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(c) It is the responsibility of the master or person in charge to ensure that the able seamen in the service of the vessel meet the requirements of 46 U.S.C. 7312 and 8702.

[CGD 81-059, 52 FR 38652, Oct. 16, 1987, as amended by USCG-2006-24371, 74 FR 11263, Mar. 16, 2009]

§ 15.845 Lifeboatmen.

The number of lifeboatmen required for a vessel are specified in the parts of the regulations dealing with the inspection of that specific type of vessel.

§ 15.850 Lookouts.

The requirements for the maintenance of a proper lookout are specified in Rule 5 of the International Regulations for Preventing Collisions at Sea, 1972 (33 U.S.C. 1602(c)), and Rule 5 of the Inland Navigational Rules Act of 1980 (33 U.S.C. 2005). Lookout is a function to be performed by a member of a navigational watch.

[USCG-2007-29018, 72 FR 53964, Sept. 21, 2007]

§ 15.855 Cabin watchmen and fire patrolmen.

(a) On vessels carrying passengers at night, the master or person in charge shall ensure that a suitable number of watchmen are in the vicinity of the cabins or staterooms and on each deck, to guard against and give alarm in case of fire or other danger.

(b) On a fish processing vessel of more than 100 gross tons, there must be a suitable number of watchmen trained in firefighting on board when hot work is being done, to guard against and give alarm in case of a fire.

(c) For the watchmen described in paragraph (a) of this section, the owner or operator of an uninspected passenger vessel not more than 300 gross tons may substitute the use of fire detectors, heat detectors, smoke detectors, and high-water alarms with audible- and visual-warning indicators, in addition to other required safety alarms, only when each of the following conditions are met:

(1) Fire detectors are located in each space containing machinery or fuel tanks per §181.400(c) of this chapter.

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(2) All grills, broilers, and deep-fat fryers are fitted with a grease extraction hood per §181.425 of this chapter.

(3) Heat and/or smoke detectors are located in each galley, public accommodation space, enclosed passageway, berthing space, and all crew spaces.

(4) High-water alarms are located in each space with a through hull fitting below the deepest load waterline, a machinery space bilge, bilge well, shaft alley bilge, or other space subject to flooding from sea water piping within the space, and a space below the waterline with non-watertight closure such as a space with a non-watertight hatch on the main deck.

(5) Each alarm has an audible- and visual-alarm indicator located at the normal operating station and, if the normal operating position is not continually manned and not navigating underway, in an alternate location that must provide the crew, and may at all times provide the passengers, immediate warning of a hazardous condition.

(6) The vessel is underway for no more than 12 hours in any 24-hour period, and the master of the vessel has chosen to operate with less than a three-watch system in accordance with §15.705.

[CGD 81-059, 52 FR 38652, Oct. 16, 1987, as amended by USCG-1999-5040, 67 FR 34767, May 15, 2002]

§ 15.860 Tankerman.

(a) The Officer in Charge, Marine Inspection, enters on the Certificate of Inspection issued to each manned tank vessel subject to the regulations in this chapter the number of crewmembers required to hold valid merchant mariners' documents or MMCs with the proper tankerman endorsement. table 15.860(a)(1) provides the minimal requirements for tankermen aboard manned tank vessels; table 15.860(a)(2) provides the tankerman endorsements required for personnel aboard tankships.

(b) For each tankship of more than 5,000 gross tons certified for voyages beyond the Boundary Line:

(1) The number of "Tankerman-PICs" or restricted "Tankerman-PICs" carried must be not fewer than two.

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(2) The number of “Tankerman-Assistants” carried must be not fewer than three.

(3) The number of “Tankerman-Engineers” carried must be not fewer than two.

(c) For each tankship of 5,000 gross tons or less certified for voyages beyond the Boundary Line:

(1) The number of “Tankerman-PICs” or restricted “Tankerman-PICs” carried must be not fewer than two.

(2) The number of “Tankerman-Engineers” carried must be not fewer than two, unless only one engineer is required, in which case the number of “Tankerman-Engineers” carried may be just one.

(d) For each tankship not certified for voyages beyond the Boundary Line, if the total crew complement is:

(1) One or two, the number of “Tankerman-PICs” or restricted “Tankerman-PICs” carried may be just one.

(2) More than two, the number of “Tankerman-PICs” or restricted “Tankerman-PICs” carried must be not fewer than two.

(e) For each tank barge manned under §31.15-5 of this chapter, if the total crew complement is:

(1) One or two, the number of “Tankerman-PICs”, restricted “Tankerman-PICs”, “Tankerman-PICs (Barge)”, or restricted “Tankerman-PICs (Barge)” carried may be just one.

(2) More than two, the number of “Tankerman-PICs”, restricted

“Tankerman-PICs”, “Tankerman-PICs (Barge)”, or restricted “Tankerman-PICs (Barge)” carried must be not fewer than two.

(f) The following personnel aboard each tankship certified for voyages beyond the Boundary Line shall hold valid merchant mariners’ documents or MMCs, endorsed as follows:

(1) The master and chief mate shall each hold a “Tankerman-PIC” or restricted “Tankerman-PIC” endorsement.

(2) The chief, first assistant, and cargo engineers shall each hold a “Tankerman-Engineer” or “Tankerman (PIC)” endorsement.

(3) Each credentialed officer acting as the PIC of a transfer of liquid cargo in bulk shall hold a “Tankerman-PIC” or restricted “Tankerman-PIC” endorsement.

(4) Each officer or crewmember, who is assigned by the PIC duties and responsibilities related to the cargo or cargo-handling equipment during a transfer of liquid cargo in bulk but is not directly supervised by the PIC, shall hold a “Tankerman-Assistant” endorsement.

(g) The endorsements required by this section must be for the classification of the liquid cargo in bulk or of the cargo residue being carried.

(h) Because STCW does not recognize restricted Tankerman-PIC endorsements, persons may act under these only aboard vessels conducting business inside the Boundary Line.

TABLE 15.860(a)(1)—MINIMAL REQUIREMENTS FOR TANKERMEN ABOARD MANNED TANK VESSELS

Tank vessels	Tankerman PIC	Tankerman assistant	Tankerman engineer	Tankerman PIC or tankerman PIC (barge)
Tankship Certified for Voyages Beyond Boundary Line:				
Over 5000 GT	2	3	2	.....
5000 GT or less	2	.....	*2	.....
Tankship Not Certified for Voyages Beyond Boundary Line	**2	.....	.....	.....
Tank Barge .....	.....	.....	.....	**2

* If only one engineer is required, then only one Tankerman Engineer is required.
 ** If the total crew complement is one or two persons, then only one Tankerman PIC is required.
 *** If the total crew complement is one or two persons, then only one Tankerman PIC or Tankerman PIC (Barge) is required.

TABLE 15.860(a)(2)—TANKERMEN ENDORSEMENTS REQUIRED FOR PERSONNEL ABOARD TANKSHIPS
 [Endorsement for the Classification of the Bulk Liquid Cargo or Residues Carried]

Tankship certified for voyages beyond boundary line	Tankerman PIC	Tankerman engineer	Tankerman assistant
Master	✓		
Chief Mate	✓		

TABLE 15.860(a)(2)—TANKERMEN ENDORSEMENTS REQUIRED FOR PERSONNEL ABOARD TANKSHIPS—Continued

[Endorsement for the Classification of the Bulk Liquid Cargo or Residues Carried]

Tankship certified for voyages beyond boundary line	Tankerman PIC		Tankerman engineer	Tankerman assistant
Chief Engineer	✓	or	✓	
First Assistant Engineer	✓	or	✓	
Cargo Engineer	✓	or	✓	
Credentialed Officer Acting as PIC of Transfer of Liquid Cargo in Bulk	✓			
Credentialed Officer or Crewmember Not Directly Supervised by PIC				✓

[CGD 79–116, 60 FR 17154, Apr. 4, 1995, as amended by CGD 79–116, 62 FR 25135, May 8, 1997; USCG–2006–24371, 74 FR 11263, Mar. 16, 2009]

Subpart H—Equivalents

§ 15.901 Inspected vessels of less than 100 gross tons.

(a) An individual holding a license or MMC endorsed as mate or pilot of inspected, self-propelled vessels of over 200 gross tons is authorized to serve as master on inspected vessels of less than 100 gross tons within any restrictions on the individual’s license or MMC.

(b) An individual holding a license or MMC endorsed as master or mate of inspected, self-propelled vessels is authorized to serve as master or mate, respectively, of non-self-propelled vessels other than sail vessels, within any restrictions on the individual’s license or MMC.

(c) An individual holding a license or MMC endorsed as master or mate of inspected, sail vessels is authorized to serve as master or mate, respectively, of other non-self-propelled vessels, within any restrictions on the individual’s license or MMC.

(d) An individual holding a license or MMC endorsed as master or mate of inspected, auxiliary sail vessels, is authorized to serve as master or mate, respectively, of self-propelled and non-self-propelled vessels, within any restrictions on the individual’s license or MMC.

[CGD 81–059, 54 FR 150, Jan. 4, 1989, as amended by USCG–2006–24371, 74 FR 11263, Mar. 16, 2009]

§ 15.905 Uninspected passenger vessels.

(a) An individual holding a license or MMC endorsed as master or pilot of an inspected, self-propelled vessel is authorized to serve as operator of an

uninspected passenger vessel under 100 gross tons within any restrictions, other than gross tonnage limitations, on the individual’s license or MMC.

(b) An individual holding a license or MMC endorsed as a master or pilot of an inspected, self-propelled vessel is authorized to serve as master, as required by 46 CFR 15.805(a)(6), of an uninspected passenger vessel of at least 100 gross tons within any restrictions, including gross tonnage and route, on the individual’s license or MMC.

(c) An individual holding a license or MMC endorsed as mate of inspected, self-propelled vessels (other than Great Lakes, inland, or river vessels of not more than 200 gross tons) is authorized to serve as operator of uninspected passenger vessels of less than 100 gross tons within any restrictions, other than gross tonnage limitations, on the individual’s license or MMC.

[USCG–1999–5040, 67 FR 34767, May 15, 2002, as amended by USCG–2006–24371, 74 FR 11263, Mar. 16, 2009]

§ 15.910 Towing vessels.

No person may serve as a master or mate (pilot) of any towing vessel without meeting the requirements of §§ 15.805(a)(5) or 15.810(d) of this part.

[USCG–2006–24371, 74 FR 11263, Mar. 16, 2009]

§ 15.915 Engineer Officer Endorsements.

The following licenses and MMC officer endorsements authorize the holder to serve as noted, within any restrictions on the license or MMC:

(a) A designated duty engineer license or endorsement authorizes service as chief or assistant engineer on