

CHARTER CHECK LIST

PART I

- License (original copy on board)
- Vessel Documentation and Registration
- Markings
- Communications-
 - radio telephone required if over 65.6ft.
 - VHF-FM system and at least 2 VHF-FM handheld radios
- PFDs
 - 1 for each person on board of Type 1
 - Additional PFDs of Type I, II, III, or V (rated to type I, II, or III) are recommended for daily wear on the skiff.

- Life Rings- at least one 24" diameter readily accessible
- Fire Extinguishers
- Visual Distress Signals
- Backfire Flame Control
- Sound Producing Device
- Inshore boat-
 - paddles, bailer/pump, proper plugs, tow line, anchor and chain.
- EPIRB
- Life Raft
- High water bilge alarm and pump
- First aid kit
- Charts and compass
- Oil absorbent pads
- Smoke detectors
- CO detectors

PART II

- Passenger Manifest
- Weather
- Safety Orientation
- Emergency Instructions
- Procedural Demonstration

DETAILED CHARTER CHECK LIST

Licensing (46 CFR 10 & 46 CFR 15.905)

All Uninspected Passenger Vessels carrying passengers for hire, must be operated by an individual holding one of the following licenses:

- 1) *Operator of Uninspected Passenger Vessels* (OUPV),
 - 2) *Master* (within any restrictions, other than gross tonnage limitations, on their license),
 - 3) *Pilot* (within any restrictions, other than gross tonnage limitations, on their license),
 - 4) *Mate* (other than Great Lakes, inland, or river vessels of not more than 200 gross tons, within any restrictions, other than gross tonnage limitations, on their license).
- The Operator must have their original license onboard and made available for viewing. See 46 CFR 26.20.

There is a misconception that licenses are valid for one year after their expiration date. There is **NO GRACE PERIOD FOR OPERATING**. There is a grace period for license renewal only. You have up to 12 months after your license "expires" to renew without having to retake all of the tests.

VESSEL REQUIREMENTS

Vessel Documentation and Registration (46 CFR 67)

All motorized vessels operated in waters under federal jurisdiction are required to be either registered or documented (This includes ocean waters, rivers, and some large lakes in Alaska). If your vessel measures more than 5 NET TONS, and you carry passengers for hire, it must be "documented" by the Coast Guard for use other than pleasure (either coastwise and/or registry). It must also have a Certificate of Documentation (COD) on board bearing a valid endorsement for the activity in which it is engaged. A certificate/registration is valid for 3 years.

Markings (33 CFR 173.27)

Any vessel required to be registered or documented must display its registration number or its documented name. The name or numbers must be painted on or permanently attached to each side of the forward half of the vessel with plain vertical block characters which contrast with the color of the background and be distinctly visible and legible. Registration numbers must be not less than three inches (3") in height and the documented name must be in 4-inch letters. Spaces or hyphens should be equal to the width of a letter other than "l" or a number other than "1". On vessels so configured that a number on the hull or superstructure would not be easily visible, the number must be painted on or attached to a backing plate that is attached to the forward half of the vessel so that the number is visible from each side of the vessel. In addition, for documented vessels, the vessel's name and hailing port or homeport must be affixed on the stern in 4-inch letters and the Official Number must be permanently fixed to an "integral interior structural member" of the vessel (e.g. main beam, stringer or some rigid hull material). The numbers must be 3 inches in height.

Communications (33 CFR 26.03)

A radiotelephone (VHF-FM) is required on every power driven vessel of 20 meters (65.6 ft) or over.

Personal Flotation Devices (PFDs)

Type I **with one for each** person onboard. It must have 31 square inches or 200 sq. cm. of retro-reflective material on the front and back. PFDs must be Coast Guard approved, in good and serviceable condition, and of appropriate size for the intended user. Any boat 16ft and longer (except canoes and kayaks) must also carry one Type IV (throwable) PFD. Wearable PFDs must be readily accessible, meaning you must be able to put them on in a reasonable amount of time in an emergency (vessel sinking, on fire, etc.). They should not be stowed in plastic bags, in locked or closed compartments or have other gear stowed on top of them. Throwable devices must be immediately available for use.

Life Rings (46 CFR 25.25)

Life Rings are required on vessels 26 feet or more in length. You must have one 24" in diameter life ring with CG approval #160.050. The life ring must be readily available to be thrown to a person in the water.

Fire Extinguishers (46 CFR Parts 25 – 28)

All fire extinguishers must have CG approval #162.028 or have an Underwriters Laboratory Marine listing. Portable fire extinguishers without gauges must have inspection cards attached and must be inspected every 6 months. All pressure filled fire extinguishers must be hydrostatically pressure tested every 5 years.

Coast Guard approved extinguishers are hand portable, either B-I or B-II classification and have a specific marine-type mounting bracket. It is recommended the extinguishers be mounted in a readily accessible position. Minimum number of hand portable fire extinguishers required:

Vessel Length: No Fixed System / With approved Fixed Systems

Less than 26' 1 B-1 / 0

26' to less than 40' 2 B-1 or 1 B-II / 1 B-I

40' to 65' 3 B-I or 1 B-II and 1 B-I / 2 B-1 or 1 B-II

Visual Distress Signals (33 CFR part 175.130)

All vessels are required to have visual distress signals that are Coast Guard approved, serviceable, and readily accessible. They are marked with a date showing the service life, which must not have expired. If pyrotechnic devices are selected, a minimum of six are required. That is, three signals for day use and three signals for night. Some pyrotechnic signals meet both day and night use requirements. Pyrotechnic devices should be stored in a cool, dry location. A watertight container painted red or orange and prominently marked "DISTRESS SIGNALS" is recommended. There are other combinations approved for day/night use. You can find a chart detailing the combinations in 33 CFR part 175.130.

Backfire Flame Control(46 CFR 25.35)

Gasoline engines installed in a vessel after April 25, 1940, except outboard motors, must be equipped with an acceptable means of backfire flame control. The device must be suitably attached to the air intake with a flame tight connection and is required to be Coast Guard approved or comply with SAE J-1928 or UL 1111 standards and marked accordingly.

Sound Producing Device (COLREGS72)

The navigation rules require sound signals to be made under certain circumstances. Meeting, crossing and overtaking situations described in the Navigation Rules section are examples of when sound signals are required. Vessels are also required to sound signals during periods of reduced visibility. Vessels 12 meters (39.4 feet) or more in length are required to carry on board a whistle or horn, and a bell. Any vessel less than 12 meters in length may carry a whistle or a horn, or some other means to make an efficient sound. Therefore, any vessel less than 12 meters in length is required to make an efficient sound signal to signal your intentions and to signal your position in periods of reduced visibility.

BEFORE GETTING UNDERWAY

Safety Orientation

Before getting underway, the operator in charge shall ensure that suitable public announcements, instructive placards, or both are provided in a manner that affords all passengers the opportunity to be acquainted with:

- Locations of life preservers and the proper method of donning the type carried on the vessel,
- The location and other information regarding any other lifesaving devices on board
- The location and content of the Emergency Check-off List. See 46 CFR 26.03-2
- The location of all hatches, access points to below deck areas, and any pertinent information about these, such as if they may be opened or not.
- The location of all light switches, and any other emergency shut off or on systems.

Emergency Instructions

Ensure that an Emergency Check-off List is posted in a conspicuous, continuously accessible place to serve as notice to the passengers, and a reminder to the crew, of precautionary measures which may be necessary in the event of an emergency situation. Except where any part of the emergency instructions is deemed unnecessary by the OCMI, the Emergency Check-off List must contain the applicable portions of the three Emergency Check-off Lists in Appendix 1. See 46 CFR 26.03-2.

Procedural demonstration

Prior to departing for the research cruise the charter vessel will be asked to take a test run in waters of the harbor or nearby calm inland waters to demonstrate the following:

- Lowering the skiff into the water, loading it with passengers and test running it for 20 minutes or more.
- Emergency procedures for fire on board and man overboard drill.
- Emergency procedures for releasing the life raft.

Additional Requirements

In addition to meeting all of the requirements for US Coast Guard, State and Federal regulations, the chartered vessel shall meet the following requirements:

Insurance: Insurance coverage of a minimum of 5 million dollars is required by UCSC. Proof of insurance is necessary prior to any agreement on behalf of the researchers.

Inshore boat

- An inflatable or rigid boat is **required**. The dinghy, inflatable or solid hull, should be in **excellent** condition and large enough for all of the researchers and their field gear. The inshore boat must have a **reliable** engine (we also recommend a backup engine) with at least one crew member who is trained in small engine repair and familiar with the engines on board the inshore boat. The boat must be easily launched from the charter vessel and able to make safe drop-offs and pick-ups from beaches and steep rocky shorelines. The operator must have experience working along outer coast shorelines and have excellent skills in maneuvering the inshore boat around swell, waves, rocks and kelp.
- The boat must be equipped with 2 paddles, a bailer or hand pump, proper hull plugs, and an anchor and chain set up.

Passenger Manifest

Owners and operators of charter vessels are **required** to file a float plan with a manifest and leave it with the harbor office, Coast Guard or other pre-designated responsible party ashore prior to departing. In case of an accident, this manifest gives the Coast Guard a definite number of people they should be searching for.

Secondary Communications

The VHF-FM radio is considered a standard piece of equipment in most charter vessels. It can be the most important lifesaving device in an emergency situation. However, the standard mounted VHF-FM system can fail when it's needed the most. A secondary means of communications can be an inexpensive and vital tool in an emergency. We require a **handheld VHF-FM radio** be carried on board as a back up system. Cellular phones may not be the best choice due to limited coverage areas and the inability to send a simultaneous distress call to all vessels in the area.

EPIRB

EPIRB stands for Emergency Position Indicating Radio Beacon. They can be mounted on virtually any vessel and are designed to float free in case of a sinking or capsize. We **require** an EPIRB registered to the hired charter vessel be carried on-board. We **require** that the crew is educated on its use and that it be regularly maintained.

Weather

We **require** captain and crew to be monitoring weather on an hourly basis while at sea and before leaving port and be fully educated on interpreting weather and ocean conditions when reported.

Life Raft

A Coast Guard approved inflatable life raft large enough for everyone on board is **required**. It should have the appropriate emergency equipment pack, and should be professionally serviced and up to date according to the manufacturer's instructions.

High Water Bilge Alarm and Pump

A high water bilge alarm and pump are **required**.

First Aid Kit

A well-stocked first aid kit and book are **required** to have on board.

Charts and Compass

All vessels are **required** to carry a compass and charts for the areas in which they operate. It highly recommended that researchers carry their own GPS unit and know their locations at all times.

Smoke and CO detectors

Smoke and CO detectors are required in the appropriate areas of the boat.

Training

Operators and crew members should be trained and certified in First Aid . Operators and crew should also conduct fire, abandon ship, and man overboard drills at least one a month.