

## Coast Guard, DOT

## § 131.320

- 131.910 Notices to mariners and aids to navigation.
- 131.915 Persons allowed in pilothouse and on navigational bridge.
- 131.920 Level of manning.
- 131.925 Compliance with provisions of Certificate of Inspection.
- 131.930 Display of stability letter.
- 131.935 Prevention of oil pollution.
- 131.940 Marine sanitation device.
- 131.945 Display of plans.
- 131.950 Placard on lifesaving signals and helicopter recovery.
- 131.955 Display of license.
- 131.960 Use of auto-pilot.
- 131.965 Sounding of whistle.
- 131.970 Unauthorized lighting.
- 131.975 Searchlights.
- 131.980 Lookouts and watches.

AUTHORITY: 33 U.S.C. 1321(j); 46 U.S.C. 3306, 6101, 10104; E.O. 12234, 3 CFR, 1980 Comp., p. 277; E.O. 12777, 3 CFR, 1991 Comp., p. 351; 49 CFR 1.46.

SOURCE: CGD 82-004 and CGD 86-074, 62 FR 49340, Sept. 19, 1997, unless otherwise noted.

### Subpart A—Notice of Casualty and Records of Voyage

#### § 131.110 Notice and records.

Each vessel must meet the requirements of part 4 of this chapter for reporting marine casualties and retaining voyage records.

### Subpart B—Markings on Vessels

#### § 131.210 Hulls.

The hull of each vessel must be marked as required by parts 67 and 69 of this chapter.

#### § 131.220 Drafts.

(a) Each vessel must have the drafts of the vessel plainly and legibly marked upon the stem and upon the sternpost or rudderpost, or at any place at the stern of the vessel that may be necessary for easy observance. The bottom of each mark must indicate the draft.

(b) Each draft must be taken from the bottom of the keel to the surface of the water at the location of the marks.

(c) When, because of raked stem or cutaway skeg, the keel does not extend forward or aft to the draft markings, the datum line from which the draft is taken must be the line of the bottom of the keel projected forward or aft, as

the case may be, to where the line meets that of the draft markings projected downward.

(d) When a skeg or other appendage extends below the line of the keel, the draft at the end of the vessel adjacent to that appendage must be measured to a line tangent to the lowest part of the appendage and parallel to the line of the bottom of the keel.

(e) Drafts must be separated so that the projections of the marks onto a vertical plane are of uniform height, equal to the vertical spacing between consecutive marks.

(f) Marks must be painted in a color contrasting with that of the hull.

(g) Where marks are obscured because of operational constraints or by protrusions, the vessel must be fitted with a reliable draft-indicating system from which the drafts at bow and stern can be determined.

#### § 131.230 Loadlines and decklines.

Each vessel assigned a loadline must have loadline markings and deck-line markings permanently scribed or embossed as required by subchapter E of this chapter.

### Subpart C—Preparations for Emergencies

#### § 131.310 List of crew members and offshore workers.

(a) The master of each vessel shall keep a correct list containing the name of each person that embarks upon and disembarks from the vessel.

(b) The list required by paragraph (a) of this section must be prepared before the vessel's departure on a voyage, and deposited ashore—

(1) At the facility from which the crew members and offshore workers embarked;

(2) In a well-marked place at the vessel's normal berth; or

(3) With a representative of the owner or managing operator of the vessel.

#### § 131.320 Safety orientation for offshore workers.

(a) Before a vessel gets under way on a voyage, the master shall ensure that suitable public announcements are

**§ 131.330**

made informing each offshore worker of—

- (1) In general terms, emergency and evacuation procedures;
- (2) Locations of emergency exits and of embarkation areas for survival craft;
- (3) Locations of stowage of life-jackets and immersion suits;
- (4) With demonstration, proper method or methods of donning and adjusting lifejackets and immersion suits of the type or types carried on the vessel;
- (5) Locations of the instruction placards for lifejackets and other lifesaving devices;
- (6) Explanation that each offshore worker shall don an immersion suit and a lifejacket when the master determines that hazardous conditions do or might exist but that offshore workers may don lifejackets whenever they feel it necessary;
- (7) Which hazardous conditions might require the donning of lifejackets and immersion suits;
- (8) Types and locations of any other lifesaving device carried on the vessel;
- (9) Locations and contents of the “Emergency Instructions” required by § 131.330;
- (10) Survival craft to which assigned;
- (11) Any hazardous materials on the vessel; and
- (12) Any conditions or circumstances that constitute a risk to safety.

(b) The master of each vessel shall ensure that each offshore worker boarding the vessel on a voyage after the initial public announcement has been made, as required by paragraph (a) of this section, also hears the information in paragraph (a) of this section.

**§ 131.330 Emergency instructions.**

(a) Except as otherwise provided by this section, the master of each vessel shall prepare and post durable emergency-instruction placards in conspicuous locations accessible to the crew members and offshore workers.

(b) The instruction placards must contain the recommended “Emergency Instructions” listed in § 131.340 that, in the judgment of the cognizant OCMI, apply. The placards must be further designed to address the equipment, arrangement, and operation peculiar to each vessel.

**46 CFR Ch. I (10–1–02 Edition)**

**§ 131.340 Recommended placard for emergency instructions.**

The following are the recommended format and content of the placard for emergency instructions:

**EMERGENCY INSTRUCTIONS**

(a) *Rough weather at sea, crossing of hazardous bars, or flooding.*

(1) Close each watertight and weathertight door, hatch, and air-port to prevent taking water aboard or further flooding in the vessel.

(2) Keep bilges dry to prevent loss of stability from water in bilges. Use power-driven bilge pump, hand pump, and buckets to dewater.

(3) Align fire pumps to serve as bilge pumps if possible.

(4) Check, for leakage, each intake and discharge line that penetrates the hull.

(5) Offshore workers remain seated and evenly distributed.

(6) Offshore workers don immersion suits (if required aboard) or lifejackets if the going becomes very rough, if the vessel is about to cross a hazardous bar, if flooding begins, or when ordered to by the master.

(7) Never abandon the vessel unless actually forced to, or ordered to by the master.

(8) Prepare survival craft—life floats, (inflatable) rafts, (inflatable) buoyant apparatus, and boats—for launching.

(b) “*Man overboard*”.

(1) Throw a ring buoy into the water as close to the person overboard as possible.

(2) Post a lookout to keep the person overboard in sight.

(3) Launch the rescue boat and maneuver it to pick up the person overboard, or maneuver the vessel to pick up the person.

(4) Have a crew member put on an immersion suit or lifejacket, have a safety line made fast to the crew member, and have the crew member stand by to jump into the water to assist the person overboard if necessary.

(5) If the person overboard is not immediately located—

(i) Notify other vessels in the vicinity, and the Coast Guard; and

(ii) Continue searching until released by the Coast Guard.

(c) *Fire.*