March 24, 2014 are subject to the requirement in reference (a) that 90 days of sea service must have all been on the body of water for which the ROUPV credential is sought. (After March 24, 2019, all first-time applicants will be subject to this provision, regardless of when they began accruing sea time.) An individual who has 180 days of experience (90 days of experience on one body of water, plus 90 days of experience on another body of water), may apply for a ROUPV credential with endorsements for both bodies of water. Additional bodies of water may be added with additional sea time, but it is likely that the 360 days of sea service for the Inland OUPV will be accrued prior to the accumulation of more than two or three ROUPV endorsements.
- **EXAMINATION OR COURSE:** Relevant knowledge may be demonstrated via examination or via a course in lieu of examination:
 - Applicants may pass either the Inland OUPV Examination or the Restricted OUPV Examination. (Both of these tests are standard nationally-available tests approved by the National Maritime Center. The "Restricted" exam does not include International collision regulations or a chart plotting component.)
 - As an alternative to examination, applicants may pass a Coast Guard Approved Course for a ROUPV credential. Contact the Coast Guard Regional Examination Center (REC) in Anchorage for a current list of approved courses. Below are organizations approved, as of March 1, 2015, to conduct courses that meet the examination requirements for this credential: (a) Alaska Nautical School (907-232-1792 or 866-357-2687); (b) Alaska Rescue (907-209-4781); and (c) Alaska Waters Consulting (907-677-2606 or 866-373-3613).
- **FIRST AID AND C.P.R. TRAINING:** Due to the remote nature of Alaskan waterways, Sector Anchorage requires that all ROUPV credential applicants show proof of current first aid and CPR qualifications as part of their application package. A Wilderness First Aid credential is encouraged, but not required.

APPLICATION: Reference (a) provides a comprehensive list of application elements and explains how an individual should apply for a ROUPV credential. More general information on the OUPV credential application process is available at the National Maritime Center website under the “Charter Boat Captain” page at http://www.uscg.mil/nmc/credentials/charter_boat_capt/default.asp. In the interest of expediting the application process, individuals may submit applications to the Anchorage REC while Headquarters’ approval of the ROUPV endorsement is pending. **If a Sector Anchorage risk determination and Headquarters endorsement approval are not already in place, potential applicants are advised to initiate the process of requesting the risk assessment determination and endorsement approval several months in advance of their anticipated start of employment.** A flow chart summarizing the different options for obtaining a OUPV or ROUPV endorsement that may be applicable to individual applicants is provided in Enclosure (5).

LIMITED OPTION: Some individuals may be better served by a Limited Operator of Uninspected Passenger Vessel (LOUPV) endorsement, rather than an ROUPV endorsement. LOUPVs are “limited to the specific activity and the locality of the camp, yacht club, or marina.” More information about LOUPV endorsements will be available in a future Marine Information Safety Bulletin.

CONTACTS: Questions regarding the ROUPV endorsement application process should be directed to the REC in Anchorage at 907-271-6736. The Anchorage REC is located at 222 West 7th Avenue in Room 154. Questions regarding Sector’s waterway risk assessment process or Headquarters’ endorsement approval status should be directed to the Sector Anchorage Inspections Division at 907-428-4164 or anchorage.inspections@uscg.mil.

Sincerely,



PAUL MEHLER III
 Captain, U. S. Coast Guard
 Officer in Charge, Marine Inspection
 Western Alaska

Enclosures: (1) CG CVC-4 Memo to Sector Anchorage dated August 5, 2014
 (2) Federally Navigable Waterways in Western Alaska
 (3) Western Alaska OCMI Zone Waterway Risk Assessment for a Restricted Operator of Uninspected Passenger Vessel (ROUPV) Merchant Mariner Credential
 (4) Risk Assessment and ROUPV Endorsement Process in Western Alaska
 (5) Credentialing Options for Uninspected Passenger Vessel Operators on Inland Waters in Western Alaska

Copy: CG District Seventeen
 CG MSU Valdez
 CG MSD Dutch Harbor
 CG MSD Homer
 CG MSD Kodiak

U.S. Department of
Homeland Security

United States
Coast Guard



Commandant
United States Coast Guard

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Washington, DC 20593-7501
Staff Symbol: CG-CVC-4

16721

MEMORANDUM

From:  8/5/14
R. P. McAvoy, CAPT
CG-CVC

To: CG Sector Anchorage (s)

Subj: RESTRICTED ENDORSEMENTS FOR MERCHANT MARINER CREDENTIALS (MMC)
AS OPERATOR OF UNINSPECTED PASSENGER VESSELS (OUPV) WITHIN THE
SECTOR ANCHORAGE OFFICER IN CHARGE MARINE INSPECTION (OCMI) ZONE

Ref: (a) Your 16721 memo dated 29 Jul 14
(b) CG-543 Policy Letter 10-04

1. I have reviewed reference (a) and (b) and considered your request to temporarily maintain the existing local standard for restricted OUPV endorsements under its current title "OPERATOR OF UNINSPECTED PASSENGER VESSELS UPON INLAND WATERS RESTRICTED TO THE FRESH WATERS AND RIVERS OF WESTERN ALASKA". Your request is approved with the following conditions:

- a. Only mariners whose MMC applications are with the National Maritime Center as of the date of this memo are eligible to maintain the existing local standard.
- b. The existing local standard will only be valid until December 31, 2014. No **original** applications at the NMC for the subject endorsement will be approved after this date.
- c. MMCs issued with the existing local standard will be valid for 5 years and may be renewed as long as the mariner meets all renewal requirements.
- d. Any future request for a restricted OUPV endorsement(s) would be considered if submitted under reference (b) or other future policy.

2. Should you have any questions concerning this determination you may contact 

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Copy: National Maritime Center

Navigable Waterways in Sector Anchorage's Area of Responsibility (AORs), including the AORs of MSU Valdez, MSD Dutch Harbor, MSD Homer and MSD Kodiak	Endorsement Status (Approved by HQ, Pending at Sector, or High Risk)	Notes
PRINCE WILLIAM SOUND		
<u>Copper River Drainage</u>		
Copper River	NONE YET	
Gulkana River - up to Sourdough Campground (mile 33.5)	NONE YET	
Chistochina River	NONE YET	
Klutina River - up to Klutina Lake	HIGH RISK	swift, rocky, accident history
Klutina Lake	NONE YET	
Gakona River	NONE YET	
<u>Low River Drainage</u>		
Low River - up to Wortmanns Creek	NONE YET	
COOK INLET		
<u>Kenai River Drainage</u>		
Kenai Lake	APPROVED	
Upper Kenai River (from Kenai Lake to Skilak Lake)	APPROVED	
Shilak Lake	APPROVED	
Lower Kenai River (from Shilak Lake to Warren Ames Bridge)	APPROVED	
Kenai River downstream of Warren Ames Bridge	HIGH RISK	NOAA charted
<u>Portage Creek Drainage</u>		
Portage Creek	NONE YET	
Portage Lake	NONE YET	
<u>Matanuska River Drainage</u>		
Matanuska River - up to Caribou Creek	NONE YET	
<u>Knik River Drainage</u>		
Knik River	NONE YET	
<u>Fish Creek Drainage</u>		
Big Lake	NONE YET	
Fish Creek	NONE YET	
<u>Susitna River Drainage</u>		
Susitna River - southern tip of Big Island up to Gold Creek, AK (Alaska RR Bridge)	APPROVED	
<i>Fish Creek and Flat Horn Lake</i>	NONE YET	<i>D17 determination of navigability pends</i>
Red Shirt Lake	NONE YET	
Alexander Creek	NONE YET	
Kahiltna River	NONE YET	
Yentna River	APPROVED	
Kroto Creek	NONE YET	
Deshka River	APPROVED	
Neil Lake	NONE YET	
Willow Creek (Tyonek, Anchorage Quads)	NONE YET	
Little Willow Creek (Tyonek, Anchorage Quads)	NONE YET	
Kashwitna River - up to 2 miles below its confluence with North Fork	NONE YET	
Talkeetna River - downstream of Iron Creek	NONE YET	
Honolulu Creek	NONE YET	
Tokositna River	NONE YET	
Chulitna River	NONE YET	
<u>Little Susitna River Drainage</u>		
Little Susitna River - up to Schrock Road Bridge	NONE YET	
Lake Creek	NONE YET	
Lake Nancy	NONE YET	

Navigable Waterways in Sector Anchorage's Area of Responsibility (AORs), including the AORs of MSU Valdez, MSD Dutch Harbor, MSD Homer and MSD Kodiak	Endorsement Status (Approved by HQ, Pending at Sector, or High Risk)	Notes
BRISTOL BAY		
<u>Ugashik River Drainage</u>		
Ugashik River	NONE YET	
Upper and Lower Ugashik Lake	NONE YET	
<u>Naknek River Drainage</u>		
Naknek Lake	PENDING	
Naknek River	NONE YET	
<u>Kvichak River Drainage</u>		
Lake Clark	APPROVED	
Sixmile Lake	APPROVED	<i>D17 determination of navigability pends</i>
Newhalen River	NONE YET	
Lake Iliamna east of a line drawn between Squirrel Point and Chekok Point	APPROVED	
Lake Iliamna - Intricate Bay east of a line drawn due south from Tommy Point	APPROVED	
Lake Iliamna - all areas not covered by other named sections	NONE YET	
Kvichak River - mouth up to one statutory river mile below Otter Island	NONE YET	
Kvichak River - upstream of one statutory river mile below Otter Island	APPROVED	
Nonvianuk Lake	APPROVED	
Nonvianuk River	APPROVED	
Kukaklek Lake	NONE YET	
Alagnak River - confluence with Kvichak to confluence with Nonvianuk	APPROVED	
Alagnak River - upstream of confluence with Nonvianuk	NONE YET	
<u>Nushagak River Drainage</u>		
Lake Chauekuktuli	PENDING	
Northwest Passage	PENDING	<i>D17 determination of navigability pends</i>
Nuyakuk Lake	PENDING	
Tikchik Lake	PENDING	
Tikchik River	PENDING	
Nuyakuk River	PENDING	
Lake Kulik	NONE YET	
Wind River	NONE YET	
Mikchalk Lake	NONE YET	<i>D17 determination of navigability pends</i>
Peace River	NONE YET	<i>D17 determination of navigability pends</i>
Lake Beverly	NONE YET	
Agulukpak River	NONE YET	
Lake Nerka	NONE YET	
Agulowak River	NONE YET	
Lake Aleknagik	NONE YET	
Wood River	NONE YET	
Nushagak River - up to Black Point	HIGH RISK	NOAA charted
Nushagak River - Black Point up to Village of Koliganek	PENDING	
Nushagak River - Koliganek up to confluence with Nuyakuk River	NONE YET	<i>D17 determination of navigability pends</i>
<u>Togiak River Drainage</u>		
Togiak Lake	NONE YET	
Togiak River	NONE YET	

Navigable Waterways in Sector Anchorage's Area of Responsibility (AORs), including the AORs of MSU Valdez, MSD Dutch Harbor, MSD Homer and MSD Kodiak	Endorsement Status (Approved by HQ, Pending at Sector, or High Risk)	Notes
KUSKOKWIM BAY		
<u>Kuskokwim River Drainage</u>		
Kuskokwim River - Mouth to town of Aniak	NONE YET	
Kuskokwim River - town of Aniak to confluence with Owhat River	APPROVED	
Kuskokwim River - confluence with Owhat River to town of McGrath	NONE YET	
NORTON SOUND		
<u>Tanana River Drainage (in Yukon River Drainage)</u>		
Tanana River	NONE YET	
Tolovana River	NONE YET	
Chatanika River	NONE YET	
Nenana River - upstream as far as mile 121.2, near Cantwell, AK	NONE YET	
Julius Creek - up to the Alaska RR Bridge at 64° 25'N; 149° 05'W	NONE YET	
Chena River	NONE YET	
Salcha River	Approved	
Delta River	NONE YET	
Jarvis Creek	NONE YET	
Gerstle River	NONE YET	
<i>Tok River</i>	NONE YET	<i>D17 determination of navigability pends</i>
Johnson River	NONE YET	
Little Tok River	NONE YET	
<i>Chisana River</i>	NONE YET	<i>D17 determination of navigability pends</i>
Shaw Creek up to Canadian border	NONE YET	
Scottie Creek	NONE YET	
Gardiner Creek	NONE YET	
<u>Koyukuk River Drainage (in Yukon River Drainage)</u>		
<i>Koyukuk River</i>	NONE YET	<i>D17 determination of navigability pends</i>
<i>South Fork of Koyukuk River - up to Fish Creek</i>	NONE YET	<i>D17 determination of navigability pends</i>
<i>Fish Creek - up to Bonanza Creek</i>	NONE YET	<i>D17 determination of navigability pends</i>
Bonanza Creek, North Fork and South Fork	NONE YET	
<i>Middle Fork of Koyukuk River</i>	NONE YET	<i>D17 determination of navigability pends</i>
Dietrich River	NONE YET	
Hammond River	NONE YET	
<u>Yukon River Drainage</u>		
Porcupine River	NONE YET	
Yukon River	NONE YET	N/A
KOTZEBUE SOUND		
<u>Kobuk River Drainage</u>		
Kobuk River - Mouth to Village of Kobuk	NONE YET	
<u>Noatak River Drainage</u>		
Noatak River - Mouth to Village of Noatak	NONE YET	
BEAUFORT SEA		
<u>Colville River Drainage</u>		
Colville River - upstream to junction with the Killik River	NONE YET	
<u>Sagavanirktok River Drainage</u>		
Sagavanirktok River - up to confluence with the Lupine River at mile 109	NONE YET	

Western Alaska OCMI Zone Waterway Risk Assessment for a Restricted Operator of Uninspected Passenger Vessel (ROUPV) Merchant Mariner Credential

Updated 19 February 2015



Risk Assessment Process:

- 1) Section A through Section F of this supplement must be completed by the applicant (or by the remote lodge owner or guide service wishing to employ the applicant).
- 2) The information contained in the supplement must be vouched for by a credentialed mariner, other than the applicant, who has commercial experience operating on the waterway in question within the previous five years. If no other credentialed mariners operate on the waterway, review by a non-credentialed individual with knowledge of the waterway may be accepted by Sector Anchorage on a case-by-case basis. (See Section G: "Peer Review.")
- 3) The completed supplement must be submitted to Sector Anchorage by email (sector.anchorage@uscg.mil) or mail (*Commander, Sector Anchorage, Attn: Prevention, P.O. Box 5800, JBER, AK 99505-0800*).
- 4) Sector Anchorage will analyze the information provided in the supplement to determine whether the operating area is "low risk" per terms established by the OCMI. Evaluation criteria in bold decisively determine whether an operating area is "low risk." Evaluation criteria in italics provide supporting information to be used in the case of an assessment of a special hazard, or in an appeal. The evaluation criteria are based on the terms of CG-543 Policy Letter 10-03 "Restricted Endorsements for Merchant Mariner Credentials as Operator of Uninspected Passenger Vessels (OUPV).
- 5) Sector Anchorage will notify the applicant if Sector considers the waterway to be "high risk."
- 6) If the waterway is "low risk," Sector Anchorage will send a memorandum to Coast Guard Headquarters (CG-CVC-4) requesting formal approval of the proposed Restricted OUPV endorsement for the specific operating area.
- 7) Upon receipt of approval (or disapproval) from Coast Guard Headquarters, Sector Anchorage will notify the applicant so that the applicant may submit to REC Anchorage a ROUPV credential application package for a credential restricted to that waterway.

Section A: Area of Operation

- In the space below, provide a concise written description of your proposed area of operation. Include all rivers, lakes and creeks by name. If only a portion of the river is requested, denote the upper and lower limits of the area of operation by referencing villages, confluences, bridges, or other landmarks, or by referencing lines of latitude or longitude. This description will form the basis of the text that will be used on your ROUPV credential.

Operator of Uninspected Passenger Vessels Upon Inland Waters Restricted to:

- Verify that the waterways named above are considered Federally Navigable. A list of Federally Navigable waterways in Western Alaska, current as of 19 February 2015, is provided as Enclosure (2) to Sector Anchorage MSIB 02-15. Mariners should consult Sector Anchorage or the Anchorage REC for an up-to-date list in subsequent years.

- Yes, the waterway is Federally Navigable, per Coast Guard District Seventeen.
- No, the waterway is not Federally Navigable (in which case, a credential is not required).

- On a separate page, provide one or more map(s) or chart(s) of the lake(s) and/or river(s) on which you would like to operate. (Use of a commonly available internet mapping service or local navigational publication as a basis for your map/chart is recommended). Indicate the following information:

- Boundaries of your proposed operating area.
- Scale and orientation.
- Villages, lodges, boat ramps, lodges, or other landmarks.
- Hazards (rapids or other areas of risk).

Section B: Navigational Complexity

- Is the waterway charted by NOAA? (<http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml>)
 - No, it is not charted by NOAA.
 - Yes, it is charted by NOAA. Elaborate, if only a portion of the waterway is charted, and the rest is not:

If yes, the OCMI will consider the waterway “high risk.”

Section C: Characteristics of the Waterway

- What is the maximum distance to shore from any point in the operating area?

The OCMI has not assigned a particular width as “low risk,” but narrow waterways favor a “low risk” determination.

- Does the operating area contain any rapids? If so, what class are the rapids, and can they be avoided?

- No rapids are present.
- Rapids are present; they are Class ___.

The OCMI will evaluate rapids on a case-by-case basis.

<ul style="list-style-type: none"> Does the waterway present any other special hazards besides those described above? If so, describe them. <ul style="list-style-type: none"> <input type="checkbox"/> No other special hazards are present. <input type="checkbox"/> Other special hazards include: _____ 	<p><i>The OCMI will evaluate special hazards on a case-by-case basis.</i></p>
<ul style="list-style-type: none"> What is the range of water depths in the operating area? _____ 	<p><i>The OCMI has not assigned a particular depth as “low risk,” but shallow waterways are less likely to support large vessel traffic, favoring a “low risk” determination.</i></p>
<ul style="list-style-type: none"> What is the maximum current, in knots, that might be encountered in the operating area? _____ 	<p><i>The OCMI has not assigned a particular current speed as “low risk,” but the absence of strong currents favors a “low risk” determination.</i></p>
<p>Section D: Vessel Traffic</p>	
<ul style="list-style-type: none"> Does the waterway support commercial vessel traffic other than Uninspected Passenger Vessels (UPVs) and Small Passenger Vessels (SPVs)? If so, describe what type(s) of commercial vessels use the waterway. Commercial vessel types may include, but are not limited to: towing vessels, fuel barges, freight barges, self-propelled freight vessels, commercial fishing vessels, and passenger vessels greater than 100 gross tons. <ul style="list-style-type: none"> <input type="checkbox"/> Only UPVs, SPVs and recreational vessels operate in the area. <input type="checkbox"/> Other commercial vessels operate in the area. (Below, list the types of vessels that use the waterway, along with the months that they operate on the waterway and the frequency of their transits. Include areas of operation for this traffic on your map/chart in section A.) _____ _____ _____ _____ _____ _____ _____ _____ 	<p><i>The OCMI will evaluate vessel traffic on a case-by-case basis.</i></p>
<p>Section E: Availability of Emergency Resources</p>	
<p>What villages or lodges are in the vicinity of the operating area? (Specify how close they are, in terms of distance and travel time.) _____ _____</p>	<p><i>The OCMI may consider operating areas near larger population to favor a “low risk” determination.</i></p>
<ul style="list-style-type: none"> What hospitals or village clinics are closest to the operating area? (Specify how close they are, in terms of distance and travel time.) _____ _____ 	<p><i>The OCMI may consider operating areas in close proximity to medical aid to favor a “low risk” determination.</i></p>

<ul style="list-style-type: none"> Is VHF emergency communication possible throughout your entire operating area? <ul style="list-style-type: none"> <input type="checkbox"/> No. <input type="checkbox"/> Yes, continuous shoreside VHF monitoring is provided on Channel(s) _____. It is monitored by _____ <input type="checkbox"/> Partial: Continuous shoreside monitoring of VHF is only available in the following area(s): <ul style="list-style-type: none"> _____ _____ _____ _____ 	<p><i>The OCMI may consider operating areas with VHF monitoring to favor a “low risk” determination.</i></p>
<ul style="list-style-type: none"> Is cellular phone service available in your area of operation? <ul style="list-style-type: none"> <input type="checkbox"/> No. <input type="checkbox"/> Yes, cellular phone coverage provided by _____ is available throughout the entire operating area, including shoreside lodges and/or villages. <input type="checkbox"/> Partial: Cellular coverage is only available in the following area(s): <ul style="list-style-type: none"> _____ _____ _____ _____ 	<p><i>The OCMI may consider operating areas with cellular coverage to favor a “low risk” determination.</i></p>
<ul style="list-style-type: none"> Besides VHF, satellite phone or cellular phone, what other methods are available in the area for contacting shoreside support? Please describe them in detail. <ul style="list-style-type: none"> _____ _____ _____ 	<p><i>The OCMI may consider operating areas with good emergency communication channels to favor a “low risk” determination.</i></p>
<ul style="list-style-type: none"> What waterborne emergency response assets are available in the operating area? (This may include other Uninspected Passenger Vessels.) What is their approximate response time from their dock or mooring to the most remote part of the operating area? <ul style="list-style-type: none"> _____ _____ _____ _____ _____ _____ _____ _____ 	<p><i>Rapid and robust shoreside emergency response favors a “low risk” determination.</i></p>

<ul style="list-style-type: none"> • What land-based emergency response assets are available in the operating area? What access points do they have to the waterway? What is their approximate response time to the access points? <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/>	<i>Rapid and robust waterborne emergency response favors a “low risk” determination.</i>
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<ul style="list-style-type: none"> • What airborne emergency response assets are available in the operating area? What is their approximate response time to the most remote part of the operating area? <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/>	<i>Rapid and robust airborne emergency response favors a “low risk” determination.</i>
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Section F: Applicant Verification

- *By signing below, I attest that the information I have provided is true and correct to the best of my knowledge. I also wish to add the following (optional) notes regarding this area of operation:*

Name of Applicant	Signature of Applicant	Today’s Date
Phone Number of Applicant	Email of Applicant	

Section G: Peer Verification

- To confirm the validity of the information presented in this supplement, Sector Anchorage requires the review of a currently credentialed mariner (any grade) with commercial operational experience upon the waterway in question. The operational experience must have been within the last five years. If no other credentialed mariners operate on the waterway, review by a non-credentialed individual with knowledge of the waterway may be accepted by Sector Anchorage on a case-by-case basis.

By signing below, I attest that I have reviewed answers provided in this supplement and that the information is true and correct to the best of my knowledge. I have operated a commercial vessel in the area described in Section A as recently as the year 20___. My employer in the area was _____. I hold Merchant Mariner's Credential (MMC)# _____, which expires on _____, 20__.

I also wish to add the following (optional) notes regarding this area of operation:

Attach additional pages as necessary.

Name of Peer MMC-holder	Signature of Peer MMC-holder	Today's Date

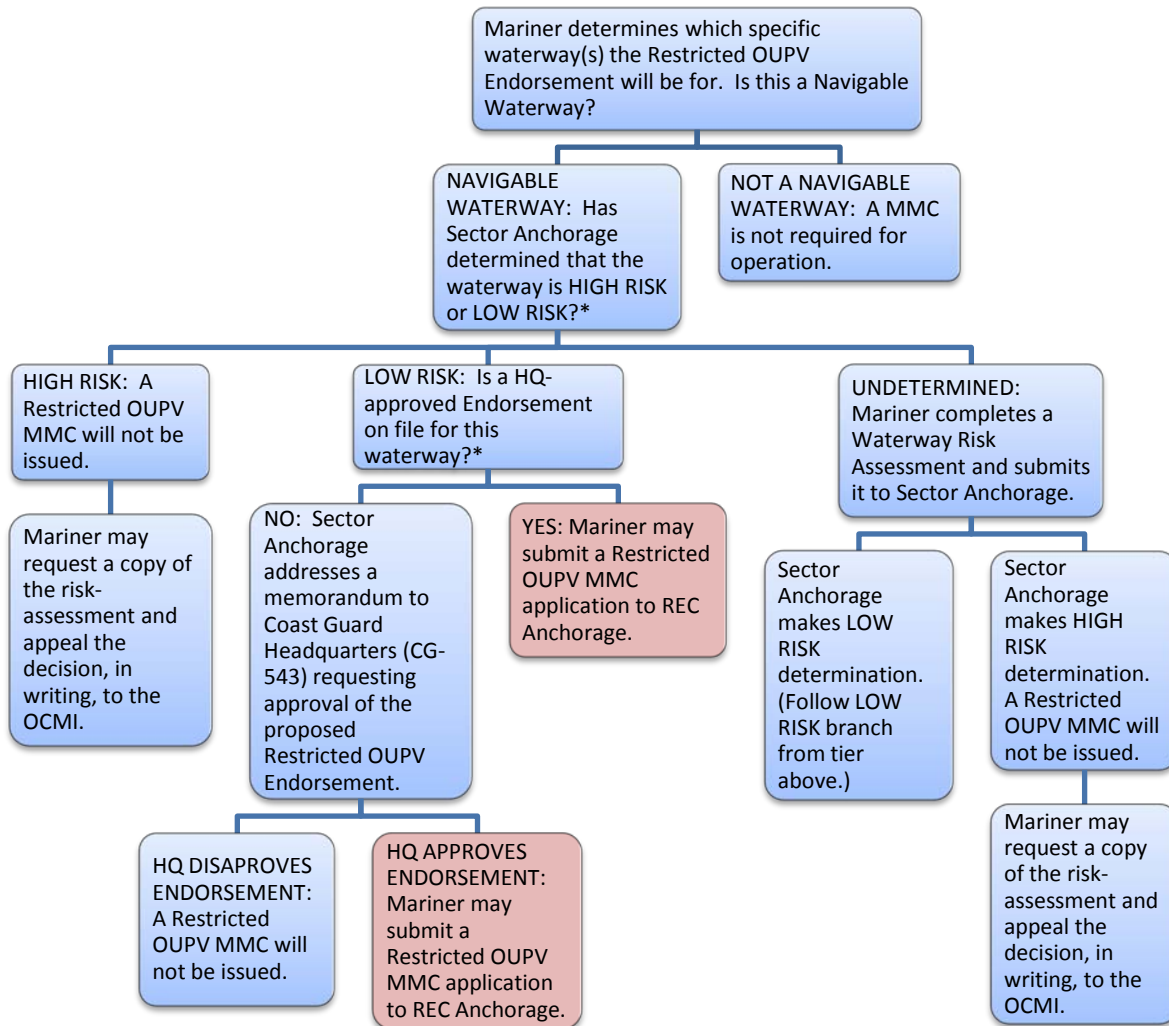
Section H: Sector Anchorage Review

- I have reviewed this supplement and have determined that the operating area is:*
 - Low-risk
 - High-risk, because:

- I have reviewed Sector Anchorage files to determine whether a supplement has been reviewed for an identical area of operation.*
 - No supplements have been revised for this waterway segment, or
 - One or more (#_____) supplements have been reviewed for this waterway segment, the most recent of which was dated _____ and,
 - This supplement is in alignment with the conclusion of previous Sector Anchorage reviews; or
 - This supplement is not in alignment with previous Sector Anchorage reviews. The difference is:

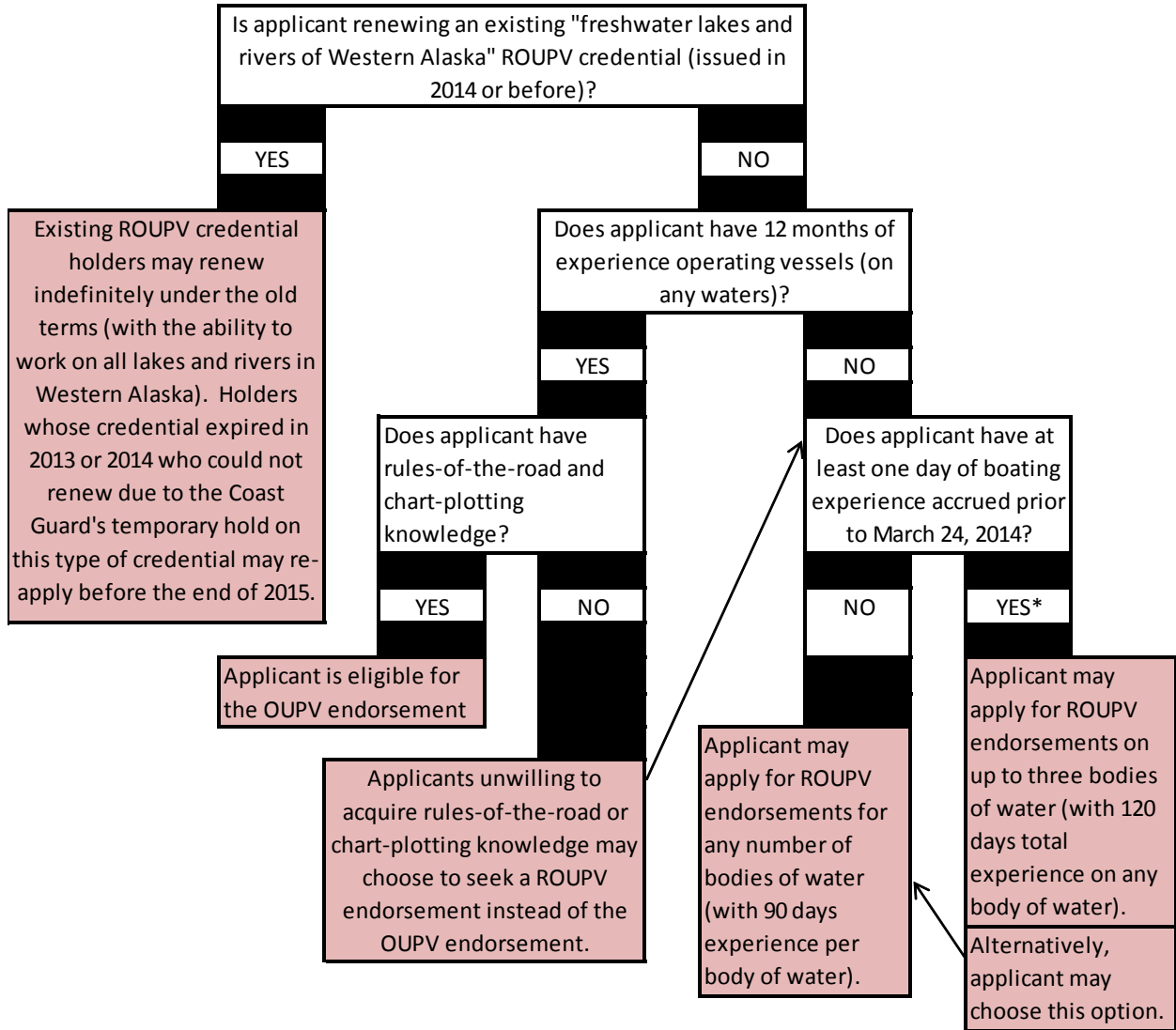
Name of USCG Reviewer	Signature of USCG Reviewer	Today's Date

RISK ASSESSMENT AND ROUPV ENDORSEMENT PROCESS IN WESTERN ALASKA



* Check <http://www.uscg.mil/d17/sectoranchorage/roupv.asp> to see the current status of particular risk determinations and HQ endorsement approvals.

Credentialing Options for Uninspected Passenger Vessel Operators on Inland Waters in Western Alaska



* After March 24, 2019, this 120-day option will no longer exist for new applicants. Existing holders of this endorsement will be able to renew under these terms.