cut away skeg, the datum line from
which the draft shall be taken shall be
obtained by projecting the line of the
bottom of keel forward or aft, as the
case may be, to the location of the
draft marks.
(d) In cases where a vessel may have
a skeg or other appendage extending
locally below the line of the keel, the
draft at the end of the vessel adjacent
to such appendage shall be measured to
a line tangent to the lowest part of
such appendage and parallel to the line
of the bottom of the keel.
(e) Draft marks 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) Draft marks must be painted in
contrasting color to the hull.
(g) In cases where draft marks are ob-
scured due to operational constraints
or by protrusions, the vessel must be
fitted with a reliable draft indicating
system from which the bow and stern
drafts can be determined.
[CGFR 65–50, 30 FR 17011, Dec. 1965,
as amended by CGD 89–037, 57 FR 41823,
Sept. 11, 1992]

§ 97.40–15 Load line marks.
(a) Vessels assigned a load line shall
have the deck line and the load line
marks permanently scribed or em-
bossed as required by subchapter E
(Load Lines) of this chapter.

Subpart 97.45—Carrying of Excess
Steam

§ 97.45–1 Master and chief engineer re-
sponsible.
It shall be the duty of the master and
the chief engineer of any vessel to re-
quire that a steam pressure is not car-
ried in excess of that allowed by the
certificate of inspection, and to require
that the safety valves, once set by the
inspector, are in no way tampered with
or made inoperable.
[CGD 95–028, 61 FR 26008, May 23, 1996]

§ 97.47–1 All persons must comply.
All licensed masters, officers, and
certificated seamen on U.S. vessels
must strictly comply with routing in-
structions issued by competent naval
authority.
[CGD 95–027, 61 FR 26008, May 23, 1996]

Subpart 97.50—Compliance With
Provisions of Certificate of In-
spection
§ 97.50–1 Master or person in charge
responsible.
(a) It shall be the duty of the master
or other person in charge of the vessel
to see that all of the provisions of the
certificate of inspection are strictly
adhered to. Nothing in this subpart
shall be construed as limiting the mas-
ter or other person in charge of the
vessel, at his own responsibility, from
deviating from the route prescribed in
the certificate of inspection or taking
such other steps as he deems necessary
and prudent to assist vessels in distress
or for other similar emergencies.
(b) [Reserved]

Subpart 97.53—Exhibition of
Merchant Mariner Credential
§ 97.53–1 Officers.
All officers on a vessel must have
their licenses or officer endorsements
conspicuously displayed.
[USCG–2006–24371, 74 FR 11265, Mar. 16, 2009]

Subpart 97.55—De-Energizing of
Cargo Hold Lighting Circuits
When Grain or Other Com-
bustible Bulk Cargo Is Car-
ried
§ 97.55–1 Master’s responsibility.
Before loading bulk grain or any bulk
solid cargo to which §148.435 of this
chapter applies, the master shall have
the lighting circuits to cargo compart-
ments in which the grain or bulk solid
cargo is to be loaded de-energized at
the distribution panel or panel board.
He shall thereafter have periodic inspections made of the panel or panel board as frequently as necessary to ascertain that the affected circuits remain de-energized while this bulk cargo remains within the vessel.

§ 97.55–5 Warning notice posted.

(a) As a precaution against any subsequent unintentional re-energizing of the circuits specified above, an appropriate notice shall be posted at the location where the control is effected warning against re-energizing these circuits. Such notice shall remain posted while this bulk cargo remains within the vessel.

Subpart 97.80—Operation of Vehicles in Enclosed Locations

§ 97.80–1 Special operating conditions.

(a) The operation of self-propelled vehicles in enclosed locations shall be permitted only when the other conditions in this section have been met.

(b) Spaces exposed to carbon monoxide or other hazardous vapors from exhausts of power-operated industrial trucks shall have adequate ventilation. The senior deck officer shall see that tests of the carbon monoxide content of the atmosphere are made as frequently as conditions require to insure that dangerous concentrations do not develop. Such tests shall be made in the area in which persons are working, by persons acquainted with the test equipment and procedure. The carbon monoxide concentration in the holds and intermediate decks where persons are working shall be maintained at not more than 50 parts per million (0.005%) as a time-weighted average, and persons shall be removed from the area if the concentration exceeds 75 parts per million (0.0075%). When necessary, portable blowers of adequate size and location shall be utilized.

Subpart 97.90—Pilot Boarding Operations

§ 97.90–1 Pilot boarding operation.

(a) The master shall ensure that pilot boarding equipment is maintained as follows:

1. The equipment must be kept clean and in good working order.

2. Each damaged step or spreader step on a pilot ladder must be replaced in kind with an approved replacement step or spreader step, prior to further use of the ladder. The replacement step or spreader step must be secured by the method used in the original construction of the ladder, and in accordance with manufacturer instructions.

(b) The master shall ensure compliance with the following during pilot boarding operations:

1. Only approved pilot boarding equipment may be used.

2. The pilot boarding equipment must rest firmly against the hull of the vessel and be clear of overboard discharges.

3. Two man ropes, a safety line and an approved lifebuoy with an approved water light must be at the point of access and be immediately available for use during boarding operations.

4. Rigging of the equipment and embarkation/debarkation of a pilot must be supervised in person by a deck officer.

5. Both the equipment over the side and the point of access must be adequately lit during night operations.

6. If a pilot hoist is used, a pilot ladder must be kept on deck adjacent to the hoist and available for immediate use.

Subpart 97.95—Person in Charge of Transfer of Liquid Cargo in Bulk

§ 97.95–1 General.

A qualified person in charge of a transfer of liquid cargo in bulk shall be designated in accordance with subpart C of 33 CFR part 155.

[CGD 79–116, 60 FR 17157, Apr. 4, 1995, unless otherwise noted]