

RULES AND REGULATIONS

FOR

MANNING OF VESSELS

SUBCHAPTER P



CG-268

FEBRUARY 1, 1963

UNITED STATES COAST GUARD

TREASURY DEPARTMENT

RULES AND REGULATIONS

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CG-268

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FOREWORD

All the regulations governing the inspection of merchant vessels are contained in Chapter I of Title 46 (Shipping) of the Code of Federal Regulations (46 CFR) and are applicable to certain merchant vessels which are subject to Title 52 of the Revised Statutes (secs. 4399-4500) and acts amendatory thereto or supplementary thereto.

The regulations in this pamphlet, "Rules and Regulations for Manning of Vessels," CG-268, are copied from Subchapter P (Manning of Vessels) of Chapter I, Title 46 CFR, and specific application is set forth in detail throughout the text. These regulations and all changes thereto have been published in various daily issues of the Federal Register prior to February 1, 1963. This pamphlet replaces the prior edition of September 1, 1960, and contains requirements currently in effect.

In applying these regulations to merchant vessels certain factors have to be considered, among which are the size of the vessel, the service in which the vessel is engaged, and the waters upon which the vessel is operated. In this regard shipowners, operators, builders, vessels' operating forces, and other persons affected by the navigation and vessel inspection laws should familiarize themselves with the requirements contained in this pamphlet. To this end, Coast Guard personnel, concerned with the administration and enforcement of these laws, namely, the Coast Guard District Commander and the

Officer in Charge, Marine Inspection, who have jurisdiction over Coast Guard inspection activities in the general area of the port in which situated, will extend upon request every possible assistance.

E. Roland

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Admiral, U.S. Coast Guard,
Commandant

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CONTROL SHEET FOR CHANGES

THE TERMINOLOGY FOR NUMBERING

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¹ The regulations in this pamphlet are reprinted from Title 46, Chapter I, of the Code of Federal Regulations of the United States of America as amended.

THE TERMINOLOGY FOR NUMBERING

This is an explanation of the numbering system in Coast Guard pamphlets containing regulations and is the same as that used in the Code of Federal Regulations.

The regulations regarding merchant vessel inspection are divided into chapters, subchapters, parts, subparts, sections, paragraphs, subparagraphs and subdivisions. The chapters are numbered with a Roman numeral and the subchapters are given alphabetical designations. The part in this pamphlet is numbered 157. The terminology for numbering may be described as follows:

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AUTHORITY: Sections 157.01-1 to 157.35-5 issued under R. S. 4405, as amended, 4462, as amended 46 U.S.C. 375, 416; E. O. 10402, 17 F. R. 9917. Statutory provisions interpreted or applied are cited to text in parentheses.

157.01 AUTHORITY AND PURPOSE

157.01-1 Purpose of regulations.

157.01-1 (a) The purpose of the regulations in this subchapter is to set forth uniform minimum requirements for the manning of vessels in accordance with the intent of Titles 52 and 53 of the Revised Statutes and acts amendatory thereof or supplemental thereto, as well as to implement various international conventions for safety of life at sea and other treaties which affect the merchant marine. The regulations are necessary to carry out the provisions of law affecting United States vessels and have force of law.

157.01-5 Assignment of functions.

157.01-5 (a) By Reorganization Plan No. 3 of 1946, effective July 16, 1946, the marine inspection functions of the former Bureau of Marine Inspection and Navigation and its officers and employees were transferred to the Commandant, United States Coast Guard. By Reorganization Plan No. 26 of 1950, effective July 31, 1950, the functions formerly vested in the Commandant, United States Coast Guard, were transferred to the Secretary of the Treasury with certain specified exceptions. The Secretary of the Treasury by an order dated July 31, 1950 (15 F. R. 6521), delegated to the Commandant the functions formerly performed by him under Reorganization Plan No. 3 of 1946.

157.01-10 Authority for regulations.

157.01-10 (a) General.

157.01-10 (a) (1) The authority to prescribe regulations generally is set forth in R. S. 4405 and 4462, as amended (46 U.S.C. 375 and 416), as well as in other provisions of Titles 52 and 53 of the Revised Statutes and acts amendatory thereof or supplemental thereto. Under the provisions of R. S. 4403, as amended (46 U.S.C. 372), the Commandant, United States Coast Guard, superintends the administration of the vessel inspection laws and is required to produce a correct and uniform administration of the inspection laws, rules, and regulations.

157.01-10 (b) *Manning of inspected vessels.*

157.01-10 (b) (1) The requirements regarding the manning of inspected vessels are set forth in various statutes with many qualifications as to their applications. The regulations interpret or apply, subject to various limitations contained in the laws, R.S. 4400, as amended, 4401, as amended, 4417a, as amended, 4421, as amended, 4426, as amended, 4427, as amended, 4438, as amended, 4438a, as amended, 4453, as amended, 4463, as amended, 4477, as amended, 4488, as amended, 4551(j), as amended, sec. 2, 38 Stat. 1164, as amended, sec. 13, 38 Stat. 1169, as amended, sec. 1, 52 Stat. 753, as amended, sec. 2, 40 Stat. 549, as amended, 41 Stat. 305, as amended, secs. 1 and 2, 49 Stat. 1544, 1545, as amended, sec. 7, 49 Stat. 1936, as amended, sec. 7, 53 Stat. 1147, as amended, secs. 7 and 17, 54 Stat. 165, 166, as amended, sec. 3, 54 Stat. 347, as amended, secs. 1 to 8, 62 Stat. 232-234, as amended, sec. 3, 70 Stat. 152, and sec. 3, 68 Stat. 675 (46 U.S.C. 362, 364, 391a, 399, 404, 405, 224, 224a, 435, 222, 470, 481, 643(j), 673, 672, 672b, 223, 363, 367, 689, 247, 526f, 526p, 1333, 229a-229h, 390b, and 50 U.S.C. 198).

157.01-10 (b) (2) The regulations also interpret or apply the provisions contained in the Convention for Safety of Life at Sea, 1948, pursuant to authority in Executive Order 10402 (17 F.R. 9917, 3 CFR, 1952 Supp.). (R.S. 4405, as amended, 4462, as amended; 46 U.S.C. 375, 416)

157.01-10 (c) *Manning of uninspected vessels.*

157.01-10 (c) (1) The authority for regulations regarding manning of all vessels of 200 gross tons and over, however propelled, including yachts, navigating the high seas, which are subject to the provisions of the Officers' Competency Certificates Convention, 1936 (International Labor Organization Draft Convention Numbered 53), is in R.S. 4438a, as amended (46 U.S.C. 224a).

157.01-10 (c) (2) The authority for regulations regarding the licensed operator for uninspected motorboats, or other vessels of fifteen gross tons or less propelled by machinery other than steam, while carrying passengers for hire, is in secs. 7 and 17, 54 Stat. 165, 166, as amended (46 U.S.C. 526f, 526p).

157.01-10 (c) (3) The authority for regulations regarding crews of uninspected vessels of 100 gross tons and upward, except fishing or whaling vessels, or yachts, or those vessels navigating rivers exclusively and the smaller inland lakes, is in sec. 13(a), 38 Stat. 1169, as amended (46 U.S.C. 672(a)).

157.05 APPLICATION**157.05-1 General.**

157.05-1 (a) The regulations in this part shall be applicable to all vessels, other than inspected passenger vessels of not more than 65 feet in length, which are subject to the manning requirements contained in the navigation and vessel inspection laws of the United States (R.S. 4405, as amended, 4462, as amended; 46 U.S.C. 375, 416)

157.05-1 (b) Some of the navigation and vessel inspection laws do not authorize the establishment of a minimum number of officers and members of the crew to be carried on board a vessel but state that the vessel shall not be operated or navigated unless certain manning requirements are met. In these cases, it is the responsibility

of the owner, master, or person in charge or command of the vessel, to determine if the officers and crew carried meet the requirements of the applicable navigation and vessel inspection laws.

157.05-1 (c) At the beginning of the various subparts or sections, a more specific application is generally given for the particular portion of the text involved. This application may be according to size and type of vessel or waters navigated or services of vessel to which the text pertains.

157.10 DEFINITIONS OF TERMS

157.10-1 General.

157.10-1 (a) The terms defined in this subpart apply only to manning of vessels subject to the manning provisions in the navigation and vessel inspection laws of the United States.

157.10-5 Able seaman.

157.10-5 (a) The term "able seaman" means any person holding a certificate of service as able seaman issued by the Coast Guard attesting to his competency and who may serve in such capacity within the restrictions placed on the certificate.

(Sec. 13, 38 Stat. 1169, as amended; 46 U. S. C. 672)

157.10-10 Assistant engineer.

157.10-10 (a) The term "assistant engineer" means a person holding a valid license as assistant engineer issued by the Coast Guard attesting to his competency and who may serve in such capacity within the restrictions placed upon the license.

(R. S. 4438, 4438a, 4441, as amended; 46 U. S. C. 224, 224a, 229)

157.10-15 Chief engineer.

157.10-15 (a) The term "chief engineer" means any person responsible for the mechanical propulsion of a vessel and who is a holder of a valid license as chief engineer issued by the Coast Guard attesting to his competency, and who may serve in such capacity within the restrictions placed on the license.

(R. S. 4438, 4438a, 4441, as amended; 46 U. S. C. 224, 224a, 229)

157.10-20 Deck crew.

157.10-20 (a) The term "deck crew, exclusive of licensed officers and apprentices" as used in Section 13 of the Seamen's Act of 1915, as amended (46 U. S. C. 672) is construed as including only the following members of the deck department below the grade of licensed officer and above the grade of apprentice; viz, quartermasters, able seamen, and ordinary seamen.

(Sec. 13, 38 Stat. 1169, as amended; 46 U. S. C. 672)

157.10-25 Licensed officer.

157.10-25 (a) The term "licensed officer" means any person holding a license issued by the Coast Guard which attests to the holder's competency to serve in the capacity described in the license on board vessels, such as master, mate, pilot, chief engineer, assistant engineer, or radio officer.

157.10-30 Lifeboatman.

157.10-30 (a) The term "lifeboatman" means any person holding a certificate of efficiency issued by the Coast Guard attesting to his competency to serve as a lifeboatman.

(R. S. 4488, as amended; 46 U. S. C. 481)

157.10-35 Master.

157.10-35 (a) A "master" means any person who is holder of a valid license as master issued by the Coast Guard attesting to his competency, and who may serve in such capacity within the restrictions placed on the license.

(R. S. 4438, 4438a, 4439, as amended; 46 U. S. C. 224, 224a, 226)

157.10-40 Mate.

157.10-40 (a) The term "mate" means a person holding a valid license as mate issued by the Coast Guard attesting to his competency and who may serve in such capacity within the restrictions placed on the license.

(R. S. 4438, 4438a, 4440, as amended; 46 U. S. C. 224, 224a, 228)

157.10-45 Ordinary seaman.

157.10-45 (a) The term "ordinary seaman" means any person holding a certificate of service as ordinary seaman issued by the Coast Guard and who may serve in such capacity on board vessels.

(Sec. 13, 38 Stat. 1169, as amended; 46 U. S. C. 672)

157.10-50 Pilot.

157.10-50 (a) The term "pilot" means a person holding a valid license as pilot issued by the Coast Guard attesting to his competency and who may serve in such capacity within the restrictions placed on the license.

(R. S. 4438, 4442, as amended; 46 U. S. C. 224, 214)

157.10-55 Qualified member of the engine department.

157.10-55 (a) The term "qualified member of the engine department" means any person holding a certificate of service as qualified member of the engine department issued by the Coast Guard attesting to his competency and who may serve in such capacity within the restrictions placed on the certificate.

(Sec. 13, 38 Stat. 1169, as amended; 46 U. S. C. 672)

157.10-60 Radio officer.

157.10-60 (a) The term "radio officer" means a person holding a valid license as radio officer issued by the Coast Guard and who may serve in such capacity within the restrictions placed on the license.

(Sec. 3, 62 Stat. 233, as amended; 46 U. S. C. 229c)

157.10-65 Sailors.

157.10-65 (a) The term "sailors" means those members of the deck department below the grade of licensed officer whose ordinary duties are incident to the mechanics of conducting the ship on her voyage, such as able seaman, ordinary seaman, quartermaster, lookout man, etc.

(Sec. 2, 38 Stat. 1164, as amended; 46 U. S. C. 673)

157.10-70 Seaman.

157.10-70 (a) The term "seaman" is defined in R.S. 4612, as amended (46 U.S.C. 713), as follows:

Every person (apprentice excepted) who shall be employed or engaged to serve in any capacity on board the same (vessel) shall be deemed and taken to be a "seaman".

157.10-75 Staff officers.

157.10-75 (a) The term "staff officers" means persons in the Staff Department who hold certificates of registry as a (1) Chief Purser; (2) Purser; (3) Senior Assistant Purser; (4) Junior Assistant Purser, or (5) Surgeon, which are issued by the Coast Guard. (Sec. 1, 53 Stat. 1145, as amended; 46 U.S.C. 242)

157.10-80 Tankerman.

157.10-80 (a) The term "tankerman" means any person holding a certificate of efficiency as tankerman issued by the Coast Guard attesting to his competency in the handling of inflammable or combustible liquid cargo in bulk or any person holding a valid license as master, mate, pilot, or engineer.

(R.S. 4417a, as amended; 46 U.S.C. 391a)

157.15 MANNING REQUIREMENTS**157.15-1 Complement required by certificate of inspection.**

157.15-1 (a) After inspecting a vessel pursuant to law and applicable regulations in this chapter, the Officer in Charge, Marine Inspection, shall specify in the Certificate of Inspection of all vessels except public nautical school ships the minimum complement of officers and crew necessary for the safe navigation of the vessels.

NOTE: Manning requirements for public nautical school ships are covered by Section 167.60-15 of Subchapter R (Nautical Schools) of this chapter.

157.15-1 (b) The Manning requirements for a particular vessel are determined by the Officer in Charge, Marine Inspection, after a thorough consideration of the applicable laws cited in Section 157.01-10(b) and the regulations in this part together with the many factors involved, such as size, type, proposed routes of operation, cargo carried, type of business in which employed, etc.

157.15-1 (c) One of the criteria used for invocation of Manning standards is the description of passenger vessels and public nautical school ships by relative sizes in gross tonnages. When it is determined under Section 70.05-20 or Section 167.01-8 of this chapter that a particular vessel has a Bureau of Customs' assigned gross register tonnage which is not indicative of the relative physical size of the vessel, the Manning shall be that applicable to a vessel of the greater relative size.

(R.S. 4405, as amended, 4462, as amended; 46 U.S.C. 375, 416)

157.15-5 Changes in certificate of inspection.

157.15-5 (a) All applications for changes in certificates of inspection relative to crew requirements shall be made to the Officer in Charge, Marine Inspection, at or nearest the port where the vessel actually is at the time the request is made.

157.15-5 (b) Where changes in an outstanding certificate of inspection are necessary the Officer in Charge, Marine Inspection, will issue an amendment to the certificate of inspection.

(R.S. 4421, as amended; 46 U.S.C. 399)

157.15-10 Right of appeal.

157.15-10 (a) Whenever any person directly interested in or affected by any decision or action of any Officer in Charge, Marine Inspection, shall feel aggrieved by such decision or action with respect to manning requirements, he may appeal therefrom to the Coast Guard District Commander having jurisdiction, and a like appeal shall be allowed from any decision or action of the Coast Guard District Commander to the Commandant whose action shall be final; *Provided, however,* That such appeals shall be made in writing within 30 days after the decision or action appealed from shall have been rendered or taken; *And provided further,* That pending the determination of the appeal the crew, originally specified must be carried.

(R.S. 4463, as amended; 46 U.S.C. 222)

157.15-15 Enforcement officers.

157.15-15 (a) In addition to collectors of customs, who are specifically designated by law as enforcement officers, all field officers and inspectors of the Coast Guard are designated as enforcement officers for the purpose of seeing that the provisions of Section 2 of the Seamen's Act of 1915, as amended (38 Stat. 1164, as amended; 46 U.S.C. 673), are complied with.

157.18—OFFICERS' COMPETENCY CERTIFICATES CONVENTION, 1936**157.18-1 Vessels subject to requirements of this subpart.**

157.18-1 (a) Paragraph (1) of R.S. 4438a, as amended (46 U.S.C. 224a), states:

(1) That the Officers' Competency Certificates Convention, 1936 (International Labor Organization Draft Convention Numbered 53, "concerning the minimum requirement of professional capacity for masters and officers on board merchant ships"), as ratified by the President on September 1, 1938, with understandings appended, and this section shall apply to all vessels, however propelled, navigating on the high seas, which are registered, enrolled and licensed, or licensed under the laws of the United States, whether permanently, temporarily, or provisionally, including yachts enrolled and licensed, or licensed, with the exception of—

- (a) Ships of war;
- (b) Government vessels, or vessels in the service of a public authority, which are not engaged in trade;
- (c) Wooden ships of primitive build, such as dhows and junks;
- (d) Unrigged vessels;
- (e) All vessels of less than two hundred gross tons.

157.18-1 (b) All vessels of the United States subject to R.S. 4438a, as amended (46 U.S.C. 224a) are subject to the requirements of this subpart.

(R.S. 4438a, as amended; 46 U.S.C. 224a)

157.18-5 Detention of vessel.

157.18-5 (a) The Collector of Customs, or the Coast Guard District Commander, by written order served upon the master or person in charge of a vessel, may detain any vessel of the United States which he has reason to believe is not in compliance with the requirements of R.S. 4438a, as amended (46 U.S.C. 224a), until he is satisfied that all officers employed aboard such vessel, who are required

to be licensed by the Coast Guard, are in possession of the required licenses. If a vessel is detained by a written order of a Coast Guard District Commander, he should give immediate notice of such detention to the Collector of Customs from whose port the vessel will either clear or secure a permit to touch and trade in order that clearance or the issuance of a permit to touch and trade may be withheld. (R.S. 4438a, as amended; 46 U.S.C. 224a)

157.18-10 Right of appeal.

157.18-10 Whenever a vessel is detained, the master may appeal, within five days to the Commandant, U.S. Coast Guard, who may, after investigation, affirm, set aside, or modify the order of detention. (R.S. 4438a, as amended; 46 U.S.C. 224a)

157.18-15 Filing lists of officers with Collector of Customs.

157.18-15 The master of any vessel of the United States subject to the provisions of R.S. 4438a, as amended (46 U.S.C. 224a), shall, upon application for final clearance for foreign port or upon application for a permit to touch and trade, file with the Collector of Customs a complete list of the officers employed aboard the vessel and the Coast Guard serial number and description of license held by each officer. (R.S. 4438a, as amended; 46 U.S.C. 224a)

157.20 COMPUTATIONS

157.20-1 Vessels affected.

157.20-1 (a) All of the provisions of Section 2 of the Seamen's Act of 1915, as amended (49 Stat. 1933; 46 U.S.C. 673), apply to all merchant vessels of the United States of more than 100 gross tons, excepting those navigating rivers, harbors, lakes (other than Great Lakes), bays, sounds, bayous, and canals, exclusively, and also insofar, as hours of labor on shipboard are concerned, to all tugs documented under the laws of the United States (except boats or vessels used exclusively for fishing purposes) navigating the Great Lakes, harbors of the Great Lakes and connecting and tributary waters between Gary, Indiana; Duluth, Minnesota; Niagara Falls, New York; and Ogdensburg, New York. The aforesaid Section 2 does not apply to fishing or whaling vessels, yachts or to vessels engaged in salvage operations.

(Sec. 2, 38 Stat. 1164, sec. 7, 49 Stat. 1936, as amended; 46 U.S.C. 673, 689)

157.20-5 Division into three watches.

157.20-5 (a) On vessels to which all of the provisions of Section 2 of the Seamen's Act of 1915, as amended (49 Stat. 1933; 46 U.S.C. 673), apply, the licensed officers, sailors, coal passers, firemen, oilers, and water tenders shall, while at sea, be divided into at least 3 watches, the number in each watch to be as nearly equal as the division of the total number in each class will permit. The watches shall be kept on duty successively. The requirement for division into watches applies only to those classes of the crew specifically named in the aforesaid Section 2: *Provided*, That in the case of radiotelegraph operators this requirement shall be applicable only when 3 or more radio officers are employed.

157.20-5 (b) Officers in Charge, Marine Inspection, will note that the 3-watch system extends to all licensed officers and to the sailors, coal passers, firemen, oilers, and water tenders of all vessels

to which all of the provisions of Section 2 of the Seamen's Act of 1915, as amended (49 Stat. 1933; 46 U.S.C. 673), apply and will be governed accordingly in fixing the complement of licensed officers and crew, as authorized by R.S. 4463, as amended (46 U.S.C. 222): *Provided*, That in the case of radiotelegraph operators this requirement shall be applicable only when 3 or more radio officers are employed. The aforesaid Section 2 does not, however, apply to the licensed officers and crew of tugs and barges when engaged in voyages of less than 600 miles except with regard to coal passers, firemen, oilers, and water tenders. A voyage of less than 600 miles is construed as meaning the entire distance traversed in proceeding from the initial port of departure to the final port of destination, stops at intermediate ports while en route not being considered as breaking the continuity of the voyage. (R.S. 4421, 4463, as amended, sec. 2, 38 Stat. 1164, sec. 7, 49 Stat. 1936, as amended; 46 U.S.C. 399, 222, 673, 689)

157.20-10 Eight-hour day.

157.20-10 (a) No licensed officer or seaman in the deck or engine department of vessels to which all of the provisions of Section 2 of the Seamen's Act of 1915, as amended (49 Stat. 1933; 46 U.S.C. 673), apply shall be required to be on duty more than 8 hours in any one day except under the extraordinary conditions mentioned in the aforesaid Section 2, nor shall any licensed officer or seamen in the deck or engine department of any tug documented under the laws of the United States (except boats or vessels used exclusively for fishing purposes) navigating the Great Lakes, harbors of the Great Lakes, and their connecting and tributary waters between Gary, Indiana; Duluth, Minnesota; Niagara Falls, New York; and Ogdensburg, New York, be required or permitted to be on duty more than 8 hours in any one day, except in case of extraordinary emergency affecting the safety of the vessel and/or life or property.

157.20-10 (b) When the vessel is in a safe harbor, no seamen shall be required to do any unnecessary work on Sundays, New Year's Day, the Fourth of July, Labor Day, Thanksgiving Day, and Christmas Day, but this shall not prevent the dispatch of a vessel on regular schedule or when ready to proceed on her voyage.

(Sec. 2, 38 Stat. 1164, sec. 7, 49 Stat. 1936, as amended; 46 U.S.C. 673, 689)

157.20-15 Able seamen.

157.20-15 (a) What vessels affected.

157.20-15 (a) (1) The provisions of Section 13 of the Seamen's Act of 1915, as amended (46 U.S.C. 672), relating to able seamen apply to all merchant vessels of the United States of 100 gross tons and upward except:

(i) Those vessels navigating rivers exclusively and the smaller inland lakes;

(ii) As provided in R.S. 4516, as amended (46 U.S.C. 569), such vessels may ship seamen to replace those lost by desertion or casualty without incurring the prescribed penalty;

(iii) Unrigged vessels (other than seagoing barges) (46 U.S.C. 672b);

(iv) Sail vessels of less than 500 net tons (46 U.S.C. 672-1), while not carrying passengers for hire and while not operating outside the line dividing inland waters from the high seas, established in accordance with section 2 of the Act of February 19, 1895, as amended (33 U.S.C. 151); and,

(v) Tugs and towboats on the bays and sounds connected directly with the seas (46 U.S.C. 672b).

157.20-15 (b) Computation of number.

157.20-15 (b) (1) On vessels to which the provisions of Section 13 of the Seamen's Act of 1915, as amended (46 U.S.C. 672), apply, at least 65 per centum of the deck crew, exclusive of licensed officers and apprentices, shall be of a rating not less than able seamen. In the event that the number of persons in the deck crew, as defined in Paragraph 157.10-20(a), is in excess of the number of persons required therein by the certificate of inspection, at least 65 per centum of the whole deck crew on the vessel, exclusive of licensed officers and apprentices, shall be of a rating of not less than able seamen.

(Sec. 13, 38 Stat. 1169, sec. 2, 38 Stat. 1164, sec. 7, 49 Stat. 1936, as amended; 46 U.S.C. 672, 673, 689)

157.20-20 Lifeboatmen.

157.20-20 (a) There shall be for each lifeboat or liferaft a number of certificated lifeboatmen in accordance with the various regulations in Subchapter D (Tank Vessels), Subchapter H (Passenger Vessels), and Subchapter I (Cargo and Miscellaneous Vessels) of this chapter which specify the number required under various circumstances and conditions.

(R.S. 4417a, 4488, as amended, 49 Stat. 1944, 1945, as amended; 46 U.S.C. 391a, 481, 367)

157.20-25 Mates.

157.20-25 (a) The minimum number of mates on every ocean and coastwise merchant vessel of the United States propelled by machinery and every ocean-going vessel carrying passengers shall be in accordance with Section 2 of the Act of March 3, 1913, as amended (37 Stat. 733, 46 U.S.C. 223).

(37 Stat. 733; 46 U.S.C. 223)

157.20-30 Master.

157.20-30 (a) Section 2 of the Act of March 3, 1913, as amended (37 Stat. 733, 46 U.S.C. 223) requires a master for every ocean and coastwise merchant vessel of the United States propelled by machinery and every ocean-going vessel subject to inspection and carrying passengers.

157.20-30 (b) The provisions of R.S. 4438, as amended (46 U.S.C. 224), requires a master for every sail vessel of over 700 gross tons.

157.20-30 (c) There shall be a duly licensed master on board every steam vessel of more than 150 gross tons when the vessel is underway on the Great Lakes, or bays, sounds, or lakes other than the Great Lakes, or rivers.

157.20-30 (d) There shall be a licensed master on board every seagoing motor vessel of 300 gross tons or over, subject to Section 1 of the Act of June 20, 1936 (49 Stat. 1544, 1545; 46 U.S.C. 367), when the vessel is underway.

157.20-30 (e) For a steam vessel not exceeding 150 gross tons navigating the Great Lakes, or bays, sounds or lakes other than the Great Lakes, or rivers, a first class pilot or a second class pilot who has reached the age of 21 years may act as master.

(R.S. 4463, as amended; 46 U.S.C. 222)

157.20-32 Radar observers.

157.20-32 (a) Every radar equipped vessel of 300 gross tons and over which, on or after May 1, 1962, is issued a Certificate of Inspection for the navigation on ocean, coastwise, or Great Lakes waters shall have in its required complement of deck officers (including the master) only officers who have qualified as "radar observers." (See Section 10.05-46 in Subchapter B (Merchant Marine Officers and Seamen) of this chapter for information concerning "radar observers.")

157.20-35 Engineers.

157.20-35 (a) On any vessel subject to inspection, the Officer in Charge, Marine Inspection, shall determine the minimum number of engineers necessary for the safe navigation of a vessel.

157.20-35 (b) The provisions of R.S. 4426, as amended (46 U.S.C. 404), require a licensed engineer on every ferryboat, canalboat, yacht, or other small craft of like character propelled by steam, except for a motorboat subject to the Act of April 25, 1940, as amended (54 Stat. 164-167; 46 U.S.C. 526-526t).

(R.S. 4438, as amended, 4463, as amended; 46 U.S.C. 224, 222)

157.20-40 Pilot.

157.20-40 (a) The provisions of R.S. 4401, as amended (46 U.S.C. 364), require that every coastwise seagoing steam vessel subject to the navigation laws of the United States, not sailing under register, shall, when underway, except on the high seas, be under the control and direction of pilots licensed by the Coast Guard.

157.20-40 (b) The provisions of R.S. 4426, as amended (46 U.S.C. 404), requires a licensed pilot on every ferryboat, canalboat, yacht, or other small craft of like character propelled by steam, except for a motorboat subject to the Act of April 20, 1940, as amended (54 Stat. 164-167; 46 U.S.C. 526-526t).

157.20-40 (c) The provisions of R.S. 4426, as amended (46 U.S.C. 404), requires a licensed pilot for a vessel of above 15 gross tons propelled by gas, fluid, naphtha, or electric motors, carrying passengers for hire, except for a motorboat subject to the Act of April 25, 1940, as amended (54 Stat. 164-167; 46 U.S.C. 526-526t).

157.20-40 (d) The provisions of R.S. 4426, as amended (46 U.S.C. 404), requires a pilot on every vessel of above 15 gross tons propelled by gas, fluid, naphtha, or electric motors carrying freight for hire, except for a motorboat subject to the Act of April 25, 1940, as amended (54 Stat. 164-167; 46 U.S.C. 526-526t).

157.20-40 (e) (1) For every inspected steam vessel of above 150 gross tons the navigation shall be under the control of a first class pilot when the vessel is underway on the Great Lakes, or bays, sounds, and lakes other than the Great Lakes, or rivers.

157.20-40 (e) (2) For every inspected steam vessel not exceeding 150 gross tons the navigation shall be under the control of a first class or a second class pilot when the vessel is underway on the Great Lakes, or bays, sounds, and lakes other than the Great Lakes, or rivers; and a first class pilot or a second class pilot, who has reached the age of 21 years, may act as master or pilot in charge of navigation.

157.20-40 (e) (3) A second class pilot is authorized to act as pilot in charge of a watch on any steam vessel within the qualifications specified in his license.

(R.S. 4438, 4463, as amended; 46 U.S.C. 224, 222)

157.20-45 Lookouts.

157.20-45 (a) The requirements for proper lookouts are in the various "Rules of the Road," i.e., Rule 29 of the "International Rules" (33 U.S.C. 147a), Article 29 of the "Inland Rules" (33 U.S.C. 221), Rule 28 of the "Great Lakes Rules" (33 U.S.C. 293) and Rule Numbered 26 of the "Western Rivers Rules" (33 U.S.C. 351).

(R.S. 4405, as amended, 4462, as amended; 46 U.S.C. 375, 416)

157.20-50 Cabin watchmen and fire patrolmen.

157.20-50 (a) The requirements for cabin watchmen and fire patrolmen for passenger vessels are in Sections 78.30-10 to 78.30-20, inclusive, of Subchapter H (Passenger Vessels) of this chapter.

157.20-55 Radio officers and radiotelegraph operators and watches.

157.20-55 (a) Radio officers and radiotelegraph operators and watches are required on certain merchant vessels of the United States. The details of the application of this requirement, as well as details regarding the licensing of such personnel, shall be as required by the statutes and regulations under the jurisdiction of the Federal Communications Commission and the statutes and regulations under the jurisdiction of the United States Coast Guard, regarding radio officers and radiotelegraph operators. (See Subchapter B (Merchant Marine Officers and Seamen) of this chapter.)

(R.S. 4463, as amended, sec. 1, 62 Stat. 232; 46 U.S.C. 222, 229a)

157.20-60 Staff officers.

157.20-60 (a) When a staff department is carried on a passenger vessel subject to the Act of August 1, 1939, as amended (53 Stat. 1145-1147, as amended; 46 U.S.C. 243-247), the qualifications of staff officers engaged shall be in accordance with that act.

157.25 LANGUAGE REQUIREMENTS

157.25-1 Vessels affected.

157.25-1 (a) Section 13 of the Act of March 4, 1915, as amended (38 Stat. 1169, as amended; 46 U.S.C. 672), in part, provides as follows:

No vessel of 100 gross tons and upward, except those navigating rivers exclusively and the smaller inland lakes and except as provided in Section 1 of this act, shall be permitted to depart from any port of the United States unless she has on board a crew not less than 75 per centum of which, in each department thereof, are able to understand any order given by the officers of such vessel, * * *.

The collector of customs, may upon his own motion, and shall, upon the sworn information of any reputable citizen of the United States setting forth that this section is not being complied with, cause a muster of the crew of any vessel to be made to determine the fact; and no clearance shall be given to any vessel failing to comply with the provisions of this section.¹²

¹² Amended by Section 1(d), 49 Stat. 1931, 46 U.S.C. 672(d) reading as follows: The collector of customs may, upon his own motion, and shall, upon the sworn information of any reputable citizen of the United States setting forth that this section is not being complied with, cause a muster of the crew of any vessel to be made to determine the fact, at which muster said reputable citizen must be present; and no clearance shall be given to any vessel failing to comply with the provisions of this section.

157.25-5 Orders by officers.

157.25-5 (a) The Commandant construes the words "able to understand any order given by the officers of such vessel" to mean any orders that may be given to members of the crew in each department when directing the performance of their duties.

157.25-5 (b) The Commandant also construes this Section 13 of the Act of March 4, 1915 (38 Stat. 1169, as amended; 46 U.S.C. 672), as meaning only such orders as may be given to members of the crew in each department of the vessel in the course of the performance of their several duties. Among these duties, however, should be included lifeboat or emergency work. The Commandant would not consider it a proper construction of the section to require, for example, that a waiter should understand orders normal to the engineroom force or that a stoker should understand orders which related solely to the work of a deckhand or seaman. In the cases, however, of a waiter, a stoker, a seaman, or other employee on the vessel who was assigned to do emergency or lifeboat work it would be a proper construction of the section to require him to understand orders for such emergency or lifeboat service.

(Sec. 7, 49 Stat. 1936, as amended; 46 U.S.C. 689)

157.25-10 Muster of crew for language test.

157.25-10 (a) When the collector of customs musters the crew on any vessel, either upon his own motion or upon the sworn information of any reputable citizen, for the purpose of determining that 75 percent of the crew in each department is able to understand any order given by the officer of such vessel, the Commandant is of the opinion that a demonstration of such understanding shall be made in the presence of the collector of customs or his authorized representative.

157.25-10 (b) To determine the fact of understanding, the Commandant is of the opinion that the law requires that orders be given to the individual members of the crew by the officers of the ship, and in the language ordinarily and customarily used by such officers in navigating and operating the ship. The orders should be given directly by the officers to each member of the crew, and not through an interpreter or interpreters; signs, gestures or signals should not be used in making the test. The collector of customs or his representative should suggest to the officers of the vessel the orders to be given, which should touch upon matters ordinarily arising in the daily routine work of the crew in each department, as well as orders involving fire drills, boat drills, the handling of boats, and orders involving any emergencies that may be expected to arise in handling, operating, or navigating the ship.

157.25-10 (c) The muster of the crew for which the law provides shall take place at such reasonable times and occasions as will determine the facts sufficiently in advance of the time fixed for the sailing of the vessel to permit the engaging of such new members of the crew as may be necessary in time for the vessel to sail without delay. As the law requires the application for muster to be made at least 6 hours before the vessel departs or is scheduled to depart, thus indicating an intent not unduly to delay the sailing of vessels, the muster must be

conducted with such promptness and expedition as to constitute full compliance with this manifest purpose of the law. Whenever the language test applied at the muster results in the rejection of any member of the crew and the substitution of another seaman in his place at such time as to render it impracticable for a second muster to be requested in the manner specified in this section, then and in that case it shall be the duty of the customs collector to see that any seaman signed on the articles of the ship to take the place of the rejected man is capable of passing such test. The Commandant understands the law to require the safeguarding of the vessel through the language test by such means at such times and in such a manner as shall be helpful and not hurtful to our maritime commerce and that it is in no sense intended to be used to create embarrassment or to cause unnecessary expense or delay.

(Sec. 13, 38 Stat. 1169, sec. 7, 49 Stat. 1936, as amended; 46 U.S.C. 672, 689)

157.30 SPECIAL PROVISIONS

157.30-1 Manning of seagoing barges.

157.30-1 (a) The determination as to whether a seagoing barge shall be manned or not shall be made by the Officer in Charge, Marine Inspection. Permission may be granted for such barges to operate unmanned when in the opinion of the Officer in Charge, Marine Inspection, manning is not necessary for the safe operation of the vessel and where it appears that the requirements of the rules as to lights, etc., will be met. In any case the certificate of inspection will specify whether or not the barge is to be manned, the number and grade of the crew, when carried, and the conditions of operation when no crew is required. These conditions may include limitations as to loading, route, cargo, season of operation, etc.

(R.S. 4463, as amended, sec. 10, 35 Stat. 428, as amended; 46 U.S.C. 222, 395)

157.30-5 Tank vessels.

157.30-5 (a) The requirements for manning tank vessels is in Parts 31 and 35 of Subchapter D (Tank Vessels) of this chapter.

(R.S. 4417a, as amended; 46 U.S.C. 391a)

157.30-7 Passenger vessels of not more than 65 feet in length.

157.30-7 (a) Regulations governing manning requirements on inspected passenger vessels of not more than 65 feet in length are contained in Part 186 of Subchapter T of this chapter.

(Sec. 3, 70 Stat. 152; 46 U.S.C. 390b)

157.30-10 Officers for uninspected vessels.

157.30-10 (a) For the purpose of this section and R.S. 4438a, as amended (46 U.S.C. 224a), the definitions of the following expressions, which are the same same as those set forth in Article 2 of the Officers' Competency Certificates Convention, 1936, are:

157.30-10 (a) (1) "Master" means any person having command or charge of a vessel.

157.30-10 (a) (2) "Navigating officer in charge of the watch" means any person, other than a pilot, who is for the time being actually in charge of the navigation or maneuvering of a vessel.

MANNING REQUIREMENTS

157.30-15 (d)

157.30-10 (a) (3) "Chief engineer" means any person permanently responsible for the mechanical propulsion of a vessel.

157.30-10 (a) (4) "Engineer officer in charge of the watch" means any person who is for the time being actually in charge of the running of a vessel's engines.

157.30-10 (b) Every vessel, however propelled, 200 gross tons or over and navigating the high seas and subject to the provisions of R.S. 4438a, as amended (46 U.S.C. 224a), shall have officers licensed by the Coast Guard. No person shall be engaged to perform or shall perform on board any such vessel, the duties of master, chief engineer, or watch officer deck or engineer unless he holds a valid license issued by the Coast Guard attesting to his qualifications to perform such duties.

157.30-10 (c) The phrase "no person shall be engaged to perform, or shall perform on board any vessel to which this section applies, the duties of master, mate, chief engineer or assistant engineer, unless he holds a license to perform such duties" in subsection (4) of R.S. 4438a, as amended (46 U.S.C. 224a), shall be considered to mean that if an uninspected vessel engages on a voyage of such length and character that the licensed master and licensed chief engineer manifestly and physically cannot be in charge of the watch continuously, the failure to have on board two licensed deck officers (one a master) and two licensed engineers (one a chief engineer) on the vessel's return shall be considered to be a *prima facie* violation of R.S. 4438a, as amended.

(R.S. 4405, as amended, 4462, as amended; 46 U.S.C. 375, 416. Interpret or apply R.S. 4438a, as amended; 46 U.S.C. 224a)

157.30-15 Deck officers for steam or motor vessels operating under special conditions.

157.30-15 (a) The master, mates, and pilots of a steam vessel, or a sail vessel, or a vessel propelled by internal-combustion engines of 200 gross tons and over navigating exclusively in and around the Hawaiian Islands may be holders of special valid licenses issued by the Coast Guard for such service.

157.30-15 (b) The master, mates, and pilots of a steam or a sail vessel or a seagoing motor vessel of 200 gross tons or over navigating exclusively between ports of the Island of Puerto Rico may be holders of special valid licenses issued by the Coast Guard for such service.

157.30-15 (c) The master, mate, and pilot of a steam pilot vessel, or seagoing motor pilot vessel of 200 gross tons or over, or of a steam vessel navigating the waters of the whaling grounds in the Alaskan seas, or of a steam vessel engaged exclusively in the business of whale fishing, or of a steam vessel engaged in the Atlantic, Pacific, or Gulf Coast fisheries, may be holders of special valid licenses issued by the Coast Guard for such service.

157.30-15 (d) For a vessel navigating exclusively in Alaska and subject to the provisions of the Act of March 4, 1907, as amended (34 Stat. 1411, 46 U.S.C. 237), the master and pilots may be Indians holding special valid licenses issued by the Coast Guard.

(R.S. 4438, 4438a, as amended, 34 Stat. 1411, 49 Stat. 1544, as amended; 46 U.S.C. 224, 224a, 237, 367)

157.30-20 Engineers for steam or motor vessels operating under special conditions.

157.30-20 (a) For seagoing vessels propelled by internal combustion engines navigating exclusively between ports in the Hawaiian Islands, or navigating exclusively between ports of the Island of Puerto Rico and/or the Virgin Islands, the engineers may be holders of special valid licenses issued by the Coast Guard for such service.

157.30-20 (b) For a vessel navigating exclusively in Alaska and subject to the provisions of the Act of March 4, 1907, as amended (34 Stat. 1411, 46 U.S.C. 237), the engineers may be Indians holding special valid licenses issued by the Coast Guard.

(R.S. 4438a, as amended, 34 Stat. 1411, 49 Stat. 1544, 1545, as amended; 46 U.S.C. 224, 224a, 237, 367)

157.30-25 Vessels carrying persons in addition to crew.

157.30-25 (a) A steam vessel engaged in towing, or a steam vessel engaged in fishing or oyster planting or dredging, on the Great Lakes, and all inland waters (including rivers), may be authorized by the Coast Guard District Commander to carry on board such number of persons in addition to its crew as shall be deemed necessary to carry on the legitimate business of such vessel. The number of extra persons so carried shall not be in excess of the proportion of one such person to each net ton of measurement of the vessel and shall not be carried for hire.

(Sec. 1, 24 Stat. 129, as amended; 46 U.S.C. 458)

157.30-30 Licensed operators for uninspected vessels subject to the Act of April 25, 1940, as amended.

157.30-30 (a) Every motorboat, as defined by the Act of April 25, 1940, as amended (46 U.S.C. 526), and any other vessel of fifteen gross tons or less propelled by machinery other than steam, while carrying passengers for hire, shall be operated or navigated by a person duly licensed for such service by the Coast Guard. This licensed operator shall be in charge of such motorboat or vessel, regardless of whether or not the passengers carried for hire are on such motorboat or vessel or are carried on a non-self-propelled vessel being towed or pushed by such motorboat or vessel.

157.30-30 (b) A license as master, chief mate, second mate or third mate of ocean and coastwise inspected vessels or a license as ocean operator issued under the Act of May 10, 1956 (70 Stat. 151-154, 46 U.S.C. 390-390g) will authorize the holder to serve as an operator of a motorboat, or other vessel of fifteen gross tons or less, propelled by machinery other than steam, under the Act of April 25, 1940, as amended, on the class vessel, waters, and within other restrictions in his license.

157.30-30 (c) A license as master, mate or pilot of inspected vessels on waters other than ocean and coastwise waters, or a license as master, mate or pilot of yachts on the Great Lakes, other lakes, bays and sounds or rivers, or a license as operator issued under the Act of May 10, 1956, will authorize the holder to serve as an operator of a motorboat, or other vessel of fifteen gross tons or less propelled by machinery other than steam, under the Act of April 25, 1940, as amended, on the class vessel, waters, and within other restrictions in his license.

MANNING REQUIREMENTS

157.30-35 (a)

157.30-30 (d) Operation of vessels by licensed personnel on routes and in capacities lower than those described on the license held will be permitted as provided in Table 157.30-30(d) without obtaining additional license for the lower route or capacity.

(R.S. 4405, as amended, 46 U.S.C. 375, 416. Interpret or apply R.S. 4426, as amended, secs. 7, 17, 54 Stat. 165, 166, as amended; 46 U.S.C. 404, 526f, 526p)

TABLE 157.30-30(d)

Type license held	Route described on license	Capacity and routes permitted
Ocean Operator, ¹ Master, ¹ or Mate. ¹	Oceans or coastwise.	Can serve as operator of an uninspected motorboat, or other uninspected vessel of fifteen gross tons or less, on specified route described on license and on Great Lakes, lakes, bays and sounds, and rivers.
	Waters other than ocean or coastwise.	Can serve as operator of an uninspected motorboat, or other uninspected vessel of fifteen gross tons or less, on Great Lakes, lakes, bays and sounds, and rivers.
	Great Lakes-----	Can serve as operator of an uninspected motorboat, or other uninspected vessel of fifteen gross tons or less, on specific route described on license, and on lakes, bays and sounds, and rivers.
Operator ¹ or Master. ¹	Lakes, bays and sounds.	Can serve as operator of an uninspected motorboat, or other uninspected vessel of fifteen gross tons or less, on specific route described on license, and on rivers.
	Rivers-----	Can serve as operator of an uninspected motorboat, or other uninspected vessel of fifteen gross tons or less, on the specific route described on license.
	Specific bodies of water.	Can serve as operator of an uninspected motorboat, or other uninspected vessel of fifteen gross tons or less, only on the specific waters described.
Pilot-----	Specific bodies of water.	Can serve as operator of an uninspected motorboat, or other uninspected vessel of fifteen gross tons or less, on the Great Lakes, lakes, bays and sounds, and rivers.

¹ Only those licenses which authorize service on inspected passenger vessels which are mechanically propelled may be substituted for an operator's license.

157.30-35 Vessels of over 65 feet in length and less than 100 gross tons.

157.30-35 (a) A license as ocean operator or operator of mechanically propelled passenger-carrying vessels will authorize the holder to serve as master, pilot, or person in charge of any steam or motor vessel of over 65 feet in length and less than 100 gross tons, to the same extent that such license authorizes the holder to operate passenger-carrying vessels of not more than 65 feet in length and less than 100 gross tons.

(R.S. 4405, as amended, 4462, as amended; 46 U.S.C. 375, 416. Interpret or apply R.S. 4426, as amended; 4438, as amended, 4463 as amended, secs. 1, 2, 49 Stat. 1544, 1545, as amended; 46 U.S.C. 404, 224, 222, 367)

157.35 SPECIAL DUTIES OF PILOTS AND INLAND MATES**157.35-1 Pilots governed by rules.**

157.35-1 (a) Pilots of steam vessels, while in the discharge of their duties, shall be governed by the rules of the Commandant made for their guidance, and not by any instructions, emanating from any inspector or other person.

157.35-5 Duties of mates of inland steam vessels.

157.35-5 (a) It shall be the duty of the mate of every inland steamer carrying passengers to assign to deck or steerage passengers the space they may occupy on board during the voyage, and to supervise the stowage of freight or cargo, and see that the space set apart for passengers is not encroached upon. He shall also carefully examine all marks on packages of freight delivered on board for shipment, with a view to detect and prevent any combustible or other dangerous articles prohibited by law being delivered on board.

157.35-5 (b) One copy of this section shall be furnished every steam vessel to which this section applies, to be framed under glass and posted on the main deck.

APPENDIX

CHANGES MADE IN TEXT SINCE LAST EDITION 46 CFR SUBCHAPTER P

Federal Register, May 5, 1961, Vol. 26, No. 86, page 3925.

Federal Register, June 28, 1961, Vol. 26, No. 123, page 5758.

Federal Register, December 16, 1961, Vol. 26, No. 242, page 12083.

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COAST GUARD DISTRICT COMMANDERS AND MERCHANT MARINE ACTIVITIES

District	Title	City	State	Address
1st.....	Commander, 1st Coast Guard District	Boston.....	Mass.....	1400 Customhouse.
	Chief, Merchant Marine Safety Division.	do.....	do.....	Do.
	Officer in Charge, Marine Inspection	do.....	do.....	447 Commercial St.
2d.....	Officer in Charge, Marine Inspection	Portland.....	Maine.....	P.O. Box 108, Pearl St. Station.
	do.....	do.....	do.....	409 Federal Bldg.
	do.....	do.....	do.....	
	Commander, 2d Coast Guard District	St. Louis.....	Mo.....	Federal Bldg., 1520 Market St.
	Chief, Merchant Marine Safety Division.	do.....	do.....	Do.
	Officer in Charge, Marine Inspection	do.....	do.....	P.O. Box 391.
	do.....	Cairo.....	Ill.....	Box 695.
	do.....	Dubuque.....	Iowa.....	512 Gwynne Bldg., 6th and Main Sts.
	do.....	Cincinnati.....	Ohio.....	254 Francis Bldg., 4th and Chestnut Sts.
	do.....	do.....	do.....	426 Falls Bldg.
3d.....	Commander, 3d Coast Guard District	Louisville.....	Ky.....	670 U.S. Courthouse, 801 Broadway.
	Chief, Merchant Marine Safety Division.	Memphis.....	Tenn.....	1215 Park Bldg.
	Officer in Charge, Marine Inspection	Nashville.....	do.....	328 Post Office and Federal Court House Bldg., 5th Ave. and 9th St.
	do.....	Pittsburgh.....	Pa.....	
	do.....	Huntington.....	W. Va.....	
	do.....	do.....	do.....	
	do.....	do.....	do.....	
	do.....	do.....	do.....	
	do.....	do.....	do.....	
	do.....	do.....	do.....	
5th.....	Commander, 5th Coast Guard District	New York.....	N.Y.....	Customhouse.
	Chief, Merchant Marine Safety Division.	do.....	do.....	Do.
	Officer in Charge, Marine Inspection	do.....	do.....	Do
	do.....	New London.....	Conn.....	302 Post Office Bldg.
	do.....	Albany.....	N. Y.....	313 Federal Bldg.
7th.....	Commander, 7th Coast Guard District	Philadelphia.....	Pa.....	Customhouse.
	Chief, Merchant Marine Safety Division.	Portsmouth.....	Va.....	Federal Bldg., 301 Crawford St.
	Officer in Charge, Marine Inspection	do.....	do.....	Do.
	do.....	do.....	do.....	Do.
	do.....	Wilmington.....	N.C.....	101-105 Customhouse.
	do.....	Baltimore.....	Md.....	Customhouse.
	do.....	do.....	do.....	
	do.....	do.....	do.....	
	do.....	do.....	do.....	
	do.....	do.....	do.....	
8th.....	Commander, 8th Coast Guard District	Miami.....	Fla.....	150 SE. 3d Ave.
	Chief, Merchant Marine Safety Division.	do.....	do.....	Do.
	Officer in Charge, Marine Inspection	do.....	do.....	Room 410, Calumet Bldg., 10 N.E. 3d Ave.
	do.....	Tampa.....	do.....	316 Franklin St., P.O. Box 3172.
	do.....	Charleston.....	S.C.....	32 U.S. Customhouse.
	do.....	Savannah.....	Ga.....	P.O. Box 191.
	do.....	Jacksonville.....	Fla.....	210 Federal Bldg., P.O. Box 4968.
	do.....	do.....	do.....	P.O. Box 3666, 302 Federal Bldg.
	do.....	San Juan.....	P.R.....	
	do.....	do.....	do.....	
9th.....	Commander, 9th Coast Guard District	New Orleans.....	La.....	Customhouse.
	Chief, Merchant Marine Safety Division.	do.....	do.....	Do.
	Officer in Charge, Marine Inspection	do.....	do.....	310 Customhouse.
	do.....	Mobile.....	Ala.....	563 Federal Bldg.
	do.....	Port Arthur.....	Tex.....	General Delivery.
	do.....	Galveston.....	do.....	Do.
	do.....	Corpus Christi.....	do.....	101 Federal Bldg.
	do.....	Houston.....	do.....	7300 Wingate St.
	do.....	do.....	do.....	
	do.....	do.....	do.....	

COAST GUARD DISTRICT COMMANDERS AND MERCHANT
MARINE ACTIVITIES—Continued

District	Title	City	State	Address
9th	Officer in Charge, Marine Inspection	Detroit	Mich.	428 Federal Bldg.
	do	Duluth	Minn.	311 Federal Bldg.
	do	Toledo	Ohio	307 Had Bldg., 429 Summit St.
	do	Saint Ignace	Mich.	Municipal Bldg.
	do	Chicago	Ill.	10101 S. Ewing Ave.
	do	Ludington	Mich.	National Bank Bldg.
	do	Milwaukee	Wis.	Room 400, 135 W. Wells St.
11th	Commander, 11th Coast Guard District	Long Beach	Calif.	706 Times Bldg.
	Chief, Merchant Marine Safety Division	do	do	1105 Times Bldg.
	Officer in Charge, Marine Inspection	do	do	Do.
	do	San Diego	do	P. O. Box 1389.
12th	Commander, 12th Coast Guard District	San Francisco	Calif.	630 Sansome St.
	Chief, Merchant Marine Safety Division	do	do	Do.
	Officer in Charge, Marine Inspection	do	do	Station B, P.O. Box 2129.
13th	Commander, 13th Coast Guard District	Seattle	Wash.	618 2d Ave.
	Chief, Merchant Marine Safety Division	do	do	Do.
	Officer in Charge, Marine Inspection	do	do	Do.
	do	Portland	Oreg.	202 Lincoln Bldg., 208 S.W. 5th Ave.
14th	Commander, 14th Coast Guard District	Honolulu	Hawaii	1347 Kapiolani Blvd.
	Chief, Merchant Marine Safety Division	do	do	P.O. Box 2997.
	Officer in Charge, Marine Inspection	do	do	Do.
17th	Commander, 17th Coast Guard District	Juneau	Alaska	P.O. Box 2631.
	Chief, Merchant Marine Safety Division	do	do	Do.
	Officer in Charge, Marine Inspection	do	do	Do.
	do	Anchorage	do	P.O. Box 67.