

Coast Guard, DHS

§ 131.320

- 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; Department of Homeland Security Delegation No. 0170.1.

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 made informing each offshore worker of—

(1) In general terms, emergency and evacuation procedures;