

(b) On vessels subject to STCW, the individual meeting the requirement of this section must also hold at least an STCW deck endorsement as rating forming part of a navigational watch, except as noted in §15.105(g) of this part for vessels on domestic near-coastal voyages.

[USCG-2004-17914, 78 FR 78008, Dec. 24, 2013]

§ 15.855 Cabin watchmen and fire patrolmen.

(a) On vessels carrying passengers at night, the master or person in charge must 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 GRT, there must be a suitable number of watchmen trained in firefighting onboard 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 GRT 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.

(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 of this part.

[CGD 81-059, 52 FR 38652, Oct. 16, 1987, as amended by USCG-1999-5040, 67 FR 34767, May 15, 2002; USCG-2004-17914, 78 FR 78008, Dec. 24, 2013]

§ 15.860 Tankerman.

(a) The OCMI enters on the COI issued to each manned tank vessel subject to the regulations in this chapter the number of crewmembers required to hold valid MMDs or MMCs with the proper tankerman endorsement. Table 1 to §15.860(a) of this section provides the minimum requirements for tankermen aboard manned tank vessels; Table 2 to §15.860(a) of this section provides the tankerman endorsements required for personnel aboard tankships.

TABLE 1 TO § 15.860(a)—MINIMUM 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 5,000 GRT | 2 | 3 | 2 | |
| 5,000 GRT or less | 2 | | 1 ² | |
| Tankship Not Certified for Voyages Beyond Boundary Line | ² 2 | | | |
| Tank Barge | | | | ³ 2 |

¹ If only one engineer is required, then only one tankerman-engineer is required.
² If the total crew complement is one or two persons, then only one tankerman-PIC is required.

³ If the total crew complement is one or two persons, then only one tankerman-PIC or tankerman-PIC (barge) is required.

TABLE 2 TO 15.860(a)—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 | X | | | |
| Chief Mate | X | | | |
| Chief Engineer | X | or | X | |
| First Assistant Engineer | X | or | X | |
| Cargo Engineer | X | or | X | |
| Credentialed Officer Acting as PIC of Transfer of Liquid Cargo in Bulk | X | | | |
| Credentialed Officer or Crewmember Not Directly Supervised by PIC | | | | X |

(b) For each tankship of more than 5,000 GRT certified for voyages beyond the boundary line as described in part 7 of this chapter—

(1) At least two tankerman-PICs or restricted tankerman-PICs must be carried;

(2) At least three tankerman-assistants must be carried; and

(3) At least two tankerman-engineers must be carried

(c) For each tankship of 5,000 GRT or less certified for voyages beyond the boundary line, as described in part 7 of this chapter—

(1) At least two tankerman-PICs or restricted tankerman-PICs must be carried; and

(2) At least two tankerman-engineers must be carried, unless only one engineer is required, in which case at least one tankerman-engineer must be carried

(d) For each tankship not certified for voyages beyond the boundary line, as described in part 7 of this chapter, if the total crew complement is—

(1) One or two, at least one tankerman-PIC or restricted tankerman-PIC must be carried; or

(2) More than two, at least two tankerman-PICs or restricted tankerman-PICs must be carried

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

(1) One or two, at least one tankerman-PIC, restricted tankerman-PIC, tankerman-PIC (barge), or restricted tankerman-PIC (barge) must be carried; or

(2) More than two, at least two tankerman-PICs, restricted

tankerman-PICs, tankerman-PICs (barge), or restricted tankerman-PICs (barge) must be carried

(f) The following personnel aboard each tankship certified for voyages beyond the boundary line, as described in part 7 of this chapter, must hold valid MMDs or MMCs, endorsed as follows

(1) The master and chief mate must each hold a tankerman-PIC or restricted tankerman-PIC endorsement

(2) The chief, first assistant, and cargo engineers must 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 must 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, must 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) All individuals serving on tankships certified for voyages beyond the boundary line, as described in part 7 of this chapter, must hold an appropriate STCW endorsement, as follows

(1) For tankerman-PIC, an STCW endorsement as Advanced Oil Tanker Cargo Operations, Advanced Chemical Tanker Cargo Operations, or Advanced Liquefied Gas Tanker Cargo Operations, as appropriate

(2) For tankerman-Assistant, an STCW endorsement as Basic Oil and Chemical Tanker Cargo Operations, or Basic Liquefied Gas Tanker Cargo Operations, as appropriate.

(3) For a tankerman-PIC (barge), an STCW endorsement as Advanced Oil Tanker Cargo Operations, Advanced Chemical Tanker Cargo Operations, or Advanced Liquefied Gas Tanker Cargo Operations, as appropriate, including endorsements with a limitation for non-self-propelled vessels.

(4) For a tankerman-engineer, an STCW endorsement as Advanced Oil Tanker Cargo Operations, or Advanced Chemical Tanker Cargo Operations, as appropriate, including endorsements with a limitation to maintenance and repair of cargo equipment.

[USCG-2004-17914, 78 FR 78008, Dec. 24, 2013]

§ 15.865 Qualified member of the engine department (QMED).

(a) Every person serving under the authority of a rating endorsement as QMED on any United States vessel requiring QMED must hold an endorsement as QMED.

(b) On vessels subject to STCW, certain seafarers meeting the requirement of this section must also hold either an STCW endorsement as able seafarer-engine or rating forming part of an engineering watch or designated to perform duties in a periodically unmanned engine room (according to § 15.404(c) and (d) of this part), except as noted in § 15.105(g) of this part for vessels on domestic near-coastal voyages.

[USCG-2004-17914, 78 FR 78009, Dec. 24, 2013]

Subpart I—Equivalentents

SOURCE: CGD 81-059, 52 FR 38652, Oct. 16, 1987, unless otherwise noted. Redesignated by USCG-2004-17914, 78 FR 78001, Dec. 24, 2013.

§ 15.901 Inspected vessels of less than 100 GRT.

(a) An individual holding a license or MMC endorsed as mate or pilot of inspected, self-propelled vessels of 200 GRT or more is authorized to serve as master on inspected vessels of less than 100 GRT within any restrictions on the individual's license or MMC, without further endorsement.

(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, without further endorsement.

(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, without further endorsement.

(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, without further endorsement.

[CGD 81-059, 54 FR 150, Jan. 4, 1989, as amended by USCG-2006-24371, 74 FR 11263, Mar. 16, 2009; USCG-2004-17914, 78 FR 78010, Dec. 24, 2013]

§ 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 of less than 100 GRT within any restrictions, other than 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 100 GRT or more 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 an inspected self-propelled vessel (other than Great Lakes, inland, or river vessels of less than 200 GRT) is authorized to serve as