

MACHINERY AND ELECTRICAL

- Adequate protection from obvious safety hazards from rotating machinery, heat, electrical shock, etc.
- Bilge pumps work - able to take suction from all compartments.
- Bilge manifold labeled correctly
- Bilge high level audio & visual alarms work
- Engine controls operational – gauges read accurately
- Exhaust – no leaks, insulation intact
- Cooling system hoses in good condition, double clamped
- Flexible fuel hoses CG approved, no leaks in fuel lines
- “RACOR” type fuel filters have flame impingement bowls
- Remote shut off valve labeled and working
- Flame screens intact and in place
- No dead end cables, proper size fuses where required
- Generator handles load, meters read accurately
- Distribution panels properly labeled, circuit directories accurate, no missing blanks
- Batteries securely stored in lined containers
- Steering gear free from excessive vibration, binding, or obstructions
- No hydraulic leaks, loose or missing bolts
- Approved working MSD, overboard discharge secured if holding tank

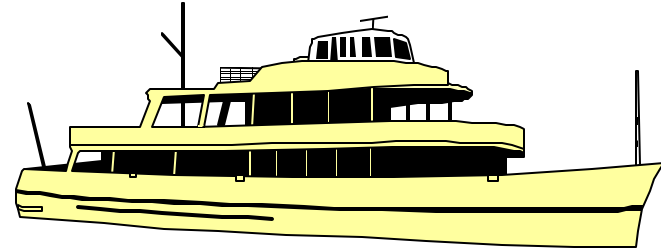
FIREFIGHTING EQUIPMENT

- Firepumps tested, provide good pressure and waterstream at all stations
- Hoses not leaking, nozzles work
- Gauges work, read accurately
- Portable extinguishers serviced annually, sufficient number
- Portable CO2 is hydrostatically tested every 5 years
- Stored pressure type dry chemical hydrostatically tested every 12 years
- Record of monthly checks of extinguishers (tag, sticker, or log book)
- Extinguishers properly mounted with approved brackets
- Fixed system CG approved, serviced annually
- Heat detection unit tested
- Engine Shutdowns tested

OPERATIONS

- Licensed master and crew prepared to get boat underway and conduct fire and man overboard drill
- Electronic navigation and communications gear operating properly
- Charts and publications up to date for operating area
- Emergency radio procedures posted
- Passenger safety briefing conducted
- Emergency lighting tested and operational
- Master has valid CG and FCC licenses on board

PREPARING YOUR SMALL PASSENGER VESSEL FOR “TOPSIDE” INSPECTION



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To Small Passenger Vessel Owners, Operators, Captains, and Crews:
Everyone in the marine industry knows the importance of safety at sea. A well-maintained boat along with a properly trained crew is the best defense against the perils of the sea. In the long run, it is also the best way to stay profitable! Coast Guard regulations and inspections help achieve the minimum levels of safety. However, the primary responsibility for safety rests with you.

This pamphlet is designed to help you get your boats ready for Coast Guard inspections and keep them safe throughout the operating season. It is NOT a comprehensive list of all regulations for all boats. It provides a list of deficiencies often found during our inspections, which should be caught and corrected before we arrive! Having required items on board and testing and repairing key machinery and safety gear ahead of time will help to speed up inspections and reduce the possibilities of 835's or certification delays.

I expect you to go through these items well before the scheduled inspection date and fix any problems you may find. Then use this pamphlet to set up your own safety management program to keep your boat in top condition year round. Please contact the Small Passenger Vessel Branch at (410) 576-2656 for questions or comments about this pamphlet.

LIEUTENANT MATT EDWARDS, USCG
Supervisor, Small Passenger Vessels

PAPERWORK

- User fee paid up to date (Call 1-800-941-3337 for payment status)
- Owner or designated (in writing) knowledgeable person to act on his/her behalf, present during inspection
- Application for inspection (CG-3752) filed with OCMI for new or renewal COI
- Valid Certificate of Inspection (COI) on board
- Valid Certificate of Documentation (COD) on board
- Valid Stability Letter on board
- Valid FCC Safety Radio License, and a valid FCC Ship Radio Station License
- Pending Coast Guard 835s/ Work Lists of outstanding items from previous inspections
- Garbage Log on board
- Crew training and drill log on board
- Waste Management Plan on board
- Proof of chemical testing program - shown by consortium membership card or company manual for in-house program
- Evidence that annual drug and alcohol testing program data has been submitted to Commandant (Consortium should provide you with a copy.)
- Employee Assistance Program (EAP) - emergency numbers posted

- Current copy of 46 Code of Federal Regulations (CFR) Subchapter T or K as applicable, and 1995 or earlier edition for existing T-boats (Not required, but recommended)

LIFESAVING EQUIPMENT

- Lifejackets**
 - Removed from storage areas, cleaned, dry, straps unbuckled
 - Straps, buckles, snaps in good condition, stitching tight, no rips in covering
 - Sufficient reflective tape on both sides, no cracks, not deteriorating
 - Vessel name on each jacket
 - Light works (Battery not expired or changed in front of CG inspector), if required
- Lifefloats/Buoyant Apparatus/Ring Buoy**
 - Able to float free
 - No cracks in covering, no chunks missing, and reflective tape O.K.
 - Grablines, netting, painters, and lanyards in good condition
 - Paddles in good condition and marked with vessel name
 - Lights work (Batteries not expired or changed in front of CG inspector)
 - Waterlight attached to Ring Buoy lanyard with a non-corrosive clip
 - Vessel name on each Lifefloat/Buoyant Apparatus/Ring Buoy
- 406 MHz EPIRB**
 - Tested and operating properly
 - Battery not expired
 - Hydrostatic release not expired
 - Registered with NOAA
- Signal Flares**
 - Not expired
 - Required quantity and type onboard
 - Stored in bright, watertight container, properly labeled
- Approved First Aid Kit or equivalent**
 - Stored in proper container and marked
 - Contains required supplies and instructions, medicine not expired

HULL/STRUCTURE

- Provide inspector unobstructed access to all compartments
- Bilges clean, dry, and free of debris
- Watertight doors and hatches tight - good gaskets, knife edges, keepers/retainers on hatches
- Bulkhead penetrations watertight
- Shaft and rudder packing tight – properly adjusted