

§ 185.25-1 [Amended]

21. In § 185.25-1, paragraphs (a) and (d) are amended by removing the phrase "operator in charge" and adding in its place the word "master."

22. By revising § 185.25-10 to read as follows:

§ 185.25-10 Drills.

The master shall conduct drills and give instructions as necessary to ensure that all crew members are familiar with their duties.

23. By revising § 185.25-15 to read as follows:

§ 185.25-15 Officers' responsibilities.

Nothing in the recommended emergency instructions in this Subpart shall exempt any officer from the exercise of good judgment in any emergency situation.

24. By revising § 185.25-20 to read as follows:

§ 185.25-20 Tests of emergency position indicating radiobeacon (EPIRB).

The master of the vessel shall ensure that:

(a) The EPIRB required in § 180.40-1 of this Subchapter is tested monthly, using the integrated test circuit and output indicator, to determine that it is operative; and,

(b) The EPIRB's battery is replaced after the EPIRB is used and before the date required by FCC regulations in 47 CFR Part 83.

PART 186—[REMOVED AND RESERVED]

25. By removing and reserving Part 186.

PART 187—[REMOVED AND RESERVED]

26. By removing and reserving Part 187.

J.C. Irwin,
Vice Admiral, U.S. Coast Guard, Acting
Commandant.

June 3, 1987.

[FR Doc. 87-23433 Filed 10-15-87; 8:45 am]

BILLING CODE 4910-14-M

46 CFR Part 10

[CGD 81-059b]

Licensing of Pilots

AGENCY: Coast Guard, DOT.

ACTION: Interim final rule.

SUMMARY: The Coast Guard is republishing its rules concerning professional requirements for pilot's

licenses in a revised organization and format. This is being done to make them more understandable, and compatible with the complete revision of the rules for the licensing of maritime personnel appearing elsewhere in this issue under docket [CGD 81-059]. The new format and organization is intended to make them clearer and easier to apply.

DATES: Comments must be received on this Interim Final Rule on or before January 14, 1988. Effective December 1, 1987.

ADDRESSES: Comments should be mailed to Commandant (G-CMC/21) (CGD 81-059b), U.S. Coast Guard, Washington, DC 20593-0001. Between 8:00 a.m. and 3:00 p.m., Monday through Friday, comments may be delivered to and will be available for inspection or copying at the Marine Safety Council (G-CMC/21), Room 2110, U.S. Coast Guard Headquarters, 2100 Second Street SW., Washington, DC 20593-0001, (202) 267-1477.

FOR FURTHER INFORMATION CONTACT:

Mr. John J. Hartke, Merchant Vessel Personnel Division (G-MVP/12), Room 1210, U.S. Coast Guard Headquarters, 2100 Second Street SW., Washington, DC 20593-0001, (202) 267-0217.

SUPPLEMENTARY INFORMATION: This Interim Final Rule is open to comments. Interested persons are invited to participate in this rulemaking by submitting written data, views, or arguments. Written comments should include the docket number (CGD 81-059b), the name and address of the person submitting the comments, and the specific section of the interim final rule to which each comment is addressed. Persons desiring an acknowledgment that their comment has been received should enclose a stamped, self-addressed postcard or envelope. All comments received will be considered before final action is confirmed.

The substance of these rules concerning the professional requirements for pilot's licenses was published as a Final Rule under docket (CGD 77-084) on June 24, 1985 (50 FR 26106) and subsequently modified on March 31, 1986 (51 FR 10837). The rules are being reformatted and reorganized in this rulemaking for consistency with the rules for licensing of maritime personnel which have been completely rewritten and appear as an interim final rule under docket CGD 81-059 appearing elsewhere in this issue. They are published without prior opportunity for notice and comment because they do not change the intent or interpretation of the rules as originally published. For this reason the Coast Guard has determined,

under 5 U.S.C. 553, that providing prior notice and opportunity for comment is unnecessary.

Drafting Information

The principal persons involved in drafting this rule are: Mr. John J. Hartke, Project Manager, Merchant Vessel Personnel Division and CDR Ronald C. Zabel, Project Attorney, Regulations and Administrative Law Division.

Discussion of Reformatting and Reorganization

The revision of the regulations concerning licensing of maritime personnel (46 CFR Part 10) appears elsewhere in this issue. That revision contains many provisions which duplicate portions of the rules pertaining to pilots, including the basic physical exam requirements, the acceptance of equivalent service, and examination topics; consequently these provisions have been modified or removed from the subpart concerning pilots.

Several of the sections have been reformatted and reorganized, both to be compatible with the general format of the remainder of 46 CFR Part 10 and to make the rules more understandable. Two provisions in particular have been reworded because they created some confusion. The Coast Guard has received numerous questions on how they were to be applied. These are the provisions concerning who can obtain an endorsement as first class pilot, and the provisions concerning removal of tonnage limitations. The preamble to the final rule clearly stated how these provisions would be applied. To eliminate the confusion, some of the explanatory material from the preamble has been added to the rule. In addition, endorsements as first class pilot will not be placed on licenses unless the individual is qualified as first class pilot of vessels over 1,600 gross tons, instead of 1,000 gross tons as currently noted. This is necessary to maintain compatibility with the new licensing structure and the manning provisions authorizing other license holders to serve as pilot. The new manning provisions provide that licensed masters and mates may serve as pilot on vessels of not over 1,600 gross tons. The provision authorizing operators of uninspected towing vessels to serve as pilot on coastwise seagoing tank barges totalling not more than 10,000 gross tons remains unchanged. Since specific endorsements with a tonnage limit of 1,600 gross tons or less are no longer necessary, they will no longer be issued by the Coast Guard. The Coast Guard will continue to issue first class pilots

licenses with tonnage limitations commensurate with the individuals experience even if that tonnage is 1,600 gross tons or less. In view of these changes and the fact that the companion rulemaking is being issued as an interim rule, this rulemaking is being issued as an interim rule subject to comment.

Regulatory Evaluation

This interim final rule is considered to be non-major under Executive Order 12291 and non-significant under DOT regulatory policies and procedures (44 FR 11034; February 26, 1979). It is not expected to have any economic impact as it is only a republication of an existing rule in a new organization and format. The economic impact of this interim final rule has been found to be so minimal that further evaluation is unnecessary. Since the impact of the rule is expected to be minimal, the Coast Guard certifies that it will not have a significant economic impact on a substantial number of small entities.

List of Subjects in 46 CFR Part 10

Seamen, Marine Safety, Navigation (water), Passenger vessels.

The text of this interim final rule is integrated with the remainder of the revision of Part 10 which is published in this issue of the **Federal Register**.

In consideration of the foregoing, the Coast Guard is amending Part 10 of Title 46, Code of Federal Regulations, as follows:

1. The authority citation for Part 10 continues to read as follows:

Authority: 46 U.S.C. 7101; 43 U.S.C. 1333(d); 49 CFR 1.46 (b) and (2).

2. The table of contents for Part 10 is amended by adding a new Subpart G to read as follows:

PART 10—LICENSING OF MARITIME PERSONNEL

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Subpart G Professional Requirements for Pilot Licenses

Sec.

10.701 Scope of pilot licenses and endorsements.

10.703 Service requirements.

10.705 Route familiarization requirements.

10.707 Examination requirements.

10.709 Annual physical examination requirements.

10.711 Tonnage requirements.

10.713 Requirements for maintaining current knowledge of waters to be navigated.

3. Part 10 is amended by adding a new Subpart G to read as follows:

Subpart G—Professional Requirements for Pilot Licenses

§ 10.701 Scope of pilot licenses and endorsements.

(a) An applicant for a license as first class pilot need not hold any other license issued under this Part. An individual holding a license as master, mate, or operator of uninspected towing vessels may apply for an endorsement as first class pilot for a specific route or routes in lieu of applying for a first class pilot's license.

(b) The issuance of a license or endorsement as first class pilot to an individual qualifies that individual to serve as pilot over the route(s) specified on the license, subject to any limitations imposed under paragraph (c) of this section.

(c) The Officer in Charge, Marine Inspection, issuing a license or endorsement as first class pilot, imposes appropriate limitations commensurate with the experience of the applicant, with respect to class or type of vessel, tonnage, route, and waters.

(d) A license issued for service as a master, mate, or operator of uninspected towing vessels authorizes service as a pilot under the provisions of § 15.812 of this Chapter; first class pilot endorsements to these licenses for a specific route are only issued if the individual qualifies for a tonnage limitation exceeding 1,600 gross tons.

§ 10.703 Service requirements.

(a) The minimum service required to qualify an applicant for a license as first class pilot is predicated upon the nature of the waters for which pilotage is desired.

(1) *General routes (routes not restricted to rivers, canals and small lakes).* The applicant must have at least 36 months service in the deck department of steam or motor vessels navigating on oceans, coastwise, Great Lakes, or bays, sounds, and lakes other than the Great Lakes, as follows:

(i) 18 months of the 36 months service must be as quartermaster, wheelsman, able seaman, apprentice pilot, or in an equivalent capacity, standing regular watches at the wheel or in the pilothouse as part of routine duties.

(ii) At least 12 months of the 18 months service required in paragraph (a)(1)(i) of this section must be on vessels operating on the class of waters for which pilotage is desired.

(2) *River routes.* The applicant must have at least 36 months service in the deck department of any vessel including at least 12 months service on vessels operating on the waters of rivers while the applicant is serving in the capacity

of quartermaster, wheelsman, apprentice pilot, or deckhand who stands watches at the wheel as part of routine duties.

(3) *Canal and small lakes routes.* The applicant must have at least 24 months service in the deck department of any vessel including at least 8 months service on vessels operating on canals or small lakes.

(b) A graduate of the Great Lakes Maritime Academy in the deck class meets the service requirements of this section for a license as first class pilot on the Great Lakes.

(c) Completion of a course of pilot training approved by the Commandant under Subpart C of this Part may be substituted for a portion of the service requirements of this section in accordance with § 10.304. Additionally, round trips made during this training may apply toward the route familiarization requirements of § 10.705. An individual using substituted service must have at least nine months of shipboard service.

§ 10.705 Route familiarization requirements.

(a) The Officer in Charge, Marine Inspection having jurisdiction determines, within the range limitations specified in this section, the number of round trips required to qualify an applicant for a particular route, considering the following:

(1) The geographic configuration of the waterway;

(2) The type and size of vessels using the waterway;

(3) The abundance or absence of aids to navigation;

(4) The background lighting effects;

(5) The known hazards involved, including waterway obstructions or constrictions such as bridges, narrow channels, or sharp turns; and,

(6) Any other factors unique to the route that the OCMI deems appropriate.

(b) An applicant for an original license as first class pilot shall furnish evidence of having completed a minimum number of round trips, while serving as quartermaster, wheelsman, able seaman, apprentice pilot, or in an equivalent capacity, standing regular watches at the wheel or in the pilothouse as part of routine duties, over the route sought. The range of round trips for an initial license is a minimum of 12 round trips and a maximum of 20 round trips. An applicant may have additional routes added to the first class pilot license by meeting the requirements for obtaining an endorsement.

(c) An applicant for an endorsement as first class pilot for a particular route shall furnish evidence of having completed the number of round trips over the route, specified by the Officer In Charge, Marine Inspection, within the range limitations of this paragraph, for the particular grade of existing license held. The range of round trips for an endorsement is a minimum of 8 round trips and a maximum of 15 round trips.

(d) Unless determined impracticable by the OCMI, 25% of the round trips required by the OCMI under this section must be made during the hours of darkness.

(e) One of the round trips required by the OCMI under this section must be made over the route within the six months immediately preceding the date of application.

§ 10.707 Examination requirements.

(a) An applicant for a license as first class pilot is required to pass the examination described in Subpart I of this part.

(b) An applicant for an extension of route, or a licensed master or mate authorized to serve on vessels of over 1,600 gross tons seeking an endorsement as first class pilot, is required to pass those portions of the examination described in Subpart I of this Part that concern the specific route for which endorsement is sought.

§ 10.709 Annual physical examination requirements.

(a) This section applies only to an individual who pilots a vessel of 1,600 gross tons and over.

(b) Every person holding a license or endorsement as first class pilot shall have a thorough physical examination each year while holding the license or endorsement.

(c) Each annual physical examination must meet the requirements specified in § 10.205(d) except that the record of examination need not be submitted to the Coast Guard except as provided for in paragraph (e) of this section.

(d) An individual's first class pilot license or endorsement becomes invalid on the first day of the month following the first anniversary of the individual's most recent physical examination satisfactorily completed; the individual may not operate under the authority of that license or endorsement until a physical examination has been satisfactorily completed.

(e) Upon request, a first class pilot shall provide the Coast Guard with a copy of his or her most recent physical examination.

§ 10.711 Tonnage requirements.

(a) In order to obtain a first class pilot license or endorsement authorizing service on vessels of "any gross tons" over a particular route, the applicant must have sufficient experience on vessels of over 1,600 gross tons.

(b) If an applicant does not have sufficient experience on vessels of over 1,600 gross tons, the license or endorsement will be for a limited tonnage until the applicant completes a number of additional round trips, as determined by the OCMI, within the range contained in § 10.705 (b) or (c), as appropriate, on vessels of over 1,600 gross tons.

(c) For purposes of this section, an applicant is considered to have sufficient experience if the applicant has 18 months experience as master, mate, quartermaster, wheelsman, able seaman, apprentice pilot, or in an equivalent capacity, standing regular watches at the wheel or in the pilothouse as part of routine duties, on vessels of 1,600 gross tons or over, and two-thirds of the minimum number of round trips required for the route have been on vessels of 1,600 gross tons or over.

(d) For purposes of this section, for experience with respect to tonnage on towing vessels, the combined gross tonnage of the towing vessel and the vessel(s) towed will be considered. However, the OCMI may require that all or a portion of the required number of round trips be obtained on self-propelled vessels of 1,600 gross tons or over, when the OCMI determines that due to the nature of the waters and the overall experience of the applicant, self-propelled vessel experience is necessary to obtain a first class pilot license or endorsement that is not restricted to tug and barge combinations.

§ 10.713 Requirements for maintaining current knowledge of waters to be navigated.

(a) If a first class pilot has not served over a particular route within the past 60 months, that person's license or endorsement is invalid for that route, and remains invalid until the individual has made one re-familiarization round trip over that route, except as provided in paragraph (b) of this section. Whether this requirement is satisfied or not has no effect on the renewal of a license or endorsement. Round trips made within the 90 day period preceding renewal will be valid for the duration of the renewed license or endorsement.

(b) For certain long or extended routes, the OCMI may, at his discretion, allow the re-familiarization requirement to be satisfied by reviewing appropriate

navigation charts, coast pilots tide and current tables, local Notice to Mariners, and any other materials which would provide the pilot with current knowledge of the route. Persons using this method of re-familiarization shall certify, when applying for renewal of their license or endorsement, the material they have reviewed and the dates on which this was accomplished. Review within the 90 day period preceding renewal is valid for the duration of the renewed license or endorsement.

J.W. Kime,

Rear Admiral, U.S. Coast Guard, Chief, Office of Marine Safety, Security and Environmental Protection.

Dated: May 27, 1987.

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46 CFR Parts 10 and 15

[CGD 81-059a]

Licensing of Officers and Operators for Mobile Offshore Drilling Units

AGENCY: Coast Guard, DOT.

ACTION: Interim final rule.

SUMMARY: This interim final rule deals solely with the licensing of officers on mobile offshore drilling units (MODUs) and the manning of these vessels. The licensing structure implements National Transportation Safety Board (NTSB) recommendations for the establishment of personnel qualifications and manning regulations for this type of vessel. Compliance with these minimum standards will ensure that qualified individuals are on board to deal with marine safety related matters. This rule will establish three industry-restricted licenses and five sub-categories within one major class of license (the offshore installation manager) and serve as a basis for establishing minimum MODU manning requirements. These regulations are necessary to address the unique characteristics, operating conditions and procedures, service, and extraordinary chain of command and authority inherent in the offshore oil drilling industry. They are being published in conjunction with the complete revision of 46 CFR Part 10 concerning the licensing of maritime personnel under docket number (CGD 81-059) which appears elsewhere in this issue of the Federal Register.

DATES: Comments must be received on or before January 14, 1988. This regulation is effective on April 1, 1989, except §§ 15.301 and 15.520 which will be effective on October 1, 1989.

ADDRESSES: Comments should be submitted to: The Executive Secretary, Marine Safety Council (G-CMC/21) [CGD 81-059a] U.S. Coast Guard, Washington, DC 20593-0001. Between 8:00 a.m. and 3:00 p.m., Monday through Friday, comments may be delivered to and will be available for inspection or copying at the Marine Safety Council (G-CMC/21), Room 2110, U.S. Coast Guard Headquarters, 2100 Second Street, SW., Washington, DC 20593-0001, (202) 267-1477.

FOR FURTHER INFORMATION CONTACT: LCDR Gerald D. Jenkins, Project Manager, Office of Marine Safety, Security, and Environmental Protection (G-MVP), phone (202) 267-0224.

SUPPLEMENTARY INFORMATION: Although this is an interim final rule, interested persons are invited to participate in this rulemaking by submitting written data, views, or arguments. Written comments should include the name and address of the person making them, identify this interim final rule [CGD 81-059a], the specific section of the interim final rule to which the comment applies, and the reason for the comment. Persons desiring an acknowledgement that their comment has been received should enclose a stamped, self-addressed postcard or envelope. All comments received before expiration of the comment period will be considered before final action is confirmed. The delay in placing these regulations in effect will provide the industry time to qualify personnel for the required licenses. Considerable effort on the part of the Coast Guard and industry will be required to prepare the required examinations and course guidelines. In the interim, the Coast Guard will continue to offer licenses as master, mate, chief engineer, and assistant engineer of MODU's.

Drafting Information

The principal drafters of this interim final rule are: CDR George N. Naccara, Office of Merchant Marine Safety, and CDR Ronald C. Zabel, Office of Chief Counsel.

Background

The Notice of Proposed Rulemaking to completely revise licensing regulations in Part 10 of Title 46, Code of Federal Regulations, published on August 8, 1983, (48 FR 35920) included proposed rules which formalized the special industry licenses and extended their application to all mobile offshore drilling units. As a result of comments received, a separate Supplemental Notice of Proposed Rulemaking (SNPRM) concerning the licensing of

officers on mobile offshore drilling units (MODU's) and the manning of these vessels was published on October 24, 1985 (50 FR 43366). Six public hearings were held and forty-five specific written comments were received on this project. While there was generally much support for the Coast Guard effort, particularly in conjunction with the industry directed Marine Task Analysis, further changes were necessary to address the differing modes of operation and the types of MODUs. The International Association of Drilling Contractors (IADC) prepared and offered the Coast Guard a marine task analysis for key marine positions on the major types of MODUs in various modes of operation. This report analyzed realistic industry practices and those tasks required of the key marine positions. It also identified personnel training and qualification standards and essential marine tasks. The report provided valuable industry information to the Coast Guard and has been utilized in preparing the proposed rules and this interim final rule. The report is included in the public docket and is available for inspection and copying. Manning examples are also included in the preamble to this rule to provide affected personnel information on Coast Guard manning policy. One should note the variables indicated on the positions, realizing that the final manning is a function of the determinations made by the local Officer in Charge, Marine Inspection.

This interim final rule, in agreement with the industry task analysis, does not require any conventionally licensed personnel on the non-self-propelled units. A person with extensive experience in the drilling industry and an understanding and appreciation for the marine aspects of drilling offshore is most suited for command on a non-self-propelled MODU. The problem of correlating offshore drilling operations with the conventional command structure of a vessel also exists in other countries of the world where MODUs are registered. There is recognition of the need for unique personnel qualifications to meet the demands of both industrial and marine safety. Discussions have been held at the International Maritime Organization (IMO) at various times during recent years. Certain countries have requested the IMO subcommittee on Standards of Training and Watchkeeping (STW) to establish uniform international standards of training and knowledge necessary for persons holding responsible positions on board MODUs. The United States has opposed this, arguing that the IMO subcommittee

should "confine its consideration to the conventional maritime training and qualification standards appropriate * * * while in transit and on site floating. * * *". The U.S. position paper delivered to IMO asserted that "consideration of the industrial aspects of such [MODU] operations is believed to be beyond the traditional expertise of the subcommittee and should remain within the authority of each administration. It is indeed a difficult matter to determine the needed qualifications for a person in charge of a MODU since industrial and maritime aspects are so intertwined. The industrial aspects tend to override the marine aspects in terms of specialized knowledge. This knowledge is typically obtained by on-the-job training coupled with short-term shoreside training courses, which include portions dealing with maritime procedures and responsibilities." Therefore, it is the Coast Guard's position that each country should be left to develop appropriate training standards and qualifications for the marine crews and those having joint marine/industrial responsibilities on MODUs. This approach is reflected in this interim final rule.

The only statements concerning personnel qualifications and training on MODUs issued by the STW subcommittee exist in a working paper (STW/WP.4) and in IMO Resolution A.538(13) which mention the necessary familiarity the person-in-charge should have with the characteristics, capabilities and limitations of the unit. These nearly identical documents further state that the person in charge must be fully cognizant of his responsibilities for conducting emergency drills, and that certain designated persons should possess the capability to operate all firefighting equipment and life-saving appliances. These concepts are also followed in this interim final rule.

Discussion of Comments

It was very encouraging to note the quality and constructive criticism contained in the forty-five comments received. The interim final rule was prepared not only with the written comments in mind, but also based on the discussions held at the public hearings. To conform with the approach taken in the revision of Part 10 all license exam topics are listed in a table similar to that prepared for conventional licenses and the MODU engineer exam topics have been added to the conventional engineer license table. In response to comments the following

adjustments have been made: MODU chief and assistant engineer licenses (which are already being issued) are provided for as alternative manning compliance for certain units in various modes of operation; lifeboatman certification is required for deck licenses in lieu of able seaman qualification; and the license of offshore installation manager is subdivided into five categories to address the unique training requirements and qualifications for the different unit types and modes of operation. In view of the changes and the fact that the companion rule is being published as an interim rule, the rulemaking is being published as an interim rule, subject to comment.

Specific Comment Areas

1. Public Hearings

After publication of the supplemental notice, six hearings were held in Seattle, Washington; San Francisco, California; New York, New York; Washington, DC; Houston, Texas; and New Orleans, Louisiana. Prior to the public hearings, the Coast Guard sent 2500 copies of the proposal to a Coast Guard maintained mailing list and to large associations for reprinting and dissemination to their membership. At the public hearings, the Coast Guard, in a departure from standard public hearing format, introduced the supplemental notice, discussed the highlights of the notice, and then responded immediately to most of the public comments. This process provided opportunity for the constructive exchange of ideas and enhanced the rulemaking process. Public hearings are not planned on this interim final rule unless meaningful substantive issues are raised during the comment period.

2. MODU Deck Licenses

The interim final rule adopts the three new specialized licenses proposed in the SNPRM for service on MODU's. Although the titles given these licenses are offshore installation manager (OIM), barge supervisor (BS), and ballast control operator (BCO), to reflect their specialized nature, they are considered the equivalent of the conventional licenses of master and mate. The terms "master" and "mate" are used in 46 U.S.C. 7101, the Coast Guard's specific licensing authority, and in 46 U.S.C. 8304, which implements the Officer's Competency Convention, but are not defined, apparently because their meaning is so well established in regard to the operation of conventional vessels. The linkage of these titles with specific duties on conventional vessels is so strong that, if the titles were retained for

use on MODU's, apparent conflicts would arise with the training requirements, experience levels, and examination requirements of the International Convention on Standards of Training, Certification, and Watchkeeping for Seafarers (STCW), 1978. The titles chosen have more meaning in the mixed maritime and industrial environment of MODU operations, where many of the personnel have never served on a MODU which was operating as a conventional vessel. The titles reflect the scope of the duties of the persons who are serving as the equivalent of master and mate.

Most of the comments noted the need for specialized endorsements for the offshore installation manager due to the different types of units and different modes of operation. In response to the comments, the interim final rule provides for special endorsements to more accurately reflect the unique training needs and exam qualifications of each mode of operation and MODU type. The license as offshore installation manager is divided into five categories: OIM/Unrestricted; OIM/Surface Units Under Tow; OIM/Surface Units on Location; OIM/Bottom Bearing Units Under Tow; and OIM/Bottom Bearing Units on Location. Persons serving under these licenses would perform functions with equivalent authority and responsibility as conventional masters and mates. They are issued under the authority of 46 U.S.C. 7101 for all MODUs under tow, on station, or underway independently.

For self-propelled MODUs on location, the conventionally licensed deck officers required on board would need to hold the appropriate endorsement indicated in the proposed manning examples. The Coast Guard's position, which is supported by NTSB findings and by comments, is that conventional masters and mates must have special training and some amount of experience on MODUs prior to assuming positions of responsibility on these vessels. Appropriate sections in the proposal address this issue by requiring between three to six months of service and various industry-related training courses in order to obtain an OIM endorsement.

The interim final licensing regulation, appearing elsewhere in this issue of the Federal Register under docket number CGD 81-059, at 46 CFR 10.101, states the overall responsibilities of the licensed personnel on board every type of vessel. Repeating part of this section: " * * * all licensed personnel must become familiar with the relevant characteristics of each vessel prior to assuming their

duties. As appropriate, these include but are not limited to: General arrangement of the vessel; maneuvering characteristics; proper operation of the installed navigation equipment; firefighting and lifesaving equipment; stability and loading characteristics; emergency duties; and main propulsion and auxiliary machinery, including steering gear systems and controls." This requirement applies to holders of MODU licenses.

Applicants for any of the three deck MODU licenses would have to successfully complete a Coast Guard written examination appropriate to their tasks and responsibilities. Since these licenses do not authorize service underway independently, typical navigation, shiphandling and position determination topics were excluded. The emphasis instead is placed on ballasting and stability, emergency procedures, meteorology, lifesaving, firefighting, medical care, and maritime law and regulations. We will again request industry assistance to design a comprehensive examination and to develop the questions. The Coast Guard plans to develop the examinations during the interval before the effective date of the regulations. The Coast Guard was quite satisfied with the results of the combined efforts of our own personnel in the Eighth Coast Guard District, the Coast Guard Institute, and the representatives from industry in preparing workable, understandable and, most important, appropriate examinations for able seaman-MOU and lifeboatman-MOU ratings.

In response to comments received from the drilling industry, a certification as lifeboatman will be required for a MODU license rather than certification as able seaman. This certification may be unrestricted lifeboatman or lifeboatman (MOU).

Inquiries were received concerning "grandfathering" provisions for those holding MODU licenses issued during the past 13 years. Persons holding MODU licenses will be "grandfathered" as to their examination requirements. For those persons who obtained master (MODU) or mate (MODU) licenses under the policy guidelines in effect since 1973, the endorsement or license as OIM, BS, or BCO may be obtained by providing evidence of an equivalent amount of service and attendance of the required training courses. The required service and training is considered to be critical in the development of the licensee's competence to serve in those positions.

3. Chain of Command

While some of the comments to the docket suggested different personnel serving separately as OIM and master on self-propelled MODUs, the Coast Guard has decided to continue the concept introduced in the supplemental notice. A clear chain of command is essential on all MODUs. The issue of "who is in charge?" has often been cause for concern wherever MODUs are operating. This proposal provides that the person having ultimate authority, that is, the person required to be in command, is the offshore installation manager (OIM), or the master or mate with OIM endorsement, as appropriate. Our position does not rule out a concept of shared responsibility in some situations (but not shared authority) or the use of specialists in directing or assisting roles. The point to be made is that continuity and control must be assured through a central authority familiar with MODU characteristics, personnel, and with an appreciation for all aspects of MODU operations.

The Coast Guard encourages and expects each company owning or operating MODUs to concisely state in their operating manuals that on self-propelled MODUs the master (with appropriate license endorsement) or on non-self-propelled MODUs, the person serving in the capacity of offshore installation manager, has complete and ultimate responsibility for the rig. In the event that there is more than one person qualified to serve as OIM, it would be the responsibility of the owner of a unit or the owner's agent to designate the OIM in charge. There must be only one person serving in the capacity of OIM.

4. Manning Levels on MODUs

Many comments suggested deleting any conventionally licensed personnel from the crew requirements. Statutory requirements for manning on self-propelled vessels, which includes drillships and semi-submersibles, prohibit this at the present time. The billets marked with asterisks in the manning guidelines are subject to revision based upon vessel design and operating status. In determining a sufficient manning scale to operate any MODU, the Officer in Charge, Marine Inspection (OCMI) must consider many factors in addition to specific statutory and regulatory requirements. These factors include, but are not limited to: size of vessel; self-propelled or non-self-propelled status; surface or bottom bearing mode; length of voyage and route; fire protection and lifesaving equipment; number of personnel carried aboard; general arrangement of vessel

equipment; level of qualification of each crew member to perform normal or emergency tasks; successful operation of similar vessels; and, among the most important factors, the geographical area of operations, including typical weather patterns and accessibility of rescue and assistance.

5. Rig-Mover Concept

Many comments suggested creating a license as "rig-mover" or "barge-mover" in recognition of the use of such specialists in the drilling industry. The license as OIM/Bottom Bearing Units Under Tow is essentially the rig-mover. Many rig-movers with qualifying service have already obtained a master of MODUs license, which could be converted to an OIM license with documentation of the required training course completions. The responsibility and authority of the rig-mover varies from company to company, as do the requirements to qualify. However, it is a common practice to keep the toolpusher, who would be licensed as an OIM, onboard during rig moves. In such cases, the rig-mover would direct those activities involving the movement of the vessel, but would not be the ultimate authority on firefighting or rig abandonment matters. Instead, the position of a rig-mover can be likened to that of a maritime pilot who acts as a technical adviser to the master, actually giving maneuvering orders to the bridge watch, but not assuming ultimate responsibility for the safety of the vessel.

Use of an unlicensed rig-mover would not be precluded by this rulemaking, as long as a licensed offshore installation manager is on board. There is, however, a critical need for a single ultimate authority relative to vessel and personnel safety. That person is the OIM, who might be the rig-mover licensed as an OIM.

Rig-mover service is by its nature intensive and sporadic. When on duty, that individual is called upon to put in long hours. The rig-mover may also be called upon to go directly from one rig move to the next if scheduling so dictates. That individual may, however, spend extended periods ashore between rig moves and be limited as to the quantity of on board time accumulated.

Additional comment is solicited on means by which equivalent experience to that required of an offshore installation manager might be established. A case by case evaluation is inappropriate without established criteria as this is certain to result in the inequitable treatment of applicants.

6. MODU Engineer Licenses

In response to our request for comments, there was much support for specialized engineer licenses, suitable for self-propelled MODUs in certain modes of operation, and containing a career progression for mariners. In this interim final rule, licenses as chief engineer (MODU) and assistant engineer (MODU) have been added to fit into 46 CFR Part 10. The experience requirements, qualifications and professional examinations are designed similar to the existing licenses issued under our 13 year old policy. Where the Officer in Charge, Marine Inspection (OCMI) determines an equivalent level of safety is maintained, the MODU certificate of inspection may be endorsed allowing MODU license holders to serve on certain self-propelled MODUs in operating modes not requiring the skills of an unlimited license holder. As in current policy, the MODU engineers are an alternative to the conventionally licensed engineers at the discretion of the OCMI.

7. Methods for Certifying Required Training Courses

Nearly all of the comments which discussed the proposed approval or acceptance scheme for training courses required to meet Coast Guard licensing requirements were favorable. Several comments recommended that the "survival suit and survival craft" training be subject to Coast Guard approval rather than industry self-certification. The Coast Guard agrees and has made this change. The specific types of training required for MODU licensed personnel and their method of certification is as follows:

- a. Lifeboatman certificate—meeting present regulatory requirements;
- b. Survival suit and survival craft training—attendance at a Coast Guard approved course (discussed in 46 CFR Part 10, Subpart C); and,
- c. Basic and advanced stability—course will require Coast Guard approval in accordance with the procedures of 46 CFR Part 10, Subpart C.

8. Service Requirements for Masters and Mates To Obtain MODU Licenses

In response to those comments which support higher standards on this issue, the Coast Guard agrees that the amount of service on MODUs proposed for conventionally licensed masters and mates to obtain a MODU endorsement was insufficient, and should be increased. In the interim final rule, the service on MODUs required for masters and mates to obtain an OIM, BS, or BCO

license has been increased by one to three months.

9. Separate Subchapter for MODU Licenses

Many comments suggested a separate subchapter for licensing and manning regulations for MODUs. The Coast Guard does not agree totally with this proposal as we are endeavoring to arrange all our regulations by topic, i.e., all licensing regulations will be in Part 10, all manning regulations in Part 15. The Coast Guard will, as discussed in the supplemental notice, publish a special "specimen examination" booklet addressing the qualifications, training, licenses offered, examination topics and schedules and location of all licensing offices.

10. Conversion of Old Master/Mate MODU Licenses to the New System

Comments requested Coast Guard policy on converting master or mate MODU licenses issued since 1973 to those licenses in the new system. As discussed in the supplemental notice, personnel holding master or mate MODU licenses will not be required to reexamine to convert their licenses to the OIM, BS, or BCO. They will, however, be required to present evidence of an equivalent amount of service and attendance at the appropriate required training courses. Acquisition of the minimum amount of sea service and completion of the required training courses is critical to the development of skills the license holder must possess.

11. "Employment" Versus "Service" for Calculating MODU Experience

A few comments suggested a different phrase "employment assigned to" MODUs in lieu of "service on" MODUs as had been proposed for the license experience requirements. The Coast Guard agrees that the flexibility created by using this phrase rather than the strict "service on" is appropriate in some cases considering a typical assignment in the offshore industry. Therefore, the experience requirements for all MODU licenses have been modified. "Employment assigned to" will include the entire period assigned to a MODU, including that time spent ashore as part of normal crew rotation. The term "service" has been retained where necessary to state the minimum necessary experience on board a unit or performing a particular duty, as appropriate. As an example, if the normal crew rotation is two weeks on and two weeks off, in one year an individual would acquire six months

"service on" MODUs and one year "employment assigned to" MODUs.

12. License and Examination Topic Chart

A table similar to that previously proposed for conventional engineers has been designed for all of the MODU licenses as there was much support in the comments for a simplified table with references for all licenses and exam topics.

13. Drilling Safety Courses

Some comments suggested that it was inappropriate for the Coast Guard to become involved with requiring drilling safety courses, and should instead limit its requirements to marine safety considerations. The Coast Guard agrees that requiring such courses merits additional consideration. Therefore, the requirements for blowout prevention or well control, hydrogen sulfide, and drilling equipment safety and management training have not been included in the interim final rule. While the U.S. Minerals Management Service (MMS) already requires such training for certain positions on MODUs, authority to require such training is limited to MODUs on the Outer Continental Shelf of the United States. Comment is solicited as to the appropriateness of requiring personnel with this training to be onboard when MODUs are drilling in foreign locations, or requiring other arrangements which augment the MMS requirement for personnel with such training. Additional comment is solicited as to what material should be included in that training.

14. Manning Scales

The following proposed manning scales would become part of our published policy in the Marine Safety Manual:

Guidelines for Manning of MODUs

1. Drillships underway—voyage of more than 400 miles:

- 1—Master
- 1—Chief Mate
- 1—Second Mate
- 1—Third Mate
- 6—Able Seamen
- *3—Ordinary Seamen
- 1—Radio Officer, if required by FCC
- 1—Chief Engineer
- *3—Assistant Engineers**
- *3—QMEDs

2. Drillships underway—voyage of less than 400 miles:

- 1—Master
- *2—Mates
- *4—Able Seamen
- *2—Ordinary Seamen

- 1—Radio Officer, if required by FCC
- 1—Chief Engineer
- *2—Assistant Engineers**
- *3—QMEDs

When engaged on a voyage of 16 hours or less, the required crew may be reduced by 2 ABs, 1 OS, 1 assistant engineer, and 1 QMED. Required mate manning may be modified for short infield moves.

3. Drillships on location:

- 1—Master (with OIM endorsement)
- 1—Mate
- 2—Able Seamen
- 1—Ordinary Seaman
- 1—Chief Engineer
- *2—QMEDs

4. Self-propelled surface units (other than drillships) underway—voyage of more than 400 miles:

- 1—Master (with OIM endorsement)
- 1—Chief Mate (with BS endorsement)
- 2—Mates (with BCO endorsement)
- 6—Able Seamen
- 3—Ordinary Seamen
- 1—Radio Officer, if required by FCC
- 1—Chief Engineer
- *3—Assistant Engineers**
- *3—QMEDs

5. Self-propelled surface units (other than drillships) underway—voyage of less than 400 miles:

- 1—Master (with OIM endorsement)
- *2—Mates (with BCO endorsement)
- *4—Able Seamen
- *2—Ordinary Seamen
- 1—Radio Officer, if required by FCC
- 1—Chief Engineer
- *2—Assistant Engineers**
- *3—QMEDs

When engaged on a voyage of 16 hours or less, the required crew may be reduced by 2 ABs, 1 OS, 1 assistant engineer, and 1 QMED. Required mate manning may be modified for short infield moves.

6. Self-propelled surface units (other than drillships) on location or under tow:

- 1—Master (with OIM endorsement)
- 1—Mate (may also serve as barge supervisor or ballast control operator if so endorsed)
- 1—Barge Supervisor
- 2—Ballast Control Operators
- 2—Able Seamen
- 1—Ordinary Seaman
- 1—Chief Engineer**
- *2—QMEDs

7. Non-self-propelled surface units (excluding bottom bearing units) on location or under tow:

- 1—OIM
- 1—Barge Supervisor
- 2—Ballast Control Operators
- 2—Able Seamen

1—Ordinary Seamen

8. Non-self-propelled bottom bearing MODUs on location or under tow:

1—OIM

2—Able Seamen

1—Ordinary Seamen

*—Variables based upon degree of automation, deck labor saving devices, length of period underway, statutory requirements, etc.

**—Individuals holding MODU engineer licenses may be substituted for the required engineers.

Regulatory Evaluation

The Coast Guard considers these regulations to be non-major under Executive Order 12291 and non-significant under DOT regulatory policies and procedures (44 FR 11034; 26 February 1979). Coast Guard docket CGD 81-059 (the Licensing of Maritime Personnel revision) contains a full draft regulatory evaluation which also applies to this interim final rule. It may be inspected or copied at the Marine Safety Council (G-CMC/21) [CGD 81-059], Room 2100, U.S. Coast Guard Headquarters, 2100 Second Street SW., Washington, DC 20593-0001, from 8 a.m. to 3 p.m.

The rule is not expected to have a significant economic impact. The rule will not require any major expenditures by the maritime industry, consumers, Federal, state or local governments. The costs associated with the interim final rule primarily concern training of personnel. The interim final rule requires individuals serving in certain responsible positions on MODUs of either the self-propelled or non-self-propelled type to obtain a Coast Guard issued license or endorsement that qualifies them for the positions held. Implementation will not increase manning requirements on MODUs but rather will set a standard for training and experience for certain responsible positions. Persons holding these positions on MODUs will have to meet licensing qualifications including a particular level of experience on MODUs, completion of training courses, physical standards and professional examination. Most drilling companies already require high standards of experience and training for the people serving on their units. Therefore, the actual costs are anticipated to be less than the assumed costs.

The cost of the training required by the interim final rule is summarized below. The cost is expressed in 1986 dollars. The assumed cost of \$1,452,622 presumes that all personnel that will be required to, hold the required licenses or endorsements on all active U.S. flag MODUs would require the training. The

cost may be considered to be a one-time start-up cost, with minimal additional costs in the ensuing years. Of course, anyone entering the industry thereafter would be required to meet the same requirements; however, the offshore industry has been in a severe decline for the past few years and there appear to be no problems in drawing from the current pool of qualified personnel. Although the current industry recession will end, it will probably take an extended period of time for the industry to recover. This will allow a smooth transition as the industry moves from drawing on the large pool of qualified workers, as the recovery begins, to drawing new personnel into the industry as the recovery gains momentum.

The following factors will significantly reduce the assumed cost shown in the evaluation. It is, however, impractical to quantify the exact reductions without polling every licensee and potential license holder in the industry:

(1) Through conversations with industry representatives, it was determined the required amounts of experience are reasonably equivalent to the level of those persons serving in present positions of responsibility;

(2) Many assigned personnel also hold previously issued Coast Guard licenses as master MODU (375 licenses issued), mate MODU (140 licenses), chief engineer MODU (80 licenses) and assistant engineer MODU (25 licenses). By virtue of holding these licenses, they have met our current Coast Guard qualification standards including experience, physical standards and professional examination. They may or may not meet the specialized sea service or training course requirements in this rule. The license holders will have to meet the service and training course requirements in order to convert their licenses to a license under the new system; and,

(3) Many established drilling companies have designed and developed their own in-house training courses and facilities; therefore, these companies already train their personnel in courses similar to those required by the interim final rule. While some costs must still be absorbed, such as loss of productive work time, salary, travel and per diem, the actual cost of the training will be much less when provided by the parent company. Furthermore, by allowing industry certification of courses in some cases, rather than Coast Guard approval, additional flexibility is provided for on-site training with company employees, video cassettes and other portable training devices.

Summary of Costs

1. As explained more fully in the evaluation, assumed training costs are as follows (excluding travel and per diem):

a. Basic and advanced stability.	\$1,000	6.5 days
b. Survival suit and survival craft.	175	5
c. First aid and cardiopulmonary resuscitation.	55	2
d. Basic and advanced firefighting.	150	5

2. The figures below reflect the number of licensed individuals required to satisfy the manning standards of those U.S. flag MODUs active in May, 1986. Two individuals for each position is assumed, based upon a standard industry practice of six months on and six months off for each position. The number of required license holders by vessel type is:

a. Drill ships	32
b. Other self-propelled vessels.....	54
c. Jackups.....	200
d. Other non-self-propelled.....	115

3. All the license candidates will be required to complete the courses listed as 1.a. through 1.d. The total cost is \$553,380, excluding travel and per diem. This would, on average, involve 18.5 days of training.

4. Finally, the travel and per diem costs must be determined. The computations assume \$250 in travel charges and an \$85 per diem rate. In addition to the time and travel involved in taking the required courses, a trip to the Regional Examination Center (REC) with two days of testing is included. The travel and per diem costs are:

a. Training required of all candidates.....	\$730,822
b. REC visit.....	168,420
c. Total.....	\$899,242

5. The total start-up cost to license candidates is \$1,452,622.

The total cost will be mitigated by company owned or sponsored training offered on-site to large groups of personnel, among many other factors. Furthermore, the costs associated with licensing and qualification of the personnel in positions of responsibility on MODUs are quite insignificant when compared to typical MODU construction costs and operating fees. Current

estimates of construction range from \$40-\$70 million for a jackup rig, \$70-\$110 million for a semisubmersible and \$55-\$125 million for a drillship. Operating fees are approximately \$8,000-\$10,000 per day for jackups, \$15,000 per day for semisubmersibles, and \$16,000 per day for drillships. The training and qualifications contained in the interim final rule, which are strongly recommended by the National Transportation Safety Board, generally supported by industry, and under development internationally, will certainly be justified if they contribute to the prevention of the loss of even one MODU and its crew, or even minimize the down-time of an operating unit.

Major casualties affecting MODU's are sporadic but when they have occurred, there have been multiple lives lost. If the increased training and experience required for these licenses results in the prevention of casualties which would otherwise have resulted in the loss of only three lives, the benefits of these rules will outweigh the costs. This assumes the minimum accepted value of a human life to be \$1,000,000.

The agency certifies that this interim final rule will not have a significant economic impact on a substantial number of small entities. These interim final rules apply to licenses for individuals only. The effect on training schools would be to formalize the requirement to attend such industry-specific training; presently, such training is often optional for the individuals serving on the MODU at the discretion of the owner/operator.

List of Subjects

46 CFR Part 10

Seamen, Marine safety, Navigation (water), Passenger vessels.

46 CFR Part 15

Seamen, Vessels.

The text of this interim final rule is integrated with the remainder of the revision of Parts 10 and 157 (redesignated as Part 15) which are published elsewhere in this issue of the Federal Register.

In consideration of the foregoing the Coast Guard is amending Parts 10 and 15 of Title 46, Code of Federal Regulations, as follows:

PART 10—LICENSING OF MARITIME PERSONNEL [AMENDED]

1. The authority citation for Part 10 continues to read as follows:

Authority: 46 U.S.C. 2103, 7101; 43 U.S.C. 1333(d); 49 CFR 1.46 (b) and (z).

2. In § 10.103, the following definitions are added in alphabetical order to read as follows:

§ 10.103 Definitions of terms used in this Part.

"Ballast control operator (BCO)" is a licensed officer restricted to service on MODUs. His duties involve the operation of the complex ballast system found on many MODUs. A ballast control operator, when assigned to a MODU, is the equivalent of a conventionally licensed mate.

"Barge supervisor (BS)" is a licensed officer restricted to service on MODUs. His duties involve support to the OIM in marine related matters including, but not limited to, maintaining watertight integrity, inspecting and maintaining mooring and towing components, and the maintenance of emergency and other marine related equipment. A barge supervisor, when assigned to a MODU is the equivalent of a conventionally licensed mate.

"Employment assigned to" is the total period a person is assigned to work on MODUs, including time spent ashore as part of normal crew rotation.

"Mobile offshore drilling unit (MODU)" means a vessel capable of engaging in drilling operations for the exploration for or exploitation of subsea resources. MODU designs include:

- (a) "Bottom bearing units" which include:
 - (1) "Self-elevating (or jackup) units" with moveable (bottom bearing) legs capable of raising its hull above the surface of the sea; and,
 - (2) "Submersible units" of ship shape, barge type or novel hull design (other than a self-elevating unit) intended for operating while bottom bearing.
- (b) "Surface units" with a ship shape or barge type displacement hull of single or multiple hull construction intended for operating in a floating condition (semi-submersibles and drillships included).

"Offshore installation manager (OIM)" is a licensed officer restricted to service on MODUs. An assigned offshore installation manager is equivalent to a conventionally licensed master or the person-in-charge and has complete and ultimate command of the unit.

"On location" means that the vessel is bottom bearing or moored with anchors placed in the drilling configuration.

3. Section 10.201(f)(1) is revised to read as follows:

§ 10.201 Eligibility for licenses, general.

(f) ***

(1) A license as master of vessels of 25-200 gross tons on near coastal or inland waters, third mate, third assistant engineer, mate of vessels of 200-1600 gross tons, ballast control operator, assistant engineer (MODU), second-class operator of uninspected towing vessels, radio officer, assistant engineer (limited-oceans), or designated duty engineer on vessels of not more than 4000 horsepower may be granted an applicant who has reached the age of 19 years, but no such license may be raised in grade before the holder has reached the age of 21 years.

4. Section 10.205(f)(1) is revised to read as follows:

§ 10.205 Requirements for original licenses and certificates of registry.

(f) Character check and references. (1) Each applicant for an original license shall submit written recommendations concerning the applicant's suitability for duty from a master and two other licensed officers of vessels on which the applicant has served. For a license as engineer or as pilot, at least one of the recommendations must be from the chief engineer or licensed pilot, respectively, of a vessel on which the applicant has served. For a license as operator of uninspected towing vessels, the recommendations may be from recent marine employers with at least one recommendation from a master, operator, or person in charge of a vessel upon which the applicant has served. For a license as offshore installation manager, barge supervisor, or ballast control operator, at least one recommendation must be from an offshore installation manager of a unit on which the applicant has served. Where an applicant qualifies for a license through an approved training school, one of the character references must be an official of that school. For a license for which no commercial experience may be required, such as: master or mate 0-200 gross tons, operator of uninspected passenger vessels, radio officer or certificate of registry, the applicant may have the written recommendations of three persons who have knowledge of the applicant's suitability for duty.

5. The text of § 10.468 is added to read as follows:

§ 10.468 Licenses for mobile offshore drilling units.

(a) Licenses for service on mobile offshore drilling units (MODUs) authorize service on units of any gross tons upon ocean waters while under tow or at the exploration or exploitation site. These licenses do not authorize service on units when underway independently. Licenses are issued as:

- (1) Offshore installation manager (endorsed for one or more of the following):
- (i) OIM/Unrestricted;
 - (ii) OIM/Surface Units on Location;
 - (iii) OIM/Surface Units Under Tow;
 - (iv) OIM/Bottom Bearing Units on Location; or,
 - (v) OIM/Bottom Bearing Units Under Tow.

- (2) Barge Supervisor.
- (3) Ballast Control Operator.

(b) For a license as offshore installation manager, an applicant must meet the following applicable requirements:

(1) Applicants not holding an unlimited license as master, chief mate or second mate must have qualifying experience as follows:

(i) Four years of employment assigned to MODUs including at least two years service as driller, assistant driller, toolpusher, assistant toolpusher, barge supervisor, mechanical supervisor, electrician, crane operator, ballast control operator or equivalent supervisory position; or,

(ii) An appropriate bachelor of science or associate degree from a recognized school of technology accredited by the Accreditation Board for Engineering and Technology and have at least two years of employment assigned to MODUs with one year serving in a supervisory position on MODUs.

(2) In addition to the general requirements for license listed in Subpart B of this Part and successful completion of the examinations in Subpart I of this Part, the applicant for the license as offshore installation manager shall also present certificates or evidence of course completion as follows:

(i) Lifeboatman certificate (unrestricted or MOU);

(ii) Basic and advanced stability course certificates (Coast Guard approved); and,

(iii) Survival suit and survival craft training (Coast Guard approved).

(3) Applicants holding an unlimited license as master, chief mate or second mate must meet the requirements in paragraph (b)(2) or (b)(3) of this section as appropriate, and have six months service on MODUs in order to obtain an endorsement for offshore installation manager.

(c) For a license as barge supervisor, an applicant must meet the following applicable requirements:

(1) Applicants not holding an unlimited license as master or mate must have qualifying experience as follows:

(i) Three years of employment assigned to MODUs with at least one year of service as mechanic, electrician, driller, subsea specialist, or ballast control operator of which at least six months shall have been as a ballast control operator; or,

(ii) An appropriate bachelor of science or associate degree from a recognized school of technology accredited by the Accreditation Board for Engineering and Technology and have one year of employment assigned to MODUs with at least six months service in a supervisory position, and three months service as a ballast control operator.

(2) In addition to the general requirements for license listed in Subpart B of this Part and successful completion of the examinations in Subpart I of this Part, the applicant shall also present certificates or evidence of course completion as follows:

(i) Lifeboatman certificate (unrestricted or MOU);

(ii) Basic and advanced stability course certificates (Coast Guard approved); and,

(iii) Survival suit and survival craft training (Coast Guard approved).

(3) Applicants holding an unlimited license as master or mate must meet the requirements in paragraph (c)(2) of this

section and have six months of employment assigned to MODUs including three months service as ballast control operator or trainee in order to obtain an endorsement for barge supervisor.

(d) For a license as ballast control operator, an applicant must meet the following applicable requirements:

(1) Applicants not holding an unlimited license as master, mate or engineer must have qualifying experience as follows:

(i) One year of employment assigned to MODUs including three months of training in the position of ballast control operator. This ballast control training must include one month service as an observer with the ballast control operator; or,

(ii) An appropriate bachelor of science or associate degree from a recognized school of technology accredited by the Accreditation Board for Engineering and Technology and three months of training in the position of ballast control operator. This training must include one month service as an observer with the ballast control operator.

(2) In addition to the general requirements for license listed in Subpart B of this Part and successful completion of the examination in Subpart I of this Part, the applicant must also present certificates and evidence of course completion as follows:

(i) Lifeboatman certificate (unrestricted or MOU);

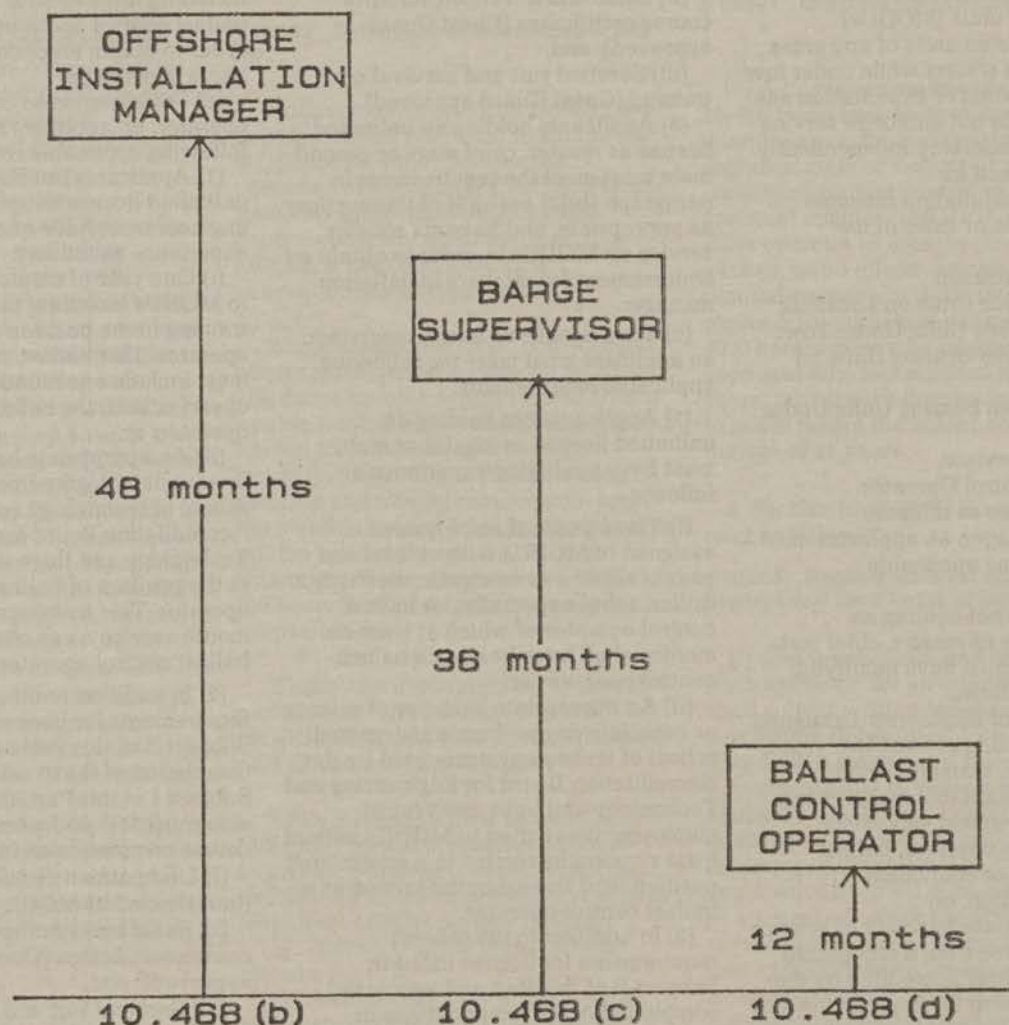
(ii) Basic and advanced stability course certificates (Coast Guard approved); and,

(iii) Survival suit and survival craft training (Coast Guard approved).

(3) Applicants holding an unlimited license as master, mate or engineer must meet the requirements in subparagraph (d)(2) of this section and have three months of employment assigned to MODUs including one month service as an observer with the ballast control operator in order to obtain an endorsement for ballast control operator.

6. The text of § 10.470 is added to read as follows:

Figure 10.470 MODU Licenses



§ 10.470 Mobile offshore drilling unit (MODU) license structure.

7. The text of § 10.540 is added to read as follows:

§ 10.540 Licenses for mobile offshore drilling units (MODUs).

(a) Licenses as chief engineer or assistant engineer of mobile offshore drilling units (MODUs) authorize service on certain self-propelled or non-self-propelled units of any horsepower.

(b) For a license as chief engineer (MODU) an applicant must have:

(1) Six years of employment assigned to MODUs including three years employed as mechanic, motorman, subsea engineer, electrician, barge engineer, toolpusher, unit superintendent, crane operator or equivalent. Eighteen months of this six year employment must have been aboard self-propelled units; or,

(2) Two years of employment as an assistant engineer (MODU).

(c) For a license as assistant engineer (MODU), an applicant must have:

(1) Three years of employment assigned to MODUs with 18 months

employed as mechanic, electrician, motorman, subsea engineer, barge engineer, toolpusher, unit superintendent, crane operator or equivalent. Nine months of this three year employment must have been aboard self-propelled units; or,

(2) Three years of employment in the machinist trade engaged in the construction or repair of diesel engines together with one year of employment on MODUs in the capacity of mechanic, motorman, oiler, or equivalent; or,

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(3) An appropriate bachelor of science or associate degree from the marine engineering, mechanical or electrical engineering program of a recognized school of technology accredited by the Accreditation Board for Engineering and Technology, and have at least six months of employment in any of the capacities listed in paragraph (c)(1) of this section.

8. The text of § 10.920 is added to read as follows:

§ 10.920 Subjects for mobile offshore drilling unit (MODU) licenses.

TABLE 10.920.—SUBJECTS FOR MODU LICENSES

Examination topics	OIM	BS	BCO
Watchkeeping:			
"COLREGS".....	X	X	
"Basic Principles To Be Observed in Keeping a Navigational Watch".....	X	X	
Meteorology and Oceanography:			
Synoptic chart weather forecasting.....	X	X	
Characteristics of weather systems.....	X	X	X
Ocean current systems.....	X	X	
Tide and tidal current publications.....	X	X	
*Tide and tidal current calculations.....	X		
Stability, Ballasting, Construction and Damage Control:			
Principles of construction, structural members.....	X	X	X
Trim and stability.....	X	X	X
*Damage trim and stability, countermeasures.....	X	X	X
*Stability and trim calculations.....	X	X	X
*IMO stability recommendations.....	X	X	X
Casualty control.....	X	X	X
Leg reaction & reloading calculations.....	X	X	
Operating manual.....	X	X	X
*Ballasting procedures.....	X	X	X
*Load line requirements.....	X	X	
Maneuvering and Handling:			
*Anchoring and anchor handling.....	X	X	
Heavy weather operations.....	X	X	X
*Mooring, positioning.....	X	X	
*Towing operations, general.....	X	X	
Fire Prevention and Firefighting Appliances:			
Organization of fire drills.....	X	X	X
Classes and chemistry of fire.....	X	X	X
Firefighting systems.....	X	X	X
Firefighting equipment and regulations.....	X	X	X
Basic firefighting and prevention (isolation and containment).....	X	X	X
Emergency Procedures and Contingency Plans:			
Temporary repairs.....	X	X	X
Fire or explosion.....	X	X	X
Abandon ship.....	X	X	X
Man overboard.....	X	X	X
Heavy weather.....	X	X	X
Collision.....	X	X	X
*Failure of ballast control system.....	X	X	X
General Engineering—Power Plants and Auxiliary Systems:			
Marine engineering terminology.....	X	X	X
Marine power plant operating principles.....	X	X	
Auxiliary machinery.....	X	X	
Mathematics involved in engineering calculations.....		X	
Deck Seamanship—General:			
Transfer of personnel.....	X	X	
Support boats/helicopters.....	X	X	
Cargo stowage and securing.....	X	X	
Hazardous materials/dangerous goods precautions.....	X		
Mooring equipment.....	X		

TABLE 10.920.—SUBJECTS FOR MODU LICENSES—Continued

Examination topics	OIM	BS	BCO
Crane use procedures & inspections.....	X	X	
Medical Care:			
Knowledge and use of:			
International Medical Guide for Ships.....	X	X	
Ships Medicine Chest and Medical Aid at Sea.....	X	X	
First aid.....	X	X	X
Preventative and controlled medicines.....	X		
First response medical action.....	X	X	
Maritime Law and Regulation:			
International maritime law:			
Certificates and documents required.....	X		
SOLAS.....	X		
International Convention on Prevention of Pollution from Ships (MARPOL 73/78).....	X		
International health regulations.....	X		
National maritime law:			
Certification & documentation of vessels.....	X		
Ship sanitation.....	X		
Rules and regulations for vessel inspection.....	X		
Pollution prevention regulations.....	X	X	
Licensing and certification regulations.....	X		
Rules and regulations for MODUs.....	X	X	
Personnel Management and Training:			
Ship's business including:			
Required logs and record keeping.....	X	X	X
Shipping articles.....	X		
Casualty reports and records.....	X		
Shipboard organization.....	X		
Required crew training.....	X	X	
Communications:			
Radiotelephone communications and FCC permit.....	X	X	
Radiotelegraphy emergency distress signals and frequencies.....	X	X	
Radiotelephone procedures.....	X	X	
Lifesaving/Survival:			
Lifesaving appliance operation (launching, boat handling).....	X	X	X
Procedures and regulations involving lifeboats, survival suits, PFDs, life rafts and work vests, emergency signals.....	X	X	X
Hypothermia/exposure.....	X	X	X
Emergency radio transmissions.....	X	X	X
Survival at sea.....	X	X	X

*Note: Items marked with an asterisk are not required for OIM/Bottom Bearing Units on Location.

9. Section 10.950 is amended by adding two columns to table 10.950 marked to reference the existing subject list, which is republished herein for clarity, to read as follows:

§ 10.950 Subjects for engineer licenses.

TABLE 10.950.—SUBJECTS FOR ENGINEER LICENSES

	...	C/E MODU	A/E MODU
I Theoretical Knowledge:			
1. Thermodynamics.....			
2. Combustion Processes.....			
3. Heat Transmission.....			
4. Mechanics & Hydromechanics.....		X	X

TABLE 10.950.—SUBJECTS FOR ENGINEER LICENSES—Continued

	...	C/E MODU	A/E MODU
5. Propulsion System Operating Prin.:			
—Diesel.....	X		X
—Steam.....			
6. Refrigeration.....	X		X
7. Steering Gear.....			
8. Properties of Fuels and Lubricants.....	X		X
9. Technology/Properties of Materials.....	X		X
10. Fire and Extinguishing Agents.....	X		X
11. Marine Electrotechnology.....	X		
12. Marine Electronics.....	X		X
13. Marine Electrical Equipment.....	X		X
14. Automation, Instrumentation and Control Systems.....	X		X
15. Naval Architecture.....	X		
16. Ship Construction.....	X		X
17. Damage Control.....	X		X
II Practical Knowledge:			
1. Operation/Maintenance:			
—Diesel Plant.....	X		X
—Steam Plant.....			
2. Operation/Maintenance of Auxiliary Machinery Including:	X		X
—Pumping/ Piping Systems.....			
—Auxiliary Boiler Plant.....			
—Steering Gear Systems.....			
—Propellers and Shafting Systems.....			
—Auxiliary Diesel Plants.....			
—Sanitary/ Sewage Systems.....			
—Fresh Water Systems.....			
—Distilling Systems.....			
—Lubrication Systems.....			
—Automation Systems.....			
—Control Systems.....			
—Cooling Systems.....			
—Ventilation Systems.....			
3. Operation/ Testing/ Control of Electrical and Control Equipment.....	X		X
4. Operation/ Maintenance of:			
—Cargo Handling Equipment.....	X		X
—Deck Machinery.....	X		X
5. Machinery Malfunction Detection and Action to Prevent Damage.....	X		X
6. Maintenance & Repair Procedures.....	X		X
7. Fire Prevention, Detection, and Extinction.....	X		X
8. Methods to Prevent Pollution by Vessels.....	X		X
9. Pollution Prevention Regulations.....	X		X
10. Effects of Marine Pollution on the Environment.....	X		X
11. First Aid/First Aid Equipment.....	X		X
12. Lifesaving Appliances.....	X		X
13. Damage Control including Engine Room Flooding.....	X		X
14. Safe Working Practices.....	X		X

TABLE 10.950—SUBJECTS FOR ENGINEER LICENSES—Continued

	C/E MODU	A/E MODU
III Watchstanding:		
1. Change of Watch.....	X	X
2. Routine Watch Duties.....	X	X
3. Machinery Log Book.....	X	X
4. Main/Auxiliary Machinery Start Up Procedures.....	X	X
5. Boiler Operation.....		
6. Boiler Water Levels.....		
7. Diesel Plant Operation.....	X	X
8. Routine Pumping Operations.....	X	X
9. Bilge, Ballast, Cargo Pumping Systems.....	X	X
10. Generator/Alternator Synchronizing & Shifting.....	X	X
11. Watch Safety Precautions.....	X	X
12. Fire or Accident.....	X	X
13. Electrical Safety Precautions.....	X	X
IV Miscellaneous:		
1. Approved Fire Fighting Course.....	X	X
2. International Rules and Regulations Regarding Machinery/Engineering.....	X	X
3. U.S. Rules and Regulations Regarding Machinery/Engineering.....	X	X

PART 15—MANNING REQUIREMENTS [AMENDED]

10. The authority citation for Part 15 continues to read as follows:

Authority: 46 U.S.C. 3703, 8105, 9102; 50 U.S.C. 198; 49 CFR 1.46(b).

11. Section 15.301 is amended by adding paragraphs (b)(8), (b)(9), and (b)(10) to read as follows:

§ 15.301 Definition of terms used in this part.

- (b) * * *
- (8) Offshore installation manager (OIM);
- (9) Barge supervisor (BS);
- (10) Ballast control operator (BCO).

12. The text of § 15.520 is added to read as follows:

§ 15.520 Mobile offshore drilling units.

(a) The requirements in this section for mobile offshore drilling units (MODUs) supplement other requirements in this part.

(b) A license as offshore installation manager (OIM), barge supervisor (BS), or ballast control operator (BCO) authorizes service only upon MODUs. A license as OIM is restricted to the MODU type and mode of operation specified on the license.

(c) Self-propelled MODUs (other than a drillship) must be under the command of an individual who holds a license as master endorsed as OIM.

(d) Drillships must, when on location, be under the command of an individual who holds a license as master endorsed as OIM.

(e) Non-self-propelled MODUs must be under the command of an individual who holds a license as OIM.

(f) An individual serving as mate on a self-propelled surface unit (other than a drillship) must hold an appropriate license as mate and an endorsement as

BS or BCO. Individuals holding licenses as barge supervisor or ballast control operator may be substituted for the required mates when a self-propelled surface unit (other than a drillship) is on location or under tow, under certain circumstances as determined by the cognizant OCMI.

(g) An individual holding a license as barge supervisor is required on a surface unit (other than a drillship) when the MODU is on location or under tow.

(h) An individual holding a license or endorsement as barge supervisor also may serve as ballast control operator.

(i) The OCMI issuing the vessel's certificate of inspection may authorize the substitution of chief or assistant engineer (MODU) for chief or assistant engineer, respectively, on self-propelled surface units.

(j) Drillships, when underway, will be required to meet the same manning standards as a conventional industrial vessel.

(k) Requirements in this part concerning radar observers do not apply to non-self-propelled MODUs.

(l) Mobile offshore drilling units, when afloat and equipped with a ballast control room, must have that ballast control room continuously manned by an individual holding a license or endorsement authorizing service as ballast control operator.

Dated: May 27, 1987.

J.W. Kime,

Rear Admiral, U.S. Coast Guard, Chief, Office of Marine Safety, Security and Environmental Protection.

[FR Doc. 87-23432 Filed 10-15-87; 8:45 am]

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President's Report Federal Reserve

Friday
October 16, 1987

Part V Office of Management and Budget

Cumulative Report on Rescissions and
Deferrals

**OFFICE OF MANAGEMENT AND
BUDGET****Cumulative Report on Rescissions and
Deferrals**

October 1, 1987.

This report is submitted in fulfillment of the requirements of section 1014(e) of the Impoundment Control Act of 1974 (Pub. L. 93-344). Section 1014(e) provides for a monthly report listing all budget authority for this fiscal year for which, as of the first day of the month, a special message has been transmitted to the Congress.

This report gives the status as of October 1, 1987, of 13 deferrals contained in the first special message of FY 1988. There were no rescissions proposed. This message was transmitted to the Congress on October 1, 1987.

Rescissions (Table A and Attachment A)

As of October 1, 1987, there were no rescission proposals pending before the Congress.

Deferrals (Table B and Attachment B)

As of October 1, 1987, \$1,771.7 million in 1987 budget authority was being

deferred from obligation. Attachment B shows the history and status of each deferral reported during FY 1988.

Information from Special Messages

The special message containing information on the deferrals covered by this cumulative report is printed in the **Federal Register** listed below: Vol. 52, FR 37739, Thursday, October 8, 1987.

James C. Miller III,
Director.

BILLING CODE 3110-01-M

TABLE A
STATUS OF 1988 RESCISSIONS

	Amount (In millions of dollars)
Rescissions proposed by the President.....	0
Accepted by the Congress.....	0
Rejected by the Congress.....	0
Pending before the Congress.....	0

TABLE B
STATUS OF 1988 DEFERRALS

	Amount (In millions of dollars)
Deferrals proposed by the President.....	1,776.7
Routine Executive releases through October 1, 1987..... (OMB/Agency releases of \$5.0 million and cumulative adjustments of \$0)	-5.0
Overtaken by the Congress.....	0
Currently before the Congress.....	1,771.7

Attachments

Attachment A - Status of Rescissions - Fiscal Year 1988

As of October 1, 1987 Amounts in Thousands of Dollars	Rescission Number	Amount Previously Considered by Congress	Amount Currently before Congress	Date of Message	Amount Rescinded	Amount Made Available	Date Made Available	Congressional Action
Agency/Bureau/Account								

NONE

Attachment B - Status of Deferrals - Fiscal Year 1988

As of October 1, 1987 Amounts in Thousands of Dollars Agency/Bureau/Account	Deferral Number	Amount Transmitted Original Request	Amount Transmitted Subsequent Change	Date of Message	Cumulative OMB/Agency Releases	Congres- sionally Required Releases	Congres- sional Action	Cumulative Adjustments	Amount Deferred as of 10-1-87
FUNDS APPROPRIATED TO THE PRESIDENT									
International Security Assistance Economic support fund.....	D88-1	40,000		10-1-87	5,000				35,000
Special Assistance for Central America Promotion of stability and security in Central America.....	D88-2	1,000		10-1-87					1,000
DEPARTMENT OF AGRICULTURE									
Forest Service Expenses, brush disposal.....	D88-3	120,425		10-1-87					120,425
Timber salvage sales.....	D88-4	34,841		10-1-87					34,841
Cooperative work.....	D88-5	628,025		10-1-87					628,025
Gifts, donations, and bequests for forest and rangeland research.....	D88-6	104		10-1-87					104
DEPARTMENT OF DEFENSE - MILITARY									
Military Construction Military construction, Defense.....	D88-7	900		10-1-87					900
Family Housing Family housing, Defense.....	D88-8	51,015		10-1-87					51,015
DEPARTMENT OF DEFENSE - CIVIL									
Wildlife Conservation, Military Reservations Wildlife conservation, Defense.....	D88-9	636		10-1-87					636
DEPARTMENT OF HEALTH AND HUMAN SERVICES									
Social Security Administration Limitation on administrative expenses (construction).....	D88-10	6,171		10-1-87					6,171
DEPARTMENT OF STATE									
Bureau for Refugee Programs United States emergency refugee and migration assistance fund, executive.....	D88-11	11,638		10-1-87					11,638

Attachment B - Status of Deferrals - Fiscal Year 1988

As of October 1, 1987 Amounts in Thousands of Dollars	Deferral Number	Amount Transmitted Original Request	Amount Transmitted Subsequent Change	Date of Message	Cumulative OMB/Agency Releases	Congres- sionally Required Releases	Congres- sional Action	Cumulative Adjustments	Amount Deferred as of 10-1-87
Agency/Bureau/Account									
DEPARTMENT OF TRANSPORTATION									
Federal Aviation Administration Facilities and equipment (Airport and airway trust fund).....	D88-12	879,049		10-1-87					879,049
DEPARTMENT OF THE TREASURY									
Office of Revenue Sharing Local government fiscal assistance trust fund.....	D88-13	2,933		10-1-87					2,933
TOTAL, DEFERRALS.....		1,776,738	0		5,000	0	0	0	1,771,738

[FR Doc. 87-23995 Filed 10-15-87; 8:45 am]

BILLING CODE 3110-01-C