§ 131.513 Verification of compliance with applicable stability requirements.

(a) After loading but before departure, and at other times necessary to assure the safety of the vessel, the master shall verify that the vessel complies with requirements in its trim-and-stability book, stability letter, Certificate of Inspection, and Loadline Certificate, whichever apply, and then enter a statement of the verification in the log book. The vessel may not leave port until it is in compliance with these requirements.

(b) When determining compliance with applicable stability requirements, the master shall ascertain the vessel’s draft, trim, and stability as necessary; and any stability calculations made in support of the determination must remain aboard the vessel for the duration of the voyage.

§ 131.515 Periodic sanitary inspections.

(a) The master shall make periodic inspections of the quarters, toilet and washing spaces, serving pantries, galleys, and the like, to ensure that those spaces are maintained in a sanitary condition.

(b) The master shall enter in the vessel’s logbook the results of these inspections.

§ 131.520 Hatches and other openings.

Before any vessel leaves protected waters, the master shall ensure that the vessel’s exposed cargo hatches and other openings in the hull are closed; made properly watertight by the use of tarpaulins, gaskets, or similar devices; and properly secured for sea.

§ 131.525 Emergency lighting and power.

(a) The master of each vessel shall ensure that the emergency lighting and power systems are tested at least once each 6 months that the vessel is operated, to demonstrate the ability of the batteries to supply the emergency loads for the period specified by Table 112.05–5(a) of this chapter for cargo vessels.

(b) The date of each test and the condition and performance of the apparatus must be noted in the vessel’s logbook.

§ 131.530 Abandon-ship training and drills.

(a) Material for abandon-ship training must be aboard each vessel. The material must consist of a manual of one or more volumes, or audiovisual training aids, or both.

(1) The material must contain instructions and information about the lifesaving appliances aboard the vessel and about the best methods of survival. Any manual must be written in easily understood terms, illustrated wherever possible.

(2) If a manual is used, there must be a copy in each messroom and recreation room for crew members or in each stateroom for them. If audiovisual aids are used, they must be incorporated in the training sessions aboard under paragraph (d) of this section.

(3) The material must explain the—

(i) Method of donning immersion suits and lifejackets carried aboard;

(ii) Mustering at assigned stations;

(iii) Proper boarding, launching, and clearing of survival craft and rescue boats;

(iv) Method of launching survival craft by people within them;

(v) Method of releasing survival craft from launching-appliances;

(vi) Use of devices for protecting survival craft in launching-areas, where appropriate;

(vii) Illumination of launching-areas;

(viii) Use of each item of survival equipment;

(ix) Instructions for emergency repair of lifesaving appliances;

(x) Use of radio lifesaving-appliances, with illustrations;

(xi) Use of sea anchors;

(xii) Use of engine and accessories, where appropriate;
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(xiii) Recovery of survival craft and rescue boats, including stowage and securing;

(xiv) Hazards of exposure and need for warm clothing;

(xv) Best use of survival craft for survival; and

(xvi) Methods of retrieving personnel, including use of helicopter-mounted rescue gear (slings, baskets, stretchers) and vessel’s line-throwing apparatus.

(b) An abandon-ship drill must be held on each vessel in alternate weeks. If none can be held during the appointed week, because of bad weather or other unavoidable constraint, one must be held at the first opportunity afterward. If the crew changes more than once in any 2 weeks, one must be held as soon after the arrival of each crew as practicable.

(1) Any crew member excused from an abandon-ship drill must participate in the next one, so that each member participates in at least one each month. Unless more than 25 percent of the members have participated in one on that particular vessel in the previous month, one must be held before the vessel leaves port if reasonable and practicable; but, unless the Commandant (CG–543) accepts alternative arrangements as at least equivalent, one must be held not later than 24 hours after the vessel leaves port in any event.

(2)(i) On a voyage likely to take more than 24 hours to complete, a muster of offshore workers must be held on departure. The master shall ensure that each worker is assigned to a survival craft and is directed to its location. Each person in charge of such a craft shall maintain a list of workers assigned to the craft.

(ii) On a voyage likely to take 24 hours or less to complete, the master shall call the attention of each offshore worker to the emergency instructions required by §131.330.

(3) Each abandon-ship drill must include—

(i) Summoning of crew members and offshore workers to survival craft with the general alarm;

(ii) Simulation of an abandon-ship emergency that varies from drill to drill;

(iii) Reporting of crew members and offshore workers to survival craft, and preparing for, and demonstrating the duties assigned under the procedure described in the station bill for, the particular abandon-ship emergency being simulated;

(iv) Checking to see that crew members and offshore workers are suitably dressed;

(v) Checking to see that immersion suits and lifejackets are correctly donned;

(vi) Lowering of at least one lifeboat (far enough that the davit head has completed its travel and the fall wire of the lifeboat has begun to pay out) or, if no lifeboats are required, lowering of one rescue boat, after any necessary preparation for launching;

(vii) Starting and operating of the engine of the lifeboat or rescue boat; and

(viii) Operation of davits used for launching liferafts.

(4) As far as practicable, at successive drills different lifeboats must be lowered to meet the requirements of paragraph (b)(3)(vi) of this section.

(5) As far as practicable, each abandon-ship drill must be conducted as if there were an actual emergency.

(6) Each lifeboat must be launched with its assigned crew aboard during an abandon-ship drill, and be maneuvered in the water, at least once each 3 months that the vessel is operated.

(7) Each rescue boat must be launched with its assigned crew aboard and be maneuvered in the water—

(i) Once each month that the vessel is operated, if reasonable and practicable; but

(ii) In any event, at least once each 3 months that the vessel is operated.

(8) If drills for launching lifeboats and rescue boats are carried out with the vessel making headway, the drills must, because of the danger involved, be practiced only in waters where the drills are safe, under the supervision of an officer experienced in such drills.

(9) At least one abandon-ship drill each 3 months must be held at night, unless the master determines it unsafe.

(10) Emergency lighting for mustering and abandonment must be tested at each abandon-ship drill.
§ 131.535 Firefighting training and drills.

(a) A fire drill must be held on each vessel, normally on alternate weeks. It must not be held as part of the abandon-ship drill, nor immediately before or after the abandon-ship drill. If none can be held on schedule, because of bad weather or other unavoidable constraint, one must be held at the next opportunity.

(b) Any crew member excused from a fire drill must participate in the next one, so that each member participates in at least one each month. Unless more than 25 percent of the members have participated in one on that particular vessel in the previous month, one must be held before the vessel leaves port if reasonable and practicable; but, unless the Commandant (CG–543) accepts alternative arrangements as at least equivalent, one must