

§31.10-16 Inspection and certification of cargo gear—TB/ALL.

(a) The owner, operator or master shall provide the Officer in Charge, Marine Inspection with all current valid certificates and registers of cargo gear issued by competent persons or a recognized organization or nonprofit association approved by the Commandant to certify the suitability of the cargo gear.

(b) Every acceptable cargo gear certificate and/or register shall be properly executed by a person authorized to do so and shall:

(1) Certify as to the tests and examinations conducted;

(2) Show the dates on which the tests and examinations were conducted; and

(3) Indicate that the cargo gear described in the certificate or register complies with the standards of the organization or association authorized to issue the certificate or register.

(c) Competent persons for the purposes of this section are defined as—

(1) Surveyors of a classification society recognized by the Commandant under 46 U.S.C. 3316,

(2) Surveyors of a recognized cargo gear organization; or

(3) Responsible officials or employees of the testing laboratories, companies, or organizations who conduct tests of pieces of loose cargo gear, wire rope, or the annealing of gear as may be required by the standards of the organization or association authorized to issue the certificate or register.

(d) The registers issued in connection with cargo gear certification must have all required entries fully completed as of the dates indicated, shall be kept current, and shall include the following:

(1) A register of the cargo handling machinery and the gear accessory thereto carried on the vessel named therein;

(2) Certification of the testing and examination of winches, derricks, and their accessory gear;

(3) Certification of the testing and examination of cranes, hoists, and their accessory gear;

(4) Certification of the testing and examination of chains, rings, hooks, shackles, swivels, and blocks;

(5) Certification of the testing and examination of wire rope;

(6) Certification of the heat treatment of chains, rings, hooks, shackles, and swivels which require such treatment; and,

(7) Certification of the annual thorough examinations of gear not required to be periodically heat treated.

(e) The authorization for organizations to perform the required inspection is granted by the Chief, Office of Vessel Activities, Commandant (CG-543), and will continue until superseded, canceled, or modified. The following organizations are currently recognized by the Commandant (CG-543) as having the technical competence to handle the required inspection:

(1) National Cargo Bureau, Inc., with home offices at 17 Battery Place, Suite 1232, New York, NY 10004; on the Internet at <http://www.natcargo.org>.

(2) The International Cargo Gear Bureau, Inc., with home office at 321 West 44th Street, New York, NY 10036; on the Internet at <http://www.icgb.com>.

[CGFR 65-50, 30 FR 16662, Dec. 30, 1965, as amended by CGD 95-028, 62 FR 51197, Sept. 30, 1997; USCG-2007-29018, 72 FR 53964, Sept. 21, 2007; USCG-2008-0394, 73 FR 35961, June 25, 2008; USCG-2008-0906, 73 FR 56509, Sept. 29, 2008]

§31.10-17 Annual and periodic inspections—TB/ALL.

(a) *Annual inspection.* Your vessel must undergo an annual inspection within 3 months before or after each anniversary date, except as specified in paragraph (b) of this section.

(1) You must contact the cognizant OCMI to schedule an inspection at a time and place which he or she approves. No written application is required.

(2) The scope of the annual inspection is the same as the inspection for certification but in less detail unless the cognizant marine inspector finds deficiencies or determines that a major change has occurred since the last inspection. If deficiencies are found or a major change to the vessel has occurred, the marine inspector will conduct an inspection more detailed in scope to ensure that the vessel is in satisfactory condition and fit for the service for which it is intended. If your

TABLE 71.25-20(a)(1)—Continued

Type unit	Test
Cartridge operated (water, antifreeze or loaded stream).	Examine pressure cartridge and replace if end is punctured or if cartridge is otherwise determined to have leaked or to be in unsuitable condition. Remove liquid. Clean hose and inside of extinguisher thoroughly. Recharge with clean water, solution or antifreeze. Insert charged cartridge.
Carbon Dioxide	Weigh cylinders. Recharge if weight loss exceed 10 percent of weight of charge. Inspect hose and nozzle to be sure they are clear. ¹
Dry chemical (cartridge-operated type).	Examine pressure cartridge and replace if end is punctured or if cartridge is otherwise determined to have leaked or to be in unsuitable condition. Inspect hose and nozzle to see they are clear. Insert charged cartridge. Be sure dry chemical is free-flowing (not caked) and chamber contains full charge.
Dry chemical (stored pressure type).	See that pressure gage is in operating range. If not, or if seal is broken, weigh or otherwise determine that full charge of dry chemical is in extinguisher. Recharge if pressure is low or if dry chemical is needed.
Vaporizing liquid ² (pump type).	Pump a few strokes into clean pail and replace liquid. Keep water out of extinguisher or liquid. Keep extinguisher completely full of liquid.
Vaporizing liquid (stored pressure type).	See that pressure gage is in operating range. Weigh or check liquid level to determine that full charge of liquid is in extinguisher. Recharge if pressure is low or if liquid is needed.

¹ Cylinders must be tested and marked, and all flexible connections and discharge hoses of semi-portable carbon dioxide and halon extinguishers must be tested or renewed, as required by §§ 147.60 and 147.65 of this chapter.

² Vaporizing-liquid type fire extinguishers containing carbon tetrachloride or chlorobromomethane or other toxic vaporizing liquids shall be removed from all vessels. (See § 76.50-5(e) of this subchapter.)

(2) Fixed fire extinguishing systems shall be checked as noted in table 71.25-20(a)(2). In addition all parts of the fixed fire extinguishing systems shall be examined for excessive corrosion and general conditions.

TABLE 71.25-20(a)(2)

Type system	Test
Foam	Systems utilizing a soda solution shall have such solution replaced. In all cases, ascertain that powder is not caked.

TABLE 71.25-20(a)(2)—Continued

Type system	Test
Carbon dioxide	Weigh cylinders. Recharge if weight loss exceeds 10 percent of weight of charge. ¹

¹ Cylinders must be tested and marked, and all flexible connections on fixed carbon dioxide systems must be tested or renewed, as required by §§ 147.60 and 147.65 of this chapter.

(3) All fire detecting and extinguishing systems, all piping controls, valves, and alarms shall be checked to ascertain that the system is in operating condition. In this respect, automatic sprinkling systems shall be checked by means of test stations or opening heads, smoke detecting systems shall be checked by introducing smoke into the accumulators, fire detecting and manual alarm systems shall be checked by test stations or actuating detectors or pull boxes, and steam smothering lines shall be checked with at least a 50 p.s.i. air pressure with the ends capped or by blowing steam through the lines at the designed pressure.

(4) The fire main system shall be operated and the pressure checked at the most remote and highest outlets. All fire hose shall be subjected to a test pressure equivalent to the maximum pressure to which they may be subjected in service, but not less than 100 p.s.i.

(b) [Reserved]

[CGFR 65-50, 30 FR 16895, Dec. 30, 1965, as amended by CGFR 68-32, 33 FR 5716, Apr. 12, 1968; CGD 84-044, 53 FR 7748, Mar. 10, 1988]

§ 71.25-25 Hull equipment.

(a) At each annual inspection, the inspector shall conduct the following tests and inspections of hull equipment:

(1) All subdivision bulkheads shall be examined to determine that their watertight integrity has not been impaired.

(2) All watertight doors shall be operated locally by manual power and also by hydraulic or electric power if so fitted. Where remote control is fitted, the doors shall also be operated by the remote control apparatus.

(3) All magnetically controlled fire doors shall be operated locally and by the remote control, and all automatic

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fire dampers shall be checked to determine that they are in an operable condition.

(4) The remote controls of all valves shall be operated.

(5) The owner, operator or master shall provide the Officer in Charge, Marine Inspection with all current valid certificates and registers of cargo gear issued by an organization recognized by the Commandant under § 31.10-16.

(b) Every acceptable cargo gear certificate and/or register shall be properly executed by a person authorized to do so and shall:

(1) Certify as to the tests and examinations conducted;

(2) Show the dates on which the tests and examinations were conducted; and,

(3) Indicate that the cargo gear described in the certificate or register complies with the standards of the organization or association authorized to issue the certificate or register.

(c) Competent persons for the purposes of this section are defined as—

(1) Surveyors of a classification society recognized by the Commandant under 46 U.S.C. 3316.

(2) Surveyors of a cargo gear organization recognized by the Commandant under § 31.10-16.

(3) Responsible officials or employees of the testing laboratories, companies, or organizations who conduct tests of pieces of loose cargo gear, wire rope, or the annealing of gear as may be required by the standards of the organization or association authorized to issue the certificate or register.

(d) The registers issued in connection with cargo gear certification must have all required entries fully completed as of the dates indicated, shall be kept current, and shall include the following:

(1) A register of the cargo handling machinery and the gear accessory thereto carried on the vessel named therein;

(2) Certification of the testing and examination of winches, derricks, and their accessory gear;

(3) Certification of the testing and examination of cranes, hoists, and their accessory gear;

(4) Certification of the testing and examination of chains, rings, hooks, shackles, swivels, and blocks;

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(5) Certification of the testing and examination of wire rope;

(6) Certification of the heat treatment of chains, rings, hooks, shackles, and swivels which require such treatment; and,

(7) Certification of the annual thorough examinations of gear not required to be periodically heat treated.

[CGFR 65-50, 30 FR 16895, Dec. 30, 1965, as amended by CGD 95-028, 62 FR 51203, Sept. 30, 1997]

§ 71.25-30 [Reserved]

§ 71.25-35 Marine engineering equipment.

(a) For inspection procedures of marine engineering equipment and systems, see subchapter F. (Marine Engineering) of this chapter.

(b) [Reserved]

§ 71.25-37 Pollution prevention.

At each inspection for certification, the inspector shall examine the vessel to determine that it meets the vessel design and equipment requirements for pollution prevention in 33 CFR part 155, subpart B.

[CGD 71-161R, 37 FR 28262, Dec. 21, 1972]

§ 71.25-40 Sanitary inspection.

(a) At each annual inspection the passenger and crew quarters, toilet and washing spaces, galleys, serving pantries, lockers, etc., shall be examined by the inspector to be assured that they are in a sanitary condition.

(b) [Reserved]

§ 71.25-45 Fire hazards.

(a) At each annual inspection, the inspector shall examine the tank tons and bilges in the machinery spaces to see that there is no accumulation of oil which might create a fire hazard.

(b) [Reserved]

§ 71.25-50 Inspector not limited.

(a) Nothing in this subpart shall be construed as limiting the inspector from making such tests or inspections as he deems necessary to be assured of the safety and seaworthiness of the vessel.

(b) [Reserved]

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(4) The fire main system shall be operated and the pressure checked at the most remote and highest outlets. All firehose shall be subjected to a test pressure equivalent to the maximum pressure to which they may be subjected in service, but not less than 100 p.s.i.

[CGFR 65-50, 30 FR 16974, Dec. 30, 1965, as amended by CGFR 68-32, 33 FR 5718, Apr. 18, 1968; CGD 78-154, 44 FR 13491, Mar. 12, 1979; CGD 84-044, 53 FR 7748, Mar. 10, 1988; USCG 1999-4976, 65 FR 6501, Feb. 9, 2000; 65 FR 11904, Mar. 7, 2000]

§ 91.25-25 Hull equipment.

(a) At each inspection for certification and periodic inspection, the inspectors shall conduct the following tests and inspections of hull equipment:

(1) All watertight doors shall be operated locally by manual power and also by hydraulic or electric power if so fitted. Where remote control is fitted, the doors shall also be operated by the remote control apparatus.

(2) The remote controls of all valves shall be operated.

(3) The owner, operator or master shall provide the Officer in Charge, Marine Inspection with all current valid certificates and registers of cargo gear issued by an organization recognized by the Commandant under § 31.10-16.

(b) Every acceptable cargo gear certificate and/or register shall be properly executed by a person authorized to do so and shall:

(1) Certify as to the tests and examinations conducted;

(2) Show the dates on which the tests and examinations were conducted; and

(3) Indicate that the cargo gear described in the certificate or register complies with the standards of the organization or association authorized to issue the certificate or register.

(c) Competent persons for the purposes of this section are defined as—

(1) Surveyors of a classification society recognized by the Commandant under 46 U.S.C. 3316.

(2) Surveyors of a cargo gear organization recognized by the Commandant under § 31.10-16.

(3) Responsible officials or employees of the testing laboratories, companies, or organizations who conduct tests of

pieces of loose cargo gear, wire rope, or the annealing of gear as may be required by the standards of the organization or association authorized to issue the certificate or register.

(d) The registers issued in connection with cargo gear certification must have all required entries fully completed as of the dates indicated, shall be kept current, and shall include the following:

(1) A register of the cargo handling machinery and the gear accessory thereto carried on the vessel named therein;

(2) Certification of the testing and examination of winches, derricks, and their accessory gear;

(3) Certification of the testing and examination of cranes, hoists, and their accessory gear;

(4) Certification of the testing and examination of chains, rings, hooks, shackles, swivels, and blocks;

(5) Certification of the testing and examination of wire rope;

(6) Certification of the heat-treatment of chains, rings, hooks, shackles, and swivels which require such treatment; and,

(7) Certification of the annual thorough examinations of gear not required to be periodically heat-treated.

[CGFR 65-50, 30 FR 16974, Dec. 30, 1965, as amended by CGD 95-028, 62 FR 51206, Sept. 30, 1997; USCG 1999-4976, 65 FR 6501, Feb. 9, 2000]

§ 91.25-30 Electrical engineering equipment.

For inspection procedures of electrical engineering equipment and systems see subchapter J (Electrical Engineering) of this chapter.

§ 91.25-35 Marine engineering equipment.

(a) For inspection procedures of marine engineering equipment and systems, see subchapter F (Marine Engineering) of this chapter.

§ 91.25-37 Tanks containing dangerous cargoes.

(a) For inspection and tests of tanks containing certain dangerous cargoes in bulk, see part 98 of this subchapter.

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(3) Deep water conditions—water depth twice the vessel's draft or greater; and

(4) Clean hull.

(c) At the bottom of the fact sheet, the following statement must appear:

WARNING

The response of the (name of the vessel) may be different from those listed above if any of the following conditions, upon which the maneuvering information is based, are varied:

(1) Calm weather—wind 10 knots or less, calm sea;

(2) No current;

(3) Water depth twice the vessel's draft or greater;

(4) Clean hull; and

(5) Intermediate drafts or unusual trim.

(d) The information on the fact sheet must be:

(1) Verified six months after the vessel is placed in service; or

(2) Modified six months after the vessel is placed into service and verified within three months thereafter.

(e) The information that appears on the fact sheet may be obtained from:

(1) Trial trip observations;

(2) Model tests;

(3) Analytical calculations;

(4) Simulations;

(5) Information established from another vessel of similar hull form, power, rudder and propeller; or

(6) Any combination of the above.

The accuracy of the information in the fact sheet required is that attainable by ordinary shipboard navigation equipment.

(f) The requirements for information for fact sheets for specialized craft such as semi-submersibles, hydrofoils, hovercraft and other vessels of unusual design will be specified on a case by case basis.

[CGD 73-78, 40 FR 2689, Jan. 15, 1975]

§ 35.20-45 Use of Auto Pilot—T/ALL.

Except as provided in 33 CFR 164.13, when the automatic pilot is used in:

(a) Areas of high traffic density;

(b) Conditions of restricted visibility; and

(c) All other hazardous navigational situations, the master shall ensure that:

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(1) It is possible to immediately establish manual control of the ship's steering;

(2) A competent person is ready at all times to take over steering control; and

(3) The changeover from automatic to manual steering and vice versa is made by, or under, the supervision of the officer of the watch.

[CGD 75-074, 42 FR 5963, Jan. 31, 1977, as amended by CGD 91-204, 58 FR 27633, May 10, 1993]

Subpart 35.25—Engine Department

§ 35.25-1 Examination of boilers and machinery by engineer—T/ALL.

It shall be the duty of an engineer when assuming charge of the boilers to examine the same forthwith and thoroughly. If any part thereof is found in bad condition, the engineer shall immediately report the facts to the master, owner, or agent, and to the nearest Officer in Charge, Marine Inspection.

[CGD 95-027, 61 FR 26000, May 23, 1996]

§ 35.25-5 Repairs of boilers and unfired pressure vessels and reports of repairs or accidents by chief engineer—TB/ALL.

(a) Before making any repairs to boilers or unfired pressure vessels, the chief engineer shall submit a report covering the nature of the repairs to the Officer in Charge, Marine Inspection, at or nearest to the port where the repairs are to be made.

(b) In the event of an accident to a boiler, unfired pressure vessel, or machinery tending to render the further use of the item itself unsafe until repairs are made, or if by ordinary wear such items become unsafe, a report shall be made by the chief engineer immediately to the Officer in Charge, Marine Inspection, or if at sea, immediately upon arrival at port.

§ 35.25-10 Requirements for fuel oil—T/ALL.

(a) Oil to be used as fuel to be burned under boilers on tankships shall have a flashpoint of not less than 140°F. (Pensky-Martens Closed Cup Method,

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Watchmen shall not be required to perform any other duties while on watch.

(d) The uniform of the night watchman shall be conspicuously different from other persons so as to be readily distinguished. A rating badge marked "Watchman" shall be worn on the left sleeve and the front of the cap shall also be marked "Watchman".

(e) The watchman shall have in his possession at all time while on duty an efficient flashlight.

§ 78.30-20 Master's and officer's responsibility.

(a) Nothing in this part shall exonerate any master or officer in command from the consequences of any neglect to keep a proper lookout or to maintain a proper fire watch or from any neglect of any precaution which may be required by the ordinary practice of seamen or by the special circumstances of the case. When circumstances require it, additional watches shall be maintained to guard against fire or other danger and to give an alarm in case of accident or disaster.

(b) [Reserved]

Subpart 78.33—Reports of Accidents, Repairs, and Unsafe Equipment

§ 78.33-1 Repairs of boiler and pressure vessels.

(a) Before making any repairs to boilers or unfired pressure vessels, the chief engineer shall submit a report covering the nature of the repairs to the Officer in Charge, Marine Inspection, at or nearest the port where the repairs are to be made.

(b) [Reserved]

§ 78.33-5 Accidents to machinery.

(a) In the event of an accident to a boiler, unfired pressure vessel, or machinery tending to render the further use of the item unsafe until repairs are made, or if by ordinary wear such items become unsafe, a report shall be made by the chief engineer immediately to the Officer in Charge, Marine Inspection, or if at sea, immediately upon arrival at port.

(b) [Reserved]

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§ 78.33-10 Notice required before repairs.

(a) No repairs or alterations, except in an emergency, shall be made to any lifesaving or fire detecting or extinguishing equipment without advance notice to the Officer in Charge, Marine Inspection. When emergency repairs or alterations have been made, notice shall be given to the Officer in Charge, Marine Inspection, as soon as practicable.

(b) [Reserved]

Subpart 78.35—Communication Between Deckhouses

§ 78.35-1 When required.

On all vessels navigating in other than protected waters, where the distance between deckhouses is more than 46 meters (150 feet) a fixed means of facilitating communication between both ends of the vessel, such as a raised fore and aft bridge or side tunnels, must be provided. Previously approved arrangements may be retained so long as they are maintained in good condition to the satisfaction of the Officer in Charge, Marine Inspection.

[CGD 95-027, 61 FR 26004, May 23, 1996]

Subpart 78.36—Work Vests

§ 78.36-1 Application.

(a) Provisions of this subpart shall apply to all vessels inspected and certificated in accordance with this subchapter.

(b) [Reserved]

§ 78.36-5 Approved types of work vests.

(a) Each buoyant work vest carried under the permissive authority of this section must be approved under—

- (1) Subpart 160.053 of this chapter; or
- (2) Subpart 160.077 of this chapter as a commercial hybrid PFD.

(b) [Reserved]

[CGD 78-174A, 51 FR 4350, Feb. 4, 1986]

§ 78.36-10 Use.

(a) Approved buoyant work vests are considered to be items of safety apparel and may be carried aboard vessels to be worn by crew members when

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Subpart 97.30—Reports of Accidents, Repairs, and Unsafe Equipment

§ 97.30-1 Repairs to boilers and pressure vessels.

(a) Before making any repairs to boilers or unfired pressure vessels, the chief engineer shall submit a report covering the nature of the repairs to the Officer in Charge, Marine Inspection, at or nearest to the port where the repairs are to be made.

§ 97.30-5 Accidents to machinery.

(a) In the event of an accident to a boiler, unfired pressure vessel, or machinery tending to render the further use of the item unsafe until repairs are made, or if by ordinary wear such items become unsafe, a report shall be made, by the chief engineer immediately to the Officer in Charge, Marine Inspection, or if at sea immediately upon arrival at port.

§ 97.30-10 Notice required before repair.

(a) No repairs or alterations, except in an emergency, shall be made to any lifesaving or fire detecting or extinguishing equipment without advance notice to the Officer in Charge, Marine Inspection. When emergency repairs or alterations have been made, notice shall be given to the Officer in Charge, Marine Inspection, as soon as practicable.

Subpart 97.33—Communication Between Deckhouses

§ 97.33-1 When required.

On all vessels navigating in other than protected waters, where the distance between deckhouses is more than 46 meters (150 feet) a fixed means facilitating communication between both ends of the vessel, such as a raised fore and aft bridge or side tunnels, must be provided. Previously approved arrangements may be retained so long as they are maintained in good condition to the satisfaction of the Officer in Charge, Marine Inspection.

[CGD 95-027, 61 FR 26007, May 23, 1996]

46 CFR Ch. I (10-1-11 Edition)

Subpart 97.34—Work Vests

§ 97.34-1 Application.

(a) Provisions of this subpart shall apply to all vessels inspected and certificated in accordance with this subchapter.

§ 97.34-5 Approved types of work vests.

(a) Each buoyant work vest carried under the permissive authority of this section must be approved under—

- (1) Subpart 160.053 of this chapter; or
- (2) Subpart 160.077 of this chapter as a commercial hybrid PFD.

[CGD 78-174A, 51 FR 4350, Feb. 4, 1986]

§ 97.34-10 Use.

(a) Approved buoyant work vests are considered to be items of safety apparel and may be carried aboard vessels to be worn by crew members when working near or over the water under favorable working conditions. They shall be used under the supervision and control of designated ship's officers. When carried, such vests shall not be accepted in lieu of any portion of the required number of approved life preservers and shall not be substituted for the approved life preservers required to be worn during drills and emergencies.

§ 97.34-15 Shipboard stowage.

(a) The approved buoyant work vests shall be stowed separately from the regular stowage of approved life preservers.

(b) The locations for the stowage of work vests shall be such as not to be easily confused with that for approved life preservers.

§ 97.34-20 Shipboard inspections.

(a) Each work vest shall be subject to examination by a marine inspector to determine its serviceability. If found to be satisfactory, it may be continued in service, but shall not be stamped by a marine inspector with a Coast Guard stamp. If a work vest is found not to be in a serviceable condition, then such work vest shall be removed from the vessel. If a work vest is beyond repair, it shall be destroyed or mutilated in the presence of a marine inspector so