Coast Guard, DHS

§ 131.855 Lifeboats and rescue boats.
§ 131.860 Rigid liferafts.
§ 131.865 Inflatable liferafts and inflatable buoyant apparatus.
§ 131.870 Life floats and buoyant apparatus.
§ 131.875 Lifejackets, immersion suits, and ring buoys.
§ 131.880 Fire hoses and axes.
§ 131.890 EPIRBs and SARTs.
§ 131.893 Watertight doors and watertight hatches.
§ 131.895 Remote stopping-systems.
§ 131.899 Fire dampers.

Subpart I—Miscellaneous

§ 131.905 Statutory penalties.
§ 131.910 Notices to mariners and aids to navigation.
§ 131.915 Persons allowed in pilothouse and on navigational bridge.
§ 131.920 Level of manning.
§ 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 merchant mariner credential.
§ 131.960 Use of auto-pilot.
§ 131.965 Sounding of whistle.
§ 131.970 Unauthorized lighting.
§ 131.975 Searchlights.
§ 131.980 Lookouts and watches.
§ 131.990 Maneuvering characteristics.


Source: CGD 82–004 and CGD 86–074, 62 FR 49340, Sept. 19, 1997, unless otherwise noted.

Subpart A—General Provisions; Notice of Casualty and Records of Voyage

§ 131.100 Preemptive effect.

The regulations in this part have preemptive effect over State or local regulations in the same field.


§ 131.101–131.109 [Reserved]

§ 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 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.