

(2) Summoning passengers on a vessel on an overnight voyage to areas of refuge or embarkation stations and ensuring that they are made aware of how the order to abandon ship will be given;

(3) Checking that life jackets are correctly donned;

(4) Operation of any davits used for launching liferafts; and

(5) Instruction on the automatic and manual deployment of survival craft.

(d) Each abandon ship drill must, as far as practicable, be conducted as if there were an actual emergency.

(e) Each rescue boat required in accordance with §117.210 of this subchapter must be launched with its assigned crew aboard and maneuvered in the water as if during the actual man overboard situation;

(1) Once each month, if reasonable and practicable; but

(2) At least once within a 3 month period before the vessel gets underway with passengers.

(f) Onboard training in the use of davit launched liferafts must take place at intervals of not more than 3 months on a vessel with a davit launched liferaft.

(g) Abandon ship and man overboard drills and training shall be logged or otherwise documented for review by the Coast Guard upon request. The drill entry shall include the following information:

(1) Date of the drill and training; and

(2) General description of the drill scenario and training topics.

[CGD 85-080, 61 FR 935, Jan. 10, 1996, as amended at 62 FR 51353, Sept. 30, 1997]

#### § 122.524 Fire fighting drills and training.

(a) The master shall conduct sufficient fire drills to make sure that each crew member is familiar with his or her duties in case of a fire.

(b) A fire drill must be conducted at least once each month.

(c) Each fire drill must include:

(1) Summoning passengers on a vessel on an overnight voyage to areas of refuge or embarkation stations;

(2) Summoning the crew to report to assigned stations and to prepare for and demonstrate assigned duties; and

(3) Instructions in the use and location of fire alarms, extinguishers, and

any other fire fighting equipment on board.

(d) Each fire drill must, as far as practicable, be conducted as if there were an actual emergency.

(e) Fire fighting drills and training shall be logged or otherwise documented for review by the Coast Guard upon request. The drill entry shall include the following information:

(1) Date of the drill and training; and

(2) General description of the drill scenario and training topics.

[CGD 85-080, 61 FR 935, Jan. 10, 1996, as amended at 62 FR 51353, Sept. 30, 1997]

#### § 122.530 Responsibilities of licensed individuals.

Nothing in the emergency instructions or a station bill required by this subpart exempts any licensed individual from the exercise of good judgment in an emergency situation.

### Subpart F—Markings Required

#### § 122.602 Hull markings.

(a) Each vessel must be marked as required by part 67, subpart I, of this chapter.

(b) Paragraphs (c) through (g) of this section apply to each vessel that fits into any one of the following categories:

(1) A vessel of more than 19.8 meters (65 feet) in length.

(2) A vessel authorized to carry more than 12 passengers on an international voyage.

(3) A vessel with more than one deck above the bulkhead deck exclusive of a pilot house.

(c) Each vessel that complies with the stability requirements of §§170.170, 170.173, 171.050, 171.055, and 171.057 of this chapter or with §178.310 of this chapter must—

(1) Have permanent draft marks at each end of the vessel; or

(2) Have permanent loading marks placed on each side of the vessel forward and aft to indicate the maximum allowable trim and amidships to indicate the maximum allowable draft.

(d) A loading mark required by paragraph (c)(2) of this section must be a horizontal line of at least 205 millimeters (8 inches) in length and 25 millimeters (1 inch) in height, with its upper

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edge passing through the point of maximum draft. The loading mark must be painted in a contrasting color to the sideshell paint.

(e) On a vessel that has a load line, the amidships marks required by paragraph (c)(2) of this section must be those required by the International Convention on Load Lines, 1966.

(f) In cases where draft marks are obscured due to operational constraints or by protrusions, the vessel must be fitted with a reliable draft indicating system from which the bow and stern drafts can be determined.

(g) On a vessel on which the number of passengers permitted on upper decks is limited by stability criteria, as indicated by the vessel's stability letter, the maximum number of passengers allowed on an upper deck must be indicated by a durable marking of at least 25 millimeters (1 inch) numbers and letters at the entranceway to that deck.

[CGD 85-080, 62 FR 51353, Sept. 30, 1997]

**§ 122.604 Lifesaving equipment markings.**

(a) The name of a vessel must be marked or painted in clearly legible letters and numbers:

(1) On each side of the bow of each rescue boat; and

(2) On each life float and buoyant apparatus.

(b) Each life jacket, immersion suit, and ring life buoy must be marked in clearly legible block capital letters with the vessel's name. The marking is not required on a life jacket carried to meet a temporary need for additional life jackets, if the life jacket has the name of another vessel or company marked on it. For an immersion suit, the name of the person to whom the immersion suit is assigned is an acceptable alternative to the name of the vessel.

(c) The name of the vessel must be marked or painted in clearly legible letters on each Emergency Position Indicating Radiobeacon (EPIRB), except on an EPIRB in an inflatable liferaft.

(d) The number of persons capacity must be marked or painted in clearly legible letters and numbers on each side of the bow of each rescue boat.

(e) The number of persons capacity must be marked or painted in clearly legible letters and numbers on each life float and buoyant apparatus. This number must:

(1) Be the number of persons the device is equipped for; and

(2) Not be greater than the number of persons the device is approved for as shown on the nameplate.

(f) The number and identification of the items stowed inside, and their sizes, must be marked in clearly legible letters and numbers on each container for life jackets and immersion suits. Identification of the items may be in words, or the appropriate symbols in International Maritime Organization (IMO) Resolution A.760(18), "Symbols Related to Life-Saving Appliances and Arrangements." Letters and numbers must be at least 50 millimeters (2 inches) high. Symbols must be at least 100 millimeters (4 inches) square.

(g) The name of the vessel must be marked or painted in clearly legible letters on each life float paddle.

(h) Each life jacket must be marked with Type I retroreflective material approved in accordance with §164.018 in subchapter Q of this chapter, or other standard specified by the Commandant. The arrangement of the retroreflective material applied after March 11, 1996 must be as specified by IMO Resolution A.658(16), "Use and Fitting of Retro-Reflective Materials on Life-Saving Appliances."

(i) Each rescue boat and ring life buoy must be marked with Type II retroreflective material approved in accordance with §164.018 in subchapter Q of this chapter, or other standard specified by the Commandant. The arrangement of the retroreflective material applied after March 11, 1996, must be as specified by IMO Resolution A.658(16).

[CGD 85-080, 61 FR 935, Jan. 10, 1996; 61 FR 20556, May 7, 1996, as amended at 62 FR 51353, Sept. 30, 1997; 62 FR 64306, Dec. 5, 1997]

**§ 122.606 Escape hatches and emergency exits.**

All escape hatches and other emergency exits used as means of escape must be marked on both sides in clearly legible letters at least 50 millimeters (2 inches) high: "EMERGENCY