

§ 117.3 Reports by Board to the Administrator.

The Board shall submit reports of all marine accident investigations conducted by it to the Administrator for approval. Such reports shall set forth in detail the facts and circumstances surrounding the accident and bearing upon its proximate causation, the nature and extent of the injury, and the amount of damages, if any, occasioned by such injury. The reports shall include a transcript of the record of the Board's investigation, together with its findings and opinions respecting the accident. All findings and opinions of the Board shall be rendered by a full Board after a review of the entire transcript, even though the hearing may have been conducted by a single member of the Board or by a two-man Board. Reports of the Board do not become final until they are approved by the Administrator.

[63 FR 2142, Jan. 14, 1998]

§ 117.4 Reports of accidents by officer in command to Board.

The Master or other officer in command of a vessel shall, prior to the vessel's departure from Panama Canal waters, report in writing to the Board any accident involving his vessel in Canal waters that resulted in loss of life or serious personal injury or in substantial damage to property.

(Approved by the Office of Management and Budget under control number 3207-0001)

[46 FR 63188, Dec. 30, 1981, as amended at 54 FR 29336, July 12, 1989]

§ 117.5 Control of wrecked, injured, or burning vessels.

When a vessel in the Panama Canal waters goes aground, or is wrecked, or is so injured that it is liable to become an obstruction in such waters, or is on fire, the Canal Operations Captain shall have the right to supervise and direct, or to take complete charge of and conduct, all operations which may be necessary to float the vessel, to clear the wreckage, to remove the injured vessel to a safe location, or to extinguish the fire, as the case may be. The Canal Operations Captain may, when necessary, take such action with-

out awaiting the permission of the owner or agent of the vessel, and may require the Master of the vessel and all persons under his supervision and control to place the vessel, and all equipment on board, at the disposal of the Canal Operations Captain without costs to the Commission. Unless the Panama Canal Commission is subsequently found or determined to be responsible for the accident or the condition necessitating action by the Canal Operations Captain, the necessary expenses incurred by the Commission in carrying out the provisions of this section shall be a proper charge against such vessel, her owners and her operators.

[46 FR 63188, Dec. 30, 1981, as amended at 55 FR 11909, Mar. 30, 1990]

§ 117.6 Liability of vessel for injury to Canal structures or equipment.

A vessel, or her owner or operator, shall be held liable for any injury to any structure, plant, or equipment of or pertaining to the Canal, the Panama Canal Commission or the United States when the injury is proximately caused by the negligence or fault of the vessel or its master or crew. No vessel shall make fast, or run any line, to any marker, buoy, beacon, or other aid to navigation; and a vessel shall so navigate as not to strike such aids in passing.

PART 119—LICENSING OF OFFICERS**Subpart A—General Provisions**

Sec.

- 119.1 License defined; classification and licensing of Masters, mates, engineers, pilots, and motorboat operators.
- 119.2 Term of licenses.
- 119.3 Appeal from action refusing license.
- 119.5 Revocation for parting with license.
- 119.6 Employment of licensed officers.
- 119.7 Original license defined.
- 119.8 Application form.
- 119.9 Service records and endorsements.
- 119.10 Age and literacy requirements.
- 119.11 Knowledge of first aid.
- 119.12 Physical and experience requirements.
- 119.13 Burden of establishing qualifications.
- 119.14 Applicant to appear for examination.
- 119.15 Reexamination.
- 119.16 Raise of grade.

- 119.17 Renewal of license.
- 119.18 Sea service as member of armed forces of the United States or the Republic of Panama or on vessels owned by either nation.
- 119.19 Evaluation of equivalent experience.
- 119.20 Increase in scope of license; removal of limitations.
- 119.21 Written statement of reasons for denying license.
- 119.23 Limitations on license.
- 119.24 Oath of licensee.
- 119.25 Duplicate license.

Subpart B—Masters

- 119.61 Master, steam and motor vessels; experience required.
- 119.63 Master, non-self-propelled floating equipment; experience.

Subpart C—Mates

- 119.101 Mate, non-self-propelled floating equipment; experience required.
- 119.103 Mate, steam or motor; experience required.

Subpart D—Pilots

- 119.141 Pilot, Panama Canal; qualifications.
- 119.143 Pilot, United States Government local vessel; employment requirement.

Subpart E—Motorboat Operators

- 119.183 Motorboat operator; age and job requirements.
- 119.187 Operating test.

Subpart F—Engineers

- 119.221 Grade and type of engineer licenses.
- 119.222 Chief engineer, steam vessels; experience required.
- 119.223 Chief engineer, motor vessels; experience required.
- 119.224 Assistant engineer, steam vessels; experience required.
- 119.225 Assistant engineer, motor vessels; experience required.
- 119.226 Assistant engineer (watch standing), motor vessel; experience required.
- 119.227 Chief and assistant engineer; steam and motor vessels.

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Subpart A—General Provisions

§ 119.1 License defined; classification and licensing of Masters, mates, engineers, pilots, and motorboat operators.

(a) The word *license* when used in this part means a Panama Canal Commission license unless specifically identified as one from another issuing authority.

(b) The Board of Local Inspectors shall recommend the classification of Masters, mates and engineers of steam and motor vessels owned and operated by the Panama Canal Commission, and of operators of U.S. Government motorboats operating in Panama Canal waters, excluding pleasure craft, and of Panama Canal pilots, and upon such recommendation licenses may be issued by the Maritime Operations Director, or by such other officer as he may designate. No person shall act or serve as a pilot, Master, mate or engineer, or operate said motorboats, unless he holds a valid license to do so.

§ 119.2 Term of licenses.

Licenses issued to marine personnel of the Panama Canal Commission are granted to such personnel for such periods as they are employed by the Commission in a position requiring such license. Annually, all marine personnel licensed by the Panama Canal Commission shall have a physical examination attesting to their physical condition to perform their assigned work. Such examination shall include an examination of the applicant's acuity of vision and color sense.

§ 119.3 Appeal from action refusing license.

An applicant for a license as Master, mate, engineer, or pilot, for whom the Board of Local Inspectors has refused to recommend such license may appeal to the Maritime Operations Director or to such other officer as the Maritime Operations Director may designate. The appeal must be entered within 15 days after the final action of the Board. Upon the appeal, the Maritime Operations Director or other designated officer has authority either to grant or to deny the license.

Panama Canal Regulations

§ 119.12

§ 119.5 Revocation for parting with license.

A license shall be immediately revoked if, for any purpose, the holder thereof voluntarily parts with its possession, or places it beyond his personal control by selling or lending it to, or pledging or depositing it with, another person.

[31 FR 12311, Sept. 16, 1966]

§ 119.6 Employment of licensed officers.

Only persons who are actually employed in, or conditionally eligible for appointment to, a position subject to licensing under this part, or who can establish that they have a bona fide intention to operate a U.S. Government local craft within Panama Canal waters, may be issued an original license under this part. Renewals may be issued irrespective of the employment requirement if, in the judgment of the Maritime Operations Director, the likelihood of return to Canal employment or other circumstances warrant renewal.

[46 FR 63189, Dec. 30, 1981; 47 FR 54072, Dec. 1, 1982]

§ 119.7 Original license defined.

The first license issue to an applicant shall be considered an original license, where the records show no previous issuance of a license of the kind concerned to such applicant.

[31 FR 12311, Sept. 16, 1966]

§ 119.8 Application form.

The applicant for a license shall make written application upon the form furnished by the Board.

[31 FR 12311, Sept. 16, 1966]

§ 119.9 Service records and endorsements.

(a) Applicants for original licenses or raise in grade of license other than motorboat operator, shall present to the Board, to be filed with their applications, letters, discharges, or other official documents, certifying to the amount and character of their experience and names of the vessels on which it was acquired. Certified photostatic

copies of the aforementioned documents may be accepted.

(b) The Board shall, when practicable, require an applicant for Master's, mate's, pilot's, or engineer's license to have the written endorsement of the Master or chief engineer of the vessels upon which he has served. Applicants for license as pilot shall have the endorsement of at least two licensed pilots as to their qualifications.

§ 119.10 Age and literacy requirements.

To be eligible for examination for any license an applicant must, except as provided by § 119.183(b), be at least 21 years of age, and have the necessary experience as specified in this part. In addition, an applicant for license as pilot, Master, mate, or engineer must have a working knowledge of the English language. Proficiency in English will be determined by the Supervisory Training Instructor, Language Training Program, Office of Personnel Administration. The examination will be given in either English or Spanish, according to the choice of the applicant.

§ 119.11 Knowledge of first aid.

An applicant for an original license as master, mate, pilot, or engineer, may not be examined unless he presents satisfactory evidence to the Board that he has completed a course of instruction and passed an examination in the principles of first aid administered by an agency recognized as competent by the Maritime Operations Director. Possession of any valid U.S. Coast Guard license shall constitute satisfactory evidence of the applicant's compliance with this requirement.

[43 FR 13380, Mar. 30, 1978]

§ 119.12 Physical and experience requirements.

(a) All applicants for original license must pass a physical examination given by a physician recognized by the Commission, and present a certificate executed by the examining physician to the Board. The certificate shall attest to the applicant's acuity of vision, color sense, and general physical condition.

(b) For original license as master, mate, or pilot, the applicant must have either with or without glasses, at least 20/20 vision in one eye, and at least 20/40 in the other. An applicant who wears glasses, however, must also be able to pass a test without glasses of at least 20/40 in one eye and at least 20/70 in the other. The applicant's color sense shall be tested by an approved method.

(c) Applicants for original license as engineer shall be examined only as to their ability to distinguish the colors red, blue, green, and yellow.

(d) For original license as engineer, the applicant must have either with or without glasses at least 20/30 vision in one eye, and at least 20/50 vision in the other. An applicant who wears glasses, however, must also be able to pass a test without glasses of at least 20/50 in one eye and at least 20/70 in the other.

(e) If an applicant is not possessed of the vision, hearing, and general physical condition considered necessary, the Board, after consultation with the examining physician, may make recommendations to the Maritime Operations Director for an exception to these requirements if, in its opinion, extenuating circumstances warrant special consideration.

(f) No original license shall be issued to any person unless 25 percent of the required experience has been obtained within the three years immediately preceding the date of application. Such period shall include, in addition to the three years specified, any service in the Armed Forces of the United States or the Republic of Panama that immediately preceded or interrupted the last three years spent by the applicant in a civilian status prior to the date of the application. When an applicant for a license as engineer does not meet the requirement of this paragraph, but is otherwise qualified, the Board may examine him and recommend to the Maritime Operations Director that he be licensed. In such cases a license may be issued provided the applicant has satisfactorily completed a 90-day period as trainee aboard applicable equipment of the Panama Canal Commission.

(g) It is not required that an applicant has obtained his experience on United States vessels. Experience on foreign vessels will be given due credit.

(h) An applicant for a license may not be given a grade of license higher than that in which he has served. However, this paragraph shall not apply to persons qualifying for license under the Panama Canal pilot Master and engineer training programs.

(i) When a qualified person makes application for license it shall be the duty of the Board to give the applicant the required examination as soon as practicable.

[31 FR 12311, Sept. 16, 1966, as amended at 46 FR 63190, Dec. 30, 1981]

§ 119.13 Burden of establishing qualifications.

Applicants for licenses must establish to the satisfaction of the Board that they possess all of the qualifications necessary, such as age, experience and character before they shall be entitled to be issued licenses.

§ 119.14 Applicant to appear for examination.

(a) Except as provided in paragraph (c) of this section, before an original license or raise in grade is issued to any person to act as Master, mate, pilot, or engineer, he shall personally appear before the Board and pass a written examination, covering such subjects as will demonstrate that the applicant has sufficient knowledge of maritime matters necessary for the license for which he has applied. A list of subjects to be tested may be obtained from the Board.

(b) Applicants will also be required to pass a practical examination.

(c) Upon the recommendation of the Board that he do so, the Maritime Operations Director may, at his discretion, issue an original license either without an examination or with an examination covering only subjects of a local nature, to an applicant who possesses a currently valid marine license issued by a competent national authority and who is otherwise eligible under this part.

[46 FR 63189, Dec. 30, 1981; 47 FR 54072, Dec. 1, 1982]

§ 119.15 Reexamination.

An applicant for license who has been duly examined and refused a license,

Panama Canal Regulations

§ 119.17

may come before the Board for reexamination at any time thereafter fixed by the Board.

[31 FR 12311, Sept. 16, 1966]

§ 119.16 Raise of grade.

(a) Upon the issuance of a license involving a raise of grade, the applicant shall surrender the old license to the Board.

(b) The Board shall, before granting a raise of grade of license, require the applicant to make written application on a prescribed form.

(c) The grade of a license as Master, mate, or pilot may not be raised except upon the certificate of a physician recognized by the Panama Canal Commission, attesting that the color sense of the applicant is normal. Applicants for raise of grade of engineer license are not subject to this requirement. Nothing herein contained shall debar an applicant who has lost the sight of one eye from securing a raise of grade of his license if he is qualified in all other respects and his vision in his one eye passes the test required for the better eye of an applicant having vision in both eyes.

(d) Applicants for raise of grade of license shall present to the Board letters, discharges, or other official documents certifying to the amount and character of their experience and the names of the vessels on which it was acquired.

(e) A raise of grade of license may not be granted to any applicant unless 25 percent of the required sea service shall have been served within the three years immediately preceding the date of application. Service in the armed forces of the United States or Republic of Panama shall not be counted in computing the three years.

(f) Sea service acquired prior to the issuance of the license held may not be accepted as any part of the service required for raise of grade.

§ 119.17 Renewal of license.

(a) Applicants for renewal of master's, mate's, or pilot's license shall present evidence of service on waters for which licensed obtained within the 3 years next preceding the date of application, or shall present evidence of employment in a position closely relat-

ed to the operation of vessels within the same 3-year period. If this requirement is not met, the Board shall determine to its satisfaction that the licensed officer is thoroughly familiar with the International rules of the road or the pilot or special rules applicable to the waters for which the applicant is licensed. A written examination may be required for this purpose or the applicant may be examined orally and a summary of the oral examination placed on the officer's license file.

(b) A license may not be renewed if title to it has been forfeited or if facts which would render renewal improper have come to the attention of the Board.

(c) A 12-month period of grace shall be allowed after the expiration date of the license held, during which period it may be renewed. Active service in the armed forces or the merchant marine shall not be included in computing the period of grace: *Provided, however*, That this exception applies only to such periods of service, or portions thereof, during which there was no reasonable opportunity for renewal.

(d) A license may not be renewed more than 30 days in advance of the date of expiration thereof, unless there are extraordinary circumstances that justify a renewal beforehand, in which case the reasons must appear in detail in the records of the Board.

(e) A license as Master, mate, or pilot may not be renewed except upon the official certificate of a physician recognized by the Commission that the color sense of the applicant is normal. Applicants for renewal of license as engineer are not subject to this requirement.

(f) [Reserved]

(g) Nothing contained herein shall debar an applicant who has lost the sight of one eye from securing a renewal of his license, if he is qualified in all other respects, and the vision in his one eye passes the test required for the better eye of an applicant having sight in both eyes.

(h) An officer making application for a renewal of his license shall appear in person before the Board, except in cases where the distance from the office of the Board is such as to put the applicant to great inconvenience and expense to appear in person. In this

§ 119.18

35 CFR Ch. I (7-1-98 Edition)

event he may, upon taking the oath of office before a person authorized to administer oaths, and upon forwarding the oath, together with the license to be renewed, and the written application and certificate of visual examination where required, have the license renewed by the Board, if a valid reason to the contrary is not known. The Board shall attach the oath to the stub end of the license, which is to be retained on file in the Board's office.

(i) If an applicant applies for renewal of his license for the same grade, after 12 months after the date of its expiration, he must pass an examination for the same grade of license, of such length and scope as will, in the judgment of the Board, be sufficient to demonstrate adequately the continued professional knowledge of the examinee, except that a professional examination shall not be required if the license expired during the time of the holder's service with the armed forces or the merchant marine, and there was no reasonable opportunity for renewal.

[31 FR 12311, Sept. 16, 1966, as amended at 46 FR 63190, Dec. 30, 1981]

§ 119.18 Sea service as member of armed forces of the United States or the Republic of Panama or on vessels owned by either nation.

(a) Sea service as a member of the armed forces of the United States or the Republic of Panama will be accepted as qualifying experience for an original, raise of grade, or extension of route of license. Such service will be subject to evaluation to determine its equivalent to the sea service required on merchant-type vessels, and to determine the appropriate grade, class, and limit of license for which the applicant is eligible. An applicant may be permitted to omit the examination for intermediate grades of license if his experience is of such character as to qualify him for a higher, or the highest, grade of license.

(b) If a person who has served in a civilian capacity as commanding officer, Master, mate, engineer, or pilot, etc., of any vessel owned and operated by the United States or the Republic of Panama, in a service in which a license as Master, mate, engineer, or pilot was not required at the time of the service,

applies for examination for license, the Board shall evaluate the time or service and allow appropriate credit therefor.

§ 119.19 Evaluation of equivalent experience.

If an applicant presents evidence of service or experience which does not meet the specific requirements of these regulations, but which, in the opinion of the Board, is a reasonable equivalent thereof, the Board may evaluate the experience and allow appropriate credit therefor.

[31 FR 12311, Sept. 16, 1966]

§ 119.20 Increase in scope of license; removal of limitations.

(a) If the Board is satisfied on the basis of documentary evidence submitted that an applicant is entitled by experience and knowledge to an increase in the scope of his license, the Board may recommend removal or modification of any limitations which may have previously been placed upon the license.

(b) A limitation on a license may not be changed before the applicant has made up any deficiency in the experience prescribed for the license desired and has passed the necessary examination.

[31 FR 12311, Sept. 16, 1966]

§ 119.21 Written statement of reasons for denying license.

If the Board declines to recommend the applicant for the license applied for, it shall furnish him a statement, in writing, setting forth the reasons for its refusal to make the recommendation.

[31 FR 12311, Sept. 16, 1966]

§ 119.23 Limitations on license.

The Board may limit, as appropriate, the tonnage, length, horsepower, type of vessel(s) and the waters upon which any licensee may act. The Board will note any such limitations on the license.

§ 119.24 Oath of licensee.

Every person receiving a license or certificate of lost license shall sign

same upon the back thereof immediately upon its receipt, and execute an oath faithfully to perform the duties of this position, which shall be attached to the stub end of the license retained by the Board.

[31 FR 12311, Sept. 16, 1966]

§ 119.25 Duplicate license.

If a person to whom a license has been issued loses his license, he shall promptly report the loss to the Board. The Board shall issue a duplicate license after receiving from the person a properly executed affidavit giving satisfactory evidence of the loss. The license shall be issued as a duplicate by the addition of the following written endorsement: "This license replaces License Number — issued at — on the above date." The duplicate license shall have the same force and effect as the original, lost license.

Subpart B—Masters

§ 119.61 Master, steam and motor vessels; experience required.

In order to be eligible for a Panama Canal license as Master of steam and motor vessels, an applicant must—

(a) Hold a currently valid Panama Canal license as mate of steam and motor vessels, and have served at least 260 eight-hour watches in charge of a deck watch on Panama Canal Commission vessels of 75 feet in length engaged in towing; or

(b) Hold a license as Master or mate of steam and motor vessels issued by an authority outside the Panama Canal, and have served at least 260 eight-hour watches as a licensed officer in charge of a deck watch on steam or motor vessels over 75 feet in length engaged in towing.

§ 119.63 Master, non-self-propelled floating equipment; experience.

In order to be eligible for examination for the license of Master of non-self-propelled floating equipment, an applicant must have at least 260 eight-hour watches of experience as mate on Panama Canal Commission non-self-propelled floating equipment or such experience on other vessels as the Mar-

itime Operations Director determines to be equivalent thereto.

Subpart C—Mates

§ 119.101 Mate, non-self-propelled floating equipment; experience required.

An applicant for mate of non-self-propelled floating equipment shall be eligible for examination after he has furnished satisfactory documentary evidence to the Board that he has:

(a) Served a 4-year apprenticeship as mate, dredge; or

(b) Completed 2 years of qualifying experience in the deck department of non-self-propelled floating equipment and completed adequate apprenticeship training; or

(c) Such other experience as upon the recommendation of the Chief, Dredging Division is considered to be a satisfactory equivalent thereto.

[34 FR 7912, May 20, 1969]

§ 119.103 Mate, steam or motor; experience required.

In order to be eligible for examination for the license of mate of steam or motor vessels, an applicant must—

(a)(1) Have graduated from either the Panama Nautical School's program for deck officers, a maritime academy in the United States recognized by the U.S. Coast Guard for licensing purposes, or from another maritime academy located outside the United States which is determined by the Maritime Operations Director to have standards substantially equal to United States academies;

(2) Be serving as Mate Trainee, Towboat in a Panama Canal Commission training program; and

(3) Completed at least 260 eight-hour deck watches as Mate Trainee, Towboat: or

(b) Have graduated from the Panama Canal Commission apprentice program for Mate, Towboat, and have satisfactorily completed at least 260 eight-hour deck watches as Mate Trainee, Towboat: or

(c) Hold a license as mate issued by an authority recognized and approved by the Maritime Operations Director and have at least 260 eight-hour watches of experience as a licensed officer in

§ 119.141

35 CFR Ch. I (7-1-98 Edition)

charge of deck watch on steam or motor vessels over 75 feet in length engaged in towing; or

(d) Present evidence of recent service or experience which is considered at least equivalent to the requirements provided in paragraph (a), (b), or (c), of this section, as determined by a review board composed of three Commission officials, appointed by the Maritime Operations Director.

[52 FR 3800, Feb. 6, 1987]

Subpart D—Pilots

§ 119.141 Pilot, Panama Canal; qualifications.

(a) An applicant for a license as Pilot, Panama Canal, Of Vessels Not Over 225 Feet in Length Upon All Panama Canal Waters must have been employed by the Panama Canal Commission as Pilot-in-Training for at least 17 weeks and must meet the following minimum requirements:

(1) He must have served at least three years as a licensed deck officer on vessels of 1,000 gross tons or over, one year of which must have been as a chief mate while holding a license issued by the U.S. Coast Guard as Chief Mate Unlimited, or its equivalent as determined by the Maritime Operations Director; or

(2) He must have served at least three years as a pilot on vessels of 4,000 gross tons or over on the Great Lakes while holding license issued by the U.S. Coast Guard as First Class Pilot, Great Lakes; or

(3) He must have served at least 520 eight-hour watches as Master of Panama Canal Commission vessels of 1,000 horsepower or over while holding a Panama Canal license as Master of Steam and Motor Vessels; or

(4) He must have completed the Pilot Training Program conducted by the Panama Canal Commission.

(b) An applicant for a license as Pilot, Panama Canal, Of Vessels Not Over 526 Feet in Length Upon All Panama Canal Waters must have been employed by the Panama Canal Commission as pilot of vessels not over 225 feet in length for at least 12 weeks.

(c) An applicant for a license as Pilot, Panama Canal, Of Vessels of Any Tonnage Upon All Panama Canal Wa-

ters must have been employed by the Panama Canal Commission as pilot of vessels not over 526 feet in length for at least 52 weeks.

(d) Prior to receiving any license as Pilot under this section, an applicant must pass a prescribed examination.

(e) The qualifying periods of employment specified in paragraphs (a), (b) and (c) of this section may be shortened or lengthened by the Administrator, upon recommendation of the Maritime Operations Director where the pilot demonstrates other than normal competence.

[38 FR 27386, Oct. 3, 1973, as amended at 46 FR 63191, Dec. 30, 1981; 48 FR 6709, Feb. 15, 1983]

§ 119.143 Pilot, United States Government local vessel; employment requirement.

An applicant for pilot, U.S. Government local vessel, must be in the employment of the Panama Canal Commission as Master or mate of a Panama Canal Commission vessel or the employment of the U.S. Army or U.S. Navy as Master or mate of a U.S. Government local vessel, such as a mine sweeper, landing craft, patrol boat or tug, or he must be conditionally eligible for such employment.

Subpart E—Motorboat Operators

§ 119.183 Motorboat operator; age and job requirements.

(a) The Board may examine and the Maritime Operations Director may issue licenses to operate motorboats to qualified applicants. To be eligible for examination, an applicant shall establish that he is conditionally eligible for appointment to a position with the Panama Canal Commission or with another U.S. Government agency operating in Canal waters requiring a motorboat operator's license. Licenses to operate motorboats will be issued only to the extent, and subject to such conditions and limitations, as the Maritime Operations Director determines appropriate.

(b) A person must be 18 years of age or over to be issued a motorboat operator's license.

§ 119.187 Operating test.

An applicant for motorboat operator's license shall pass a practical demonstration of his ability to operate a motorboat properly and safely, in the presence of an inspector, or submit satisfactory proof of such capability.

Subpart F—Engineers**§ 119.221 Grade and type of engineer licenses.**

Engineer licenses issued under this part are limited to the grades of Chief Engineer, Assistant Engineer and Assistant Engineer (Watch Standing) on steam vessels, motor vessels or steam and motor vessels.

[55 FR 4837, Feb. 12, 1990 and 55 FR 15228, Apr. 23, 1990]

§ 119.222 Chief engineer, steam vessels; experience required.

In order to be eligible for examination for the license of chief engineer of steam vessels, an applicant must—

(a) Hold a valid license as assistant engineer of steam vessels, meet the experience requirements of paragraph (a) or (b) of § 119.224, and have served at least 260 eight-hour watches as assistant engineer on Panama Canal Commission steam vessels; or

(b) Hold a valid license as assistant engineer of steam vessels, and have served at least 260 eight-hour watches as a licensed officer in charge of an engine room watch on steam vessels of at least 3,000 horsepower; or

(c) Meet the experience requirements of paragraph (b) of § 119.223, and, while holding a license as chief engineer of motor vessels, have served at least 130 eight-hour watches as observer-chief engineer on steam vessels; or

(d) Hold a valid license as chief or assistance engineer of steam vessels issued by an authority outside the Panama Canal and meet the hourly watch requirements of paragraphs (a) (b) or (c) of this section.

[43 FR 13381, Mar. 30, 1978, as amended at 46 FR 63192, Dec. 30, 1981]

§ 119.223 Chief engineer, motor vessels; experience required.

In order to be eligible for examination for the license of chief engineer of motor vessels, an applicant must—

(a) Hold a valid license as assistant engineer of motor vessels, meet the experience requirements of paragraphs (a) or (b) of § 119.225, and have served at least 260 eight-hour watches as assistant engineer of motor vessels; or

(b) Meet the experience requirements of paragraph (a) of § 119.222, and while holding a license as chief engineer of steam vessels, have served at least 65 eight-hour watches as observer-chief engineer of motor vessels; or

(c) Hold a valid license as Chief or Assistant Engineer of motor vessels issued by an authority outside the Panama Canal and have served at least 260 eight-hour watches as a licensed officer in charge of an engine room on motor vessels of at least 3000 horsepower; or

(d) Hold a valid license as Assistant Engineer (Watch Standing) of motor vessels, and have served at least 520 eight-hour watches as licensed officer in charge of an engine room watch on motor vessels of at least 3000 horsepower.

[43 FR 13381, Mar. 30, 1978, as amended at 46 FR 63192, Dec. 30, 1981; 55 FR 4837, Feb. 12, 1990; 55 FR 15228, Apr. 23, 1990]

§ 119.224 Assistant engineer, steam vessels; experience required.

In order to be eligible for examination for the license of assistant engineer of steam vessels, an applicant therefor must—

(a)(1) Have graduated from either the Panama Nautical School's program for engineer officers, from a maritime academy in the United States recognized by the U.S. Coast Guard for licensing purposes, or from another maritime academy located outside the United States which is determined by the Maritime Operations Director to have standards substantially equal to the U.S. Academies, and

(2) Be participating in an approved Panama Canal Commission training program for chief engineer of steam vessels; or

§ 119.225

35 CFR Ch. I (7-1-98 Edition)

(b) Have satisfactorily completed an approved Panama Canal Commission training program for chief engineer of steam vessels of at least four years' duration and have completed at least 260 eight-hour watches in the engine room of a Panama Canal Commission steam vessel under the supervision of a licensed engineer.

(c) While holding a license as assistant engineer of motor vessels, have served at least 130 eight-hour watches as observer-assistant engineer on steam vessels.

[43 FR 13382, Mar. 30, 1978, as amended at 46 FR 63192, Dec. 30, 1981]

§ 119.225 Assistant engineer, motor vessels; experience required.

In order to be eligible for examination the license of assistant engineer of motor vessels, an applicant therefor must—

(a)(1) Have graduated from either the Panama Nautical School's program for engineer officers, from a maritime academy in the United States recognized by the U.S. Coast Guard for licensing purposes or from another maritime academy located outside the United States which is determined by the Maritime Operations Director to have standards substantially equal to the U.S. Academies, and

(2) Be participating in an approved Panama Canal Commission training program for chief engineer of motor vessels; or

(b) Have satisfactorily completed an approved Panama Canal Commission training program for chief engineer of motor vessels of at least four years' duration and have completed at least 260 eight-hour watches in engine room of a Panama Canal Commission motor vessel under the supervision of a licensed engineer; or

(c) While holding a license as assistant engineer of steam vessels, have served at least 130 eight-hour watches as observer-assistant engineer on motor vessels.

§ 119.226 Assistant engineer (watch standing), motor vessel; experience required.

In order to be eligible for examination for the license of Assistant Engi-

neer (Watch Standing) of motor vessels, an applicant therefore must:

(a) Have graduated from the marine engineering program of a recognized maritime academy; or

(b) Have graduated from a recognized marine engineer apprentice program; or

(c) Have graduated from the professional (college-level) marine engineering program of a recognized school of technology, and have completed three months of service in the engine department of a steam and/or motor vessel under the supervision of a licensed engineer; or

(d) Have graduated from the professional (college level) mechanical or electrical engineering program of a recognized school of technology, and have completed six months of service in the engine department of a steam and/or motor vessel under the supervision of a licensed engineer; or

(e) Have three years of service in the engine room of a steam and/or motor vessel, eighteen months of which must have been as a qualified member of the engine department or equivalent supervisory position. (A qualified member of the engine department is any person below the rating of license officer and above the rating of coal passer, wiper or assistant electrician, who holds a current, valid permanent certificate of service as a qualified member of the engine department issued by the U.S. Coast Guard or a currently valid equivalent certificate of service issued by the Government of Panama. Ratings included are those of donkeyman, refrigerating engineer, oiler, deck engineer, fireman, electrician, water tender, junior engineer, machinist, pumpman, deck engine mechanic, and engineman.)

[55 FR 4837, Feb. 12, 1990, as amended at 55 FR 15229, Apr. 23, 1990]

§ 119.227 Chief and assistant engineer; steam and motor vessels.

Upon request, the Maritime Operations Director may issue (a) a single license for chief engineer of steam and motor vessels to persons holding currently valid licenses as chief engineer of steam vessels and chief engineer of motor vessels and (b) a single license for assistant engineer of steam and

motor vessels to persons holding currently valid licenses as assistant engineer of steam vessels and assistant engineer of motor vessels.

[43 FR 13382, Mar. 30, 1978]

PART 121—INSPECTION AND REGISTRATION OF VESSELS

Subpart A—General Provisions

Sec.

- 121.1 Applicability of part.
121.2 Definitions.

Subpart B—Inspection

VESSELS

- 121.41 Certificates of inspection.
121.42 Distribution of certificates.
121.43 Fee for inspection.
121.44 Standards in inspection of hulls.
121.45 Drawings of new vessels to be furnished to the Marine Safety Unit.
121.46 Inspection of tank vessels.
121.47 Inspection of hulls.
121.48 Sea chests, sea valves and strainers.
121.49 Pumping arrangements.
121.50 Steering arrangements.
121.51 Watertight bulkheads and doors.
121.52 Engine room signal gear.
121.53 Materials, construction, and repairs of boilers and machinery.
121.54 Preparation of boilers for inspection.
121.55 Tests and inspections of new boilers.
121.56 Tests and inspections of boilers and main steam pipes in service.
121.57 Inspection of mountings and attachments.
121.58 Safety valves.
121.59 Fusible plugs.
121.60 Water columns, test cocks, and water gages.
121.61 Steam gages.
121.62 Safety valves or relief valves on reduced pressure lines, evaporators, etc.
121.63 Guards in dangerous places.
121.64 Unfired pressure vessels.
121.65 Notice to the Marine Safety Unit of vessel on dock; alterations.
121.66 Whistles.
121.67 Fog bells.
121.68 Engine signals; voice tubes.
121.69 Proceeding to another port for repairs.
121.70 Marking of draft on vessel.
121.71 Emergency lighting system.
121.72 Repairs to firefighting and lifesaving apparatus.
121.73 Extra steering apparatus.
121.74 Repairs on boilers and unfired pressure vessels.
121.75 Increase in passenger allowance.
121.76 Inclining test.
121.77 Inspection of steam pipes.

- 121.78 Deep-sea sounding apparatus.
121.79 Carrying of excess steam.
121.80 Signaling lamps.
121.81 Steering gear tests.
121.82 Hatches.
121.83 Draft.
121.84 Lookouts and fire patrolmen.
121.85 Sanitation.
121.86 Fuel tanks; fuel piping.
121.87 Examination of boilers and machinery by engineer.
121.88 Fusible plug report.
121.89 Boiler steam hours.
121.90 Annual report of floating equipment on hand.
121.91 Inspectors not to accept statements.
121.92 Lifesaving apparatus.
121.93 Care of lifeboats.
121.94 Lifeboat equipment.
121.95 Line-throwing appliances and equipment.
121.96 Life preservers; number required.
121.97 Life preserver inspection.
121.98 Means of escape from vessels.
121.99 Fire axes.
121.100 Fire detecting and alarm system.
121.101 Steam and inert-gas fire extinguishing systems, fire pumps, outlets and hoses.
121.102 Portable fire extinguishers.
121.103 Station bills.
121.104 Fire alarm signals; drills.
121.105 Fire hazards, and fire extinguishing equipment.
121.106 Fire-fighting equipment on steam propelled vessels.
121.107 Non-self-propelled vessels; equipment.
121.108 Complement of officers and crew.

MOTORBOATS

- 121.131 Equipment on motorboats.
121.132 Motorboat filling, venting, and sounding pipes; shut-off valves.
121.133 Carburetor back-fire flame arrestor.
121.134 Ventilation of motorboats.

Subpart C—Registration and Numbering

- 121.171 Registration and numbering of motorboats.
121.172 Numbers to be displayed on motorboats.
121.173 Registration and numbering of vessels under 20 meters (65') in length not propelled by machinery.
121.174 Numbers to be displayed on vessels under 65 feet other than motorboats.

AUTHORITY: 22 U.S.C. 3811, E.O. 12215, 45 FR 36043, and 44 U.S.C. 3501.

SOURCE: 31 FR 12316, Sept. 16, 1966, unless otherwise noted.