



SMALL PASSENGER AND CHARTER VESSEL QUICK REFERENCE GUIDE

Small Passenger Vessel

- Coast Guard Inspected and certificated. Issued a Certificate of Inspection (COI)
- Vessel is less than 100 gross tons
- Carries more than six passengers, including at least one for or passenger for hire
- Bareboat chartered vessels carrying more than 12 passengers must be CG inspected
- Chartered vessels with the crew provided by the owner carrying more than six passengers must be Coast Guard inspected
- Inspected under subchapters "T" and "K" of Title 46 Code of Federal Regulation
- Operated by licensed Master of appropriate route and tonnage

Uninspected Passenger Vessel (UPV)

- Carries up to six passengers for hire, not including the Master and paid crew
- Sometimes referred to as a "six-pack" operation
- Must be operated by a licensed Master
- Vessel is not routinely inspected and certified by the Coast Guard, but must meet requirements of 46CFR Subchapter "C"
- Includes chartered, rented, or leased vessels with the crew provided by the owner that carry six passengers or less

Charter Vessel (Crew Provided)

- Considered by the Coast Guard to be equivalent to an Uninspected Passenger Vessel

Bareboat Charter Vessel

- Vessel is chartered, leased, rented to an individual through a written agreement
- The owner does not provide the crew; the charterer selects and pays the crew
- A licensed Master is not required to operate the vessel
- The owner can recommend a list of Masters for the charterer to hire, but cannot stipulate that the owner make a selection solely from the list provided
- The owner can require the charterer to hire a crew with a preset level of qualifications (e.g. Coast Guard issued Merchant Mariner's Credentials)
- All food, fuel, and stores are provided by the charterer
- All port charges and pilotage fees, if any, are paid by the charterer
- Insurance is obtained by the charterer, at least to the extent of covering liability not included in the owner's insurance
- The charterer may discharge for cause, the Master or any crew member
- The vessel must be surveyed upon its delivery and return
- The charterer stands in the shoes of the owner of the vessel. The charterer has complete command, control, and possession of the vessel as it were his or her own.
- The charterer assumes responsibility for the vessel operations within the maritime laws and regulations for the duration of the charter
- Any provision that tends to show retention of control of the vessel such as the owner being aboard during the charter of the vessel contradicts the claim that a valid bareboat charter exists