

## § 122.100

- 122.606 Escape hatches and emergency exits.
- 122.608 Fuel shutoff valves.
- 122.610 Watertight doors and watertight hatches.
- 122.612 Fire protection equipment.
- 122.614 Portable watertight containers for distress flares and smoke signals.

### Subpart G—Operational Readiness, Maintenance, and Inspection of Lifesaving Equipment

- 122.700 Operational readiness.
- 122.702 Maintenance.
- 122.704 Maintenance of falls.
- 122.720 Weekly maintenance and inspections.
- 122.722 Monthly inspections.
- 122.724 Quarterly inspections.
- 122.726 Annual inspections.
- 122.728 Testing and servicing of Emergency Position Indicating Radiobeacons (EPIRB).
- 122.730 Servicing of inflatable liferafts, inflatable buoyant apparatus, inflatable life jackets, and inflated rescue boats.
- 122.740 Periodic servicing of hydrostatic release units.

### Subpart H—Penalties

- 122.900 Penalty for violations.
- 122.910 Suspension and revocation.

AUTHORITY: 46 U.S.C. 2103, 3306, 6101; E.O. 12234, 45 FR 58801, 3 CFR, 1980 Comp., p. 277; Department of Homeland Security Delegation No. 0170.1.

SOURCE: CGD 85-080, 61 FR 935, Jan. 10, 1996, unless otherwise noted.

### Subpart A—General Provisions

#### § 122.100 General requirement.

A vessel must be operated in accordance with applicable laws and regulations and in such a manner as to afford adequate precaution against hazards that might endanger the vessel and the persons being transported.

#### § 122.115 Applicability to existing vessels.

(a) An existing vessel need not comply with the hull marking requirements in § 122.602(c) until completion of a vessel's first drydock required by § 115.600 of this chapter that occurs after March 11, 1996.

(b) An existing vessel need not comply with the marking requirements in §§ 122.604 and 122.610, where the size and contents of the markings required by §§ 122.604 and 122.610 vary from the size

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and contents of required markings on lifesaving equipment, watertight doors, and watertight hatches on the vessel prior to March 11, 1996, until the existing markings are no longer legible, as determined by the cognizant Officer in Charge, Marine Inspection (OCMI).

(c) An existing vessel need not comply with the requirements of §§ 122.514, 122.515, 122.516, and 124.604(j) until completion of the first inspection for certification that occurs after March 11, 1996.

[CGD 85-080, 61 FR 935, Jan. 10, 1996; 61 FR 24464, May 15, 1996]

### Subpart B—Marine Casualties and Voyage Records

#### § 122.202 Notice of marine casualty.

(a) Immediately after addressing resultant safety concerns, the owner, agent, master, or person in charge of a vessel involved in a marine casualty shall notify the nearest Marine Safety Office, Marine Inspection Office, or Coast Guard Group Office whenever a vessel is involved in a marine casualty consisting of:

(1) An unintended grounding, or an unintended strike of (allision with) a bridge;

(2) An intended grounding, or an intended strike of a bridge, that creates a hazard to navigation, the environment, or the safety of a vessel, or that meets any criterion of paragraphs (a)(3) through (a)(7) of this section;

(3) Loss of main propulsion or primary steering, or any associated component or control system, that reduces the maneuverability of the vessel;

(4) An occurrence materially and adversely affecting the vessel's seaworthiness or fitness for service or route, including but not limited to fire, flooding, failure of or damage to fixed fire extinguishing systems, lifesaving equipment, auxiliary power generating equipment, or bilge pumping systems;

(5) Loss of life;

(6) Injury that requires professional medical treatment (treatment beyond first aid) and, if the person is engaged or employed on board a vessel in commercial service, which renders the individual unfit to perform his or her routine duties; or