

**§ 122.212 Mandatory chemical testing following serious marine incidents.**

A marine employer whose vessel is involved in a casualty or incident that is, or is likely to become, a serious marine incident as defined in § 4.03-2 in subchapter A of this chapter shall comply with the requirements of § 4.06 in subchapter A of this chapter.

**§ 122.220 Records of a voyage resulting in a marine casualty.**

The owner, agent, master, or person in charge of any vessel involved in a marine casualty for which a report is required under § 122.202 shall retain all voyage records maintained by the vessel, including rough and smooth deck and engine room logs, bell books, navigation charts, navigation work books, compass deviation cards, gyrocompass records, stowage plans, records of draft, aids to mariners, night order books, radiograms sent and received, radio logs, crew and passenger lists and counts, articles of shipment, official logs, and other material that might be of assistance in investigating and determining the cause of the casualty. The owner, agent, master, other officer, or person responsible for the custody thereof, shall make these records available upon request, to a duly authorized investigating officer, administrative law judge, officer or employee of the Coast Guard.

**§ 122.230 Report of accident to aid to navigation.**

Whenever a vessel collides with a buoy, or other aid to navigation under the jurisdiction of the Coast Guard, or is connected with any such collision, the person in charge of such vessel shall report the accident to the nearest OCMI. No report on Form CG 2692 is required unless otherwise required under § 122.202 of this part.

**§ 122.260 Reports of potential vessel casualty.**

(a) An owner, charterer, managing operator, or agent of a vessel shall immediately notify either of the following Coast Guard offices if there is reason to believe the vessel is lost or imperiled:

(1) The Coast Guard district rescue coordination center (RCC) cognizant

over the area in which the vessel was last operating; or

(2) The Coast Guard search and rescue authority nearest to where the vessel was last operating.

(b) Reasons for belief that a vessel is in distress include, but are not limited to, lack of communication with or non-appearance of the vessel.

(c) The owner, charterer, managing operator, or agent notifying the Coast Guard under paragraph (a) of this section, shall provide the name and identification number of the vessel, a description of the vessel, the names or number of individuals on board, and other information that may be requested by the Coast Guard.

**§ 122.280 Official logbook for foreign voyages.**

(a) Every vessel on a voyage from a port in the United States to a foreign port except to a port in Canada, or vice versa, must have an Official Logbook.

(b) The master shall make or have made in the Official Logbook the following entries:

(1) Each legal conviction of a seaman of the vessel and the punishment inflicted;

(2) Each offense committed by a seaman of the vessel for which it is intended to prosecute or to enforce under a forfeiture, together with statements about reading the entry and the reply made to the charge as required by 46 U.S.C. 11502;

(3) A statement of the conduct, character, and qualifications of each seaman of the vessel or a statement that the master declines to give an opinion about that conduct, character, and qualifications;

(4) Each illness of or injury to a seaman of the vessel, the nature of the illness or injury, and the medical treatment;

(5) Each death on board, with the cause of death, and if a seaman, the following information required by 46 U.S.C. 10702:

(i) The wages due to a seaman who dies during the voyage and the gross amount of all deductions to be made from the wages; and

(ii) The sale of the property of a seaman who dies during the voyage, including a statement of each article

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sold and the amount received for the property.

(6) Each birth on board, with the sex of the infant and name of the parents;

(7) Each marriage on board, with the names and ages of the parties;

(8) The name of each seaman who ceases to be a crew member (except by death), with the place, time, manner, and the cause why the seaman ceased to be a crew member; and

(9) When a marine casualty occurs, a statement about the casualty and the circumstances under which it occurred, made immediately after the casualty when practicable to do so.

**§ 122.282 Logbook for vessels of more than 19.8 meters (65 feet) in length with overnight accommodations for more than 49 passengers.**

Except for a vessel required to have an Official Logbook by §122.280, the owner, managing operator, or master of a vessel of more than 19.8 meters (65 feet) in length with overnight accommodations for more than 49 passengers shall maintain logs or records in any form, which will be considered to take the place of the Official Logbook and may be used for the purpose of making entries therein as required by law or regulations in this subchapter. Such logs or records shall be kept available for review by a marine inspector for a period of one year after the date to which the records refer.

**Subpart C—Miscellaneous Operating Requirements**

**§ 122.304 Navigation underway.**

(a) The movement of a vessel shall be under the direction and control of the master or a licensed mate at all times. The master shall operate the vessel keeping the safety of the passengers and crew foremost in mind by directing the vessel in order to prevent a casualty. Special attention should be paid to:

(1) The current(s) velocity and direction of the transmitting area;

(2) Tidal state;

(3) Prevailing and forecasted visibility and environmental conditions, including wind and waves;

(4) Density of marine traffic;

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(5) Potential damage caused by own wake;

(6) The danger of each closing visual or radar contact;

(7) Vessels's handling characteristics; and

(8) Magnetic variation and deviation errors of the compass.

(b) [Reserved]

[CGD 85–080, 61 FR 935, Jan. 10, 1996, as amended by 62 FR 51352, Sept. 30, 1997; USCG–2007–0030, 75 FR 78082, Dec. 14, 2010]

**§ 122.306 Passengers excluded from operating station.**

When practicable the master shall exclude passengers from the operating station of a vessel when the passengers could distract the navigating crew from their responsibilities, or when otherwise directed by the cognizant OCMI.

**§ 122.315 Verification of vessel compliance with applicable stability requirements.**

(a) After loading and prior to departure, and at all other times necessary to assure the safety of the vessel, the master shall determine that the vessel complies with all applicable stability requirements in the vessel's trim and stability book, stability letter, Certificate of Inspection, and Load Line Certificate, as the case may be. The vessel may not depart until it is in compliance with these requirements.

(b) In order to fulfill the requirements of paragraph (a) of this section and avoid overloading the vessel, the master must take into account the total weight of passengers, crew, and variable loads.

[ CGD 85–080, 61 FR 935, Jan. 10, 1996, as amended by USCG–2007–0030, 75 FR 78082, Dec. 14, 2010]

**§ 122.320 Steering gear, controls, and communication system tests.**

The master of a vessel shall have examined and tested the steering gear, signaling whistle, propulsion controls, and communication systems of the vessel prior to getting underway for a voyage, except that such examination and testing need not be conducted more than once in any 24 hour period.