SUBCHAPTER W—LIFESAVING APPLIANCES AND ARRANGEMENTS

PART 199—LIFESAVING SYSTEMS FOR CERTAIN INSPECTED VESSELS

Subpart A—General

Subpart B—Requirements for All Vessels

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Subpart F—Exemptions and Alternatives for Vessels Not Subject to SOLAS

AUTHORITY: 46 U.S.C. 2103, 3103, 3306, and 3703; and DHS Delegation 00170.1, Revision No. 01.2, paragraph (II)(92)(b).

SOURCE: CGD 84–069, 61 FR 25313, May 20, 1996, unless otherwise noted.

EDITORIAL NOTE: Nomenclature changes to part 199 appear by USCG–2012–0832, 77 FR 59789, Oct. 1, 2012.

Subpart A—General

§ 199.01 Purpose.

(a) This part sets out the requirements for lifesaving appliances and arrangements for all inspected U.S. vessels except for—

(1) Offshore supply vessels, which are covered by subchapter L of this chapter;

(2) Mobile Offshore Drilling Units (MODU), which are covered by subchapter I–A of this chapter;

(3) Towing vessels, which are covered by subchapter M of this chapter;

(4) Small passenger vessels, which are covered by subchapters K and T of this chapter; and

(5) Sailing school vessels, which are covered by part 169 of this chapter.

(b) This subpart and subparts B, C, and D of this part set out the requirements for vessels on international voyages that are subject to the International Convention for the Safety of Life at Sea, 1974, and its Protocol of 1978, as amended (SOLAS).

(c) Subparts E and F of this part set out additional requirements, alternatives, and exemptions for vessels that are not subject to SOLAS.

[CGD 84–069, 61 FR 25313, May 20, 1996, as amended by USCG–2006–24412, 81 FR 40146, June 20, 2016]

§ 199.03 Relationship to international standards.

(a) This subpart and subparts B, C, and D of this part are based on Chapter III, SOLAS. Section numbers in this subpart and subparts B, C, and D of this part are generally related to the regulation numbers in Chapter III, SOLAS, but paragraph designations are not related to the numbering in Chapter III, SOLAS. To find the corresponding Chapter III, SOLAS regulation for this subpart and subparts B, C, and D of this part, beginning with §199.10, divide the section number following the decimal point by 10.

(b) For purposes of this part, any vessel carrying a valid Passenger Ship Safety Certificate supplemented by a Record of Equipment, or a valid Cargo Ship Safety Equipment Certificate supplemented by a Record of Equipment, is considered to have met the requirements of this part if the equipment meets §199.40 and if, in addition to the requirements of SOLAS Chapter III, the vessel meets the following requirements:

(1) Each new lifeboat and launching appliance on a tank vessel may be of aluminum construction only if its stowage location is protected with a water spray system in accordance with §199.290(b).

(2) Each child-size lifejacket and immersion suit must be appropriately marked and stowed separately from adult or extended-size devices as required in §199.70(b)(2).

(3) Each lifejacket and immersion suit must be marked with the vessel's name in accordance with §199.70 (b)(3) and (c)(3).

(4) Inflatable lifejackets, if carried, must be of the same or similar design as required by §199.70(b).

(5) Containers for lifejackets, immersion suits, and anti-exposure suits must be marked as specified in §199.70(d).

(6) Instructions for passengers must include illustrated instructions on the method of donning lifejackets as required in §199.80(c)(5).

(7) Each liferaft must be arranged to permit it to drop into the water from the deck on which it is stowed as required in §199.130(c)(3).

(8) Lifeboats and rescue boats must be arranged to allow safe disembarkation onto the vessel after a drill in accordance with §199.110(h).

(9) The requirements for guarding of falls in §199.153 (e) and (g) must be met.

(10) The winch drum requirements described in §199.153(f) must be met for all survival craft winches, including multiple drum winches.

(11) The maximum lowering speed requirements for launching arrangements using falls and a winch in §199.153 (i) and (j) must be met.

(12) An auxiliary line must be kept with each line-throwing appliance in accordance with §199.170(c)(2).

(13) Immersion suits must be carried on all cargo vessels except those operating between the 32 degrees north and 32 degrees south latitude in accordance with §199.273.

(14) Vessels carrying immersion suits must conduct drills in accordance with §§199.180 (d)(11) and (d)(12).

(c) The certificates in paragraph (b) of this section will be accepted as proof of compliance with the requirements in this part unless the Officer in Charge, Marine Inspection (OCMI), determines that—

(1) The condition of the vessel or of its equipment does not correspond substantially with the particulars of its certificates; or

(2) The vessel and its equipment have not been maintained in conformance with the provisions of the regulations in this part.

[CGD 84–069, 61 FR 25313, May 20, 1996, as amended at 63 FR 52816, Oct. 1, 1998; USCG–1999–6216, 64 FR 53229, Oct. 1, 1999]

§ 199.05 Incorporation by reference.

Certain material is incorporated by reference in this part with the approval of the Director of the Federal Register under 5 U.S.C. 552(a) and 1 CFR part 51. All approved incorporation by reference (IBR) material is available for inspection at the Coast Guard Headquarters and at the National Archives and Records Administration (NARA). Contact the Coast Guard at: Commandant (CG–ENG–4), U.S. Coast Guard Stop 7509, 2703 Martin Luther King Jr. Avenue SE, Washington, DC 20593–7509, email *typeapproval@uscg.mil* or visit *https://www.dco.uscg.mil/CG-ENG-4/*. It is also available for inspection at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email: *fr.inspection@nara.gov* or go to *www.archives.gov/federal-register/cfr/ibr-locations.html*. The material may be obtained from the following source(s):

(a) *ASTM International (ASTM)*. 100 Barr Harbor Drive, P.O. Box C700, West Conshohocken, PA 19428–2959; phone: (610) 832 9500; email *service@astm.org;* web: *www.astm.org*.

(1) ASTM D 93–97, Standard Test Methods for Flash-Point by Pensky-Martens Closed Cup Tester, approved July 10, 1997; IBR approved for §§ 199.261; 199.290.

(2) ASTM F1003–02 (Reapproved 2007), Standard Specification for Searchlights on Motor Lifeboats, approved May 1, 2007; IBR approved for § 199.175.

(3) ASTM F1014–02 (Reapproved 2007), Standard Specification for Flashlights on Vessels, approved May 1, 2007; IBR approved for § 199.175.

(b) *International Maritime Organization (IMO)*. Publications Section, 4 Albert Embankment, London, SE1 7SR, United Kingdom; phone: +44 (0)20 7735 7611; email: *info@imo.org;* web: *www.imo.org*.

(1) IBC Code, International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk, 2016 edition, copyright 2016, Chapter 2 Ship survival capability and location of cargo tanks; IBR approved for § 199.280.

(2) IBC Code, International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk, 2016 edition, copyright 2016, Chapter 17 Summary of minimum requirements; IBR approved for § 199.30.

(3) MSC Circular 699, Revised Guidelines for Passenger Safety Instructions, issued July 17, 1995, IBR approved for § 199.217.

(4) Resolution A.520(13), Code of Practice for the Evaluation, Testing and Acceptance of Prototype Novel Lifesaving Appliances and Arrangements, adopted November 17, 1983; IBR approved for § 199.40.

(5) Resolution A.657(16), Instructions for Action in Survival Craft, adopted October 19, 1989; IBR approved for § 199.175.

(6) Resolution A.658(16), Use and Fitting of Retro-reflective Materials on Life-saving Appliances, adopted October 19, 1989; IBR approved for §§ 199.70; 199.176.

(7) Resolution A.760(18), Symbols Related to Life-saving Appliances and Arrangements, adopted November 4, 1993, IBR approved for §§ 199.70; 199.90.

(8) Resolution MSC.370(93), Amendments to the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk, (IGC Code), adopted May 22, 2014; IBR approved for §§ 199.30; 199.280.

(c) *International Standard Organization (ISO)*. Chemin de Blandonnet 8, CP 401, 1214 Vernier, Geneva, Switzerland; phone: +41 22 749 01 11; email: *central@iso.org;* web: *www.iso.org*.

(1) ISO 17339:2018(E), Ships and marine technology—Life saving and fire protection—Sea anchors for survival

craft and rescue boats, Second edition, July 2018; IBR approved for § 199.175.

(2) ISO 18813:2006(E), Ships and marine technology—Survival equipment for survival craft and rescue boats, First edition, April 1, 2006; IBR approved for § 199.175.

(3) ISO 25862:2009(E), Ships and marine technology—Marine magnetic compasses, binnacles and azimuth reading devices, First edition, May 15, 2009; IBR approved for § 199.175.

[USCG–2020–0107, 87 FR 68308, Nov. 14, 2022]

§ 199.07 Additional equipment and requirements.

The OCMI may require a vessel to carry specialized or additional lifesaving equipment other than as required in this part if the OCMI determines that the conditions of a voyage present uniquely hazardous circumstances that are not adequately addressed by existing requirements.

§ 199.09 Equivalents.

When this part requires a particular fitting, material, or lifesaving appliance or arrangement, the Commandant (CG–ENG) may accept any other fitting, material, or lifesaving appliance or arrangement that is at least as effective as that required by this part. The Commandant may require engineering evaluations and tests to determine the equivalent effectiveness of the substitute fitting, material, or lifesaving appliance or arrangement.

[CGD 84–069, 61 FR 25313, May 20, 1996, as amended by USCG–2009–0702, 74 FR 49241, Sept. 25, 2009]

§ 199.10 Applicability.

(a) *General.* Unless expressly provided otherwise in this Chapter, this part applies to all vessels inspected under U.S. law as set out in Table 199.10(a).

TABLE 199.10(a)—LIFESAVING REQUIREMENTS FOR INSPECTED VESSELS

Row	46 CFR subchapter	Vessel type	Vessel service	Subchapter W subparts applicable [1]						Other [2]
				A	B	C	D	E	F	
1	D	Tank ≥500 tons	International voyage [3].	X	X	.....	X			
2	D	Tank <500 tons	International voyage [3].	X	X	.....	X	X	X	
3	D	Tank	All other services	X	X	.....	X	X	X	
4	H	Passenger	International voyage [3].	X	X	X	.....	.....		
5	H	Passenger	Short Inter'l voyage [3].	X	X	X	.....	.....		
6	H	Passenger	All other services	X	X	X	.....	X	X	
7	I	Cargo ≥500 tons	International voyage [3].	X	X	.....	X	.....		
8	I	Cargo <500 tons	International voyage [3].	X	X	.....	X	X	X	
9	I	Cargo	All other services	X	X	.....	X	X	X	
10	I–A	MODU	All	.....	.....	.....	.....	.....	.....	46 CFR part 108.
11	K	Small Passenger	International voyage [3].	X	X	X	.....	.....		
12	K	Small Passenger	Short Inter'l voyage [3].	X	X	X	.....	.....		
13	K	Small Passenger	All other services	.....	.....	.....	.....	.....	.....	46 CFR part 117.
14	L	Offshore Supply	All	.....	.....	.....	.....	.....	.....	46 CFR part 133.
15	M	Towing Vessels	International voyage [3].	X	X	.....	X	.....		
16	M	Towing Vessels	All other	.....	.....	.....	.....	.....	.....	46 CFR part 141.
17	R—Part 167	Public Nautical School.	International voyage [3].	X	X	X [4]	X [5]	.....		
18	R—Part 167	Public Nautical School.	All other services	X	X	X [4]	X [5]	X	X	
19	R—Part 168	Civilian Nautical School.	International voyage [3].	X	X	X [4]	X [5]	.....		
20	R—Part 168	Civilian Nautical School.	All other services	X	X	X [4]	X [5]	X	X	
21	R—Part 169	Sailing School	All services	.....	.....	.....	.....	.....	.....	46 CFR 169.500.
22	T	Small Passenger	International voyage [3].	X	X	X	.....	.....		
23	T	Small Passenger	Short Int'l voyage [3]	X	X	X	.....	.....		

TABLE 199.10(a)—LIFESAVING REQUIREMENTS FOR INSPECTED VESSELS—Continued

Row	46 CFR subchapter	Vessel type	Vessel service	Subchapter W subparts applicable [1]						Other [2]
				A	B	C	D	E	F	
24	T	Small Passenger ..	All other services ..	.....	.....	.....	.....	.....	.....	46 CFR part 180.
25	U	Oceanographic Res.	International voyage [3].	X	X	X [4]	X [5]	.....		
26	U	Oceanographic Res.	All other services ..	X	X	X [4]	X [5]	X	X	

Notes:
[1] Subchapter W of this chapter does not apply to inspected nonself-propelled vessels without accommodations or work stations on board.
[2] Indicates section where primary lifesaving system requirements are located. Other regulations may also apply.
[3] Not including vessels solely navigating the Great Lakes of North America and the Saint Lawrence River as far east as a straight line drawn from Cap des Rosiers to West Point, Anticosti Island and, on the north side Anticosti Island, the 63rd meridian.
[4] Applies to vessels carrying more than 50 special personnel, or vessels carrying not more than 50 special personnel if the vessels meet the structural fire protection requirements in subchapter H of this chapter for passenger vessels of the same size.
[5] Applies to vessels carrying not more than 50 special personnel that do not meet the structural fire protection requirements in subchapter H of this chapter for passenger vessels of the same size.

(b) *Inspected vessels not covered under this subchapter*. This part does not apply to non-self-propelled vessels without accommodations or work stations on board. Unless otherwise required by this chapter, it does not apply to offshore supply vessels; mobile offshore drilling units; small passenger vessels; and sailing school vessels.

(c) *Conversion of cargo vessel to passenger vessel*. For purposes of the application of this part, a cargo vessel, whenever constructed, which is converted to a passenger vessel is deemed to be a passenger vessel that is constructed on the date on which the conversion commences.

(d) *Vessels on international voyages*. This subpart and subparts B, C, and D of this part apply to vessels engaged on international voyages, except—

(1) Cargo vessels of less than 500 tons gross tonnage;

(2) Vessels not propelled by mechanical means;

(3) Wooden vessels of primitive build; and

(4) Vessels solely navigating the Great Lakes of North America and the River Saint Lawrence as far east as a straight line drawn from Cap des Rosiers to West Point, Anticosti Island, and on the north side Anticosti Island, the 63rd meridian.

(5) Tank vessels constructed before October 1, 1996 engaged in voyages between the continental United States and Alaska or Hawaii, and all other vessels engaged on international voyages which were constructed before July 1, 1986, must meet the requirements of §§ 199.70(b)(4)(i), 199.80, 199.90, 199.100, 199.180, 199.190 (paragraph (b) applies as much as practicable), 199.214, 199.217, 199.250, 199.261 (b)(2) and (e), and 199.273, and must fit retro-reflective material on all floating appliances, lifejackets and immersion suits. Except for the requirements of § 199.261 (b)(2) and (e), vessels may retain the number, type, and arrangement of lifesaving appliances previously required and approved for the vessel as long as the arrangement or appliance is maintained in good condition to the satisfaction of the OCMI.

(e) *Passenger vessels*. For the purposes of this part, the following vessels must meet the requirements for passenger vessels:

(1) Passenger vessels.

(2) Special purpose vessels carrying more than 50 special personnel.

(3) Special purpose vessels carrying not more than 50 special personnel if the vessels meet the structural fire protection requirements in subchapter H of this chapter for passenger vessels of the same size.

(f) *Cargo vessels*. For the purposes of this part, the following vessels must meet the requirements for cargo vessels:

(1) Cargo vessels.

(2) Tank vessels.

(3) Special purpose vessels carrying not more than 50 special personnel that do not meet the structural fire protection requirements in subchapter H of

this chapter for passenger vessels of the same size.

(g) *Subparts applying to vessels on international and short international voyages.* (1) Passenger vessels on international voyages must meet the requirements of this subpart and subparts B and C of this part.

(2) Cargo vessels on international voyages must meet the requirements of this subpart and subparts B and D of this part.

(3) The provisions for passenger vessels on short international voyages in this subpart and subparts B and C of this part do not apply to special purpose vessels described in paragraphs (e)(2) and (3) of this section.

(h) *Vessels not subject to SOLAS.* Vessels not on international voyages and vessels listed in paragraph (d) of this section must meet the requirements of this subpart and subparts B, C, D, and E of this part unless otherwise exempted or permitted by subpart F of this part.

(1) Vessels on other than international voyages and vessels listed in paragraph (d) of this section which were constructed prior to October 1, 1996, must—

(i) By October 1, 1999, meet the requirements of §§199.70(b)(4)(i), 199.80, 199.90, 199.100, 199.180, 199.190 (paragraph (b) applies as much as practicable), 199.217, 199.250, 199.273, and 199.510, and fit retroreflective material on all floating appliances, lifejackets, and immersion suits;

(ii) By October 1, 2003, passenger vessels must carry the number and type of survival craft specified in table 199.630 of this part and cargo vessels in oceans and coastwise service must carry the number and type of survival craft specified in §199.261(b)(2) and (e);

(iii) By October 1, 2003, passenger vessels must carry the immersion suits and thermal protective aids specified in §199.214; and

(iv) Except for the requirements in paragraphs (h)(1)(ii) and (h)(1)(iii) of this section, vessels may retain the number, type, and arrangement of lifesaving equipment, including lifeboats, lifeboat davits, winches, inflatable liferafts, liferaft launching equipment, rescue boats, lifefloats, and buoyant apparatus previously required and approved for the vessel as long as the arrangement or appliance is maintained in good condition to the satisfaction of the OCMI.

(2) This paragraph does not apply to public vessels.

(i) *New lifesaving appliances or arrangements.* When any lifesaving appliance or arrangement on a vessel subject to this part is replaced, or when the vessel undergoes repairs, alterations, or modifications of a major character involving replacement of, or any addition to, the existing lifesaving appliance or arrangements, each new lifesaving appliance and arrangement must meet the requirements of this part, unless the OCMI determines that the vessel cannot accommodate the new appliance or arrangement, except that—

(1) A survival craft is not required to meet the requirements of this part if it is replaced without replacing its davit and winch; and

(2) A davit and its winch are not required to meet the requirements of this part if one or both are replaced without replacing the survival craft.

(j) *Repairs and alterations to lifesaving appliances.* No extensive repairs or alterations, except in an emergency, may be made to a lifesaving appliance without advance notification to the OCMI. Insofar as possible, each repair or alteration must be made with material, and tested in the manner, specified in this subchapter and applicable to the new construction requirements in subchapter Q of this chapter. Emergency repairs or alterations must be reported as soon as practicable to the OCMI responsible for the port or location where the vessel may call after such repairs are made. Lifeboats, rescue boats, or rigid liferafts may not be reconditioned for use on a vessel other than the one they were originally built for, unless specifically accepted by the OCMI.

(k) *Vessels reflagged under Sec. 1137, Coast Guard Authorization Act of 1996.* Vessels that qualify for a certificate of inspection under the provisions of section 1137, Coast Guard Authorization Act of 1996, Public Law 104–324, 110 Stat. 3988 (46 U.S.C.A. app. 1187, Note), are not subject to the requirements of this part if such vessels meet lifesaving equipment standards required under

section 1137 as determined by the Commandant.

[CGD 84–069, 63 FR 52817, Oct. 1, 1998; 63 FR 56066, Oct. 20, 1998; 63 FR 63798, Nov. 17, 1998; USCG–1999–6216, 64 FR 53229, Oct. 1, 1999; USCG–2006–24412, 81 FR 40146, June 20, 2016]

§ 199.20 Exemptions.

(a) *Vessels engaged on international voyages.* (1) The following types of vessels engaged on international voyages may request an exemption from Commandant (CG–CVC) from requirements of this part:

(i) A vessel for which the sheltered nature and conditions of an international voyage would render the application of any specific requirements of this part unreasonable or unnecessary and which in the course of the voyage does not proceed more than 20 miles from the nearest land.

(ii) A vessel embodying features of a novel kind to which the application of any provision of this part would seriously impede research into the development of such features and their incorporation on vessels engaged on international voyages.

(2) A written request for exemption under this section must be submitted to the cognizant OCMI for review and forwarding to Commandant (CG–CVC).

(b) *Single voyage exemption from SOLAS requirements.* A vessel that is not normally engaged on international voyages, but which, under exceptional circumstances, is required to undertake a single international voyage, may be exempted from the applicable requirements in this subpart and subparts B, C, and D of this part by the Commandant (CG–CVC). A written request for exemption under this paragraph must be submitted to the cognizant OCMI for review and forwarding to Commandant (CG–CVC).

(c) *Exemption Certificates.* When Commandant (CG–CVC) grants an exemption under paragraph (a) or (b) of this section, an Exemption Certificate describing the exemption will be issued by the appropriate OCMI. The Exemption Certificate must be carried on board the vessel at all times and must be available to Coast Guard personnel upon request.

(d) *Vessels not engaged on international voyages.* (1) If a District Commander determines that the overall safety of the persons on board a vessel will not be significantly reduced, the District Commander may grant an exemption from compliance with a provision of this part to a specific vessel for a specified geographic area within the boundaries of the Coast Guard District. This exemption may be limited to certain periods of the year.

(2) Requests for exemption under this paragraph must be made in writing to the OCMI for transmission to the District Commander for the area in which the vessel is in service or will be in service.

(3) If the exemption is granted by the District Commander, the OCMI will endorse the vessel's Certificate of Inspection with a statement describing the exemption.

[CGD 84–069, 61 FR 25313, May 20, 1996, as amended by CGD 96–041, 61 FR 50735, Sept. 27, 1996; USCG–1999–6216, 64 FR 53229, Oct. 1, 1999; USCG–2009–0702, 74 FR 49241, Sept. 25, 2009]

§ 199.30 Definitions.

The following definitions apply to this part:

Accommodation means a cabin, or other covered or enclosed place, intended to be occupied by persons. Each place in which passengers and special personnel is carried is considered an accommodation, whether or not it is covered or enclosed. Accommodations include, but are not limited to halls, dining rooms, mess rooms, lounges, corridors, lavatories, cabins, offices, hospitals, cinemas, game and hobby rooms, and other similar places open to persons on board.

Anti-exposure suit means a protective suit designed for use by rescue boat crews and marine evacuation system parties.

Approval series means the first six digits of a number assigned by the Coast Guard to approved equipment. Where approval is based on a subpart of subchapter Q of this chapter, the approval series corresponds to the number of the subpart. A listing of current and formerly approved equipment and materials may be found on the Internet at: *http://cgmix.uscg.mil/equipment*. Each OCMI may be contacted for information concerning approved equipment.

Approved lifesaving appliance means carrying an approval granted by the Commandant under subchapter Q of this chapter.

Cargo vessel means any vessel that is not a passenger vessel.

Certificated person means a person holding a U.S. merchant mariner's document or merchant mariner credential with an endorsement as a lifeboatman or another inclusive rating under part 12 of this chapter.

Child, for the purpose of determining the number of lifejackets required under this part, means a person less than 41 kilograms (90 pounds) in mass.

Civilian nautical school means any school or branch thereof operated and conducted in the United States, except State nautical schools and schools operated by the United States or any agency thereof, which offers instruction for the primary purpose of training for service in the merchant marine.

Coastwise voyage means a voyage on the waters of any ocean or the Gulf of Mexico no more than 20 nautical miles offshore.

Commandant means the Commandant of the U.S. Coast Guard.

Crew means all persons carried on board the vessel to provide navigation and maintenance of the vessel, its machinery, systems, and arrangements essential for propulsion and safe navigation or to provide services for other persons on board.

District Commander means an officer of the U.S. Coast Guard designated by the Commandant to command all Coast Guard activities within a Coast Guard District. Coast Guard Districts are described in 33 CFR part 2.

Detection means the determination of the location of survivors or survival craft.

Embarkation ladder means the ladder provided at survival craft embarkation stations to permit safe access to survival craft after launching.

Embarkation station means the place where a survival craft is boarded.

Extended-size lifejacket means a lifejacket that is approved for use by adults as well as by some larger children.

Ferry means a vessel as described in §70.10–1 of this chapter.

Float-free launching means that method of launching a survival craft or lifesaving appliance whereby the craft or appliance is automatically released from a sinking vessel and is ready for use.

Free-fall launching means that method of launching a survival craft whereby the craft, with its full complement of persons and equipment on board, is released and allowed to fall into the sea without any restraining apparatus.

Immersion suit means a protective suit that reduces loss of body heat of a person wearing it in cold water.

Inflatable appliance means an appliance that depends upon nonrigid, gas-filled chambers for buoyancy and that is normally kept uninflated until ready for use.

Inflated appliance means an appliance that depends upon nonrigid, gas-filled chambers for buoyancy and that is kept inflated and ready for use at all times.

International voyage means a voyage from the United States to a port outside the United States or conversely; or, a voyage originating and terminating at ports outside the United States. Voyages between the continental United States and Hawaii or Alaska, and voyages between Hawaii and Alaska, shall be considered international voyages for the purposes of this part.

Lakes, bays, and sounds means the waters of any lakes, bays, or sounds other than the waters of the Great Lakes.

Launching appliance or *launching arrangement* means the method or devices designed to transfer a survival craft or rescue boat from its stowed position to the water. For a launching arrangement using a davit, the term includes the davit, winch, and falls.

Length of vessel, means the load-line length defined in §42.13–15(a) of this chapter.

Lifejacket means a flotation device approved as a life preserver or lifejacket.

Major character means any repair, alteration or modification to a vessel that is a major conversion as decided by the Commandant (CG–CVC).

Major conversion means a conversion of a vessel that—

(a) Substantially changes the dimensions or carrying capacity of the vessel;

(b) Changes the type of the vessel;

(c) Substantially prolongs the life of the vessel; or

(d) Otherwise so changes the vessel that it is essentially a new vessel.

Marine evacuation system means an appliance designed to rapidly transfer large numbers of persons from an embarkation station by means of a passage to a floating platform for subsequent embarkation into associated survival craft, or directly into associated survival craft.

Mobile offshore drilling unit (MODU) means a vessel capable of engaging in drilling operations for the exploration or exploitation of subsea resources.

Muster station means the place where persons on board assemble before boarding a survival craft.

Nautical school vessel means a vessel operated by or in connection with a nautical school or an educational institution under Section 13 of the Coast Guard Authorization Act of 1986.

Novel lifesaving appliance or arrangement means a lifesaving appliance or arrangement that has new features not fully covered by the provisions of this part but that provides an equal or higher standard of safety.

Ocean means the waters of any ocean or the Gulf of Mexico more than 20 nautical miles offshore.

Oceanographic research vessel means a vessel that the Secretary finds is being employed only in instruction in oceanography or limnology, or both, or only in oceanographic or limnological research, including those studies about the sea such as seismic, gravity meter, and magnetic exploration and other marine geophysical or geological surveys, atmospheric research, and biological research.

Officer in Charge, Marine Inspection (OCMI), means a Coast Guard Officer responsible for marine inspection functions in a Marine Inspection Zone. Marine Inspection Zones are described in 33 CFR part 2.

Passenger means—

(a) On an international voyage, every person other than—

(1) The master and the members of the crew or other persons employed or engaged in any capacity on board a vessel on the business of that vessel; and

(2) A child under 1 year of age.

(b) On other than an international voyage, an individual carried on the vessel, except—

(1) The owner or an individual representative of the owner or, in the case of a vessel under charter, an individual charterer or individual representative of the charterer;

(2) The master; or

(3) A member of the crew engaged in the business of the vessel who has not contributed consideration for carriage and who is paid for onboard services.

Passenger for hire means a passenger for whom consideration is contributed as a condition of carriage on the vessel, whether directly or indirectly flowing to the owner, charterer, operator, agent, or any other person having an interest in the vessel.

Passenger vessel means—

(1) On an international voyage, a vessel of at least 100 tons gross tonnage carrying more than 12 passengers; and

(2) On other than an international voyage, a vessel of at least 100 tons gross tonnage—

(i) Carrying more than 12 passengers, including at least one passenger-for-hire; or

(ii) That is chartered and carrying more than 12 passengers; or

(iii) That is a submersible vessel carrying at least one passenger-for-hire.

Public vessel means a vessel that—

(a) Is owned, or demise chartered, and operated by the U.S. Government or a government of a foreign country including a vessel operated by the Coast Guard or Saint Lawrence Seaway Development Corporation, but not a vessel owned or operated by the Department of Transportation or any corporation organized or controlled by the Department; and

(b) Is not engaged in commercial service.

Rescue boat means a boat designed to rescue persons in distress and to marshal survival craft.

Retrieval means the safe recovery of survivors.

Rivers, in relation to vessel service, means operating exclusively in the waters of rivers and/or canals.

Scientific personnel means individuals on board an oceanographic research vessel only to engage in scientific research, or to instruct or receive instruction in oceanography or limnology.

Seagoing condition means the operating condition of the vessel with the personnel, equipment, fluids, and ballast necessary for safe operation on the waters where the vessel operates.

Similar stage of construction means the stage at which—

(a) Construction identifiable with a specific vessel begins; and

(b) Assembly of that vessel has commenced comprising at least 50 metric tons (55.1 U.S. tons) or 1 percent of the estimated mass of all structural material, whichever is less.

Short international voyage is an international voyage in the course of which a vessel is not more than 200 miles from a port or place in which the passengers and crew could be placed in safety. Neither the distance between the last port of call in the country in which the voyage begins and the final port of destination, nor the return voyage, may exceed 600 miles. The final port of destination is the last port of call in the scheduled voyage at which the vessel commences its return voyage to the country in which the voyage began.

Special personnel means all persons who are not passengers or members of the crew and who are carried on board a special purpose vessel in connection with the special purpose of that vessel or because of special work being carried out aboard that vessel. Special personnel include—

(a) On oceanographic research vessels, scientific personnel; and

(b) On nautical school vessels, students, cadets, and instructors who are not members of the crew.

Special purpose vessel means a mechanically self-propelled vessel which by reason of its function carries on board more than 12 special personnel including passengers. Special purpose vessels include oceanographic research vessels and nautical school vessels.

Survival craft means a craft capable of sustaining the lives of persons in distress from the time of abandoning the vessel on which the persons were originally carried. The term includes lifeboats, liferafts, buoyant apparatus, and lifefloats, but does not include rescue boats.

Tank vessel means a vessel that is constructed or adapted to carry, or that carries, oil or hazardous material in bulk as cargo or cargo residue, and that—

(a) Is a vessel of the United States;

(b) Operates on the navigable waters of the United States; or

(c) Transfers oil or hazardous material in a port or place subject to the jurisdiction of the United States.

Toxic vapor or gas means a product for which emergency escape respiratory protection is required under Subchapter 17 of the International Code for the Construction and Equipment of Ships carrying Dangerous Chemicals in Bulk (IBC Code; incorporated by reference, see §199.05) and under Subchapter 19 of the International Code for the Construction and Equipment of Ships carrying Liquefied Gases in Bulk (IGC Code; incorporated by reference, see §199.05).

Vessel constructed means a vessel, the keel of which is laid or which is at a similar stage of construction.

Warm water means water where the monthly mean low water temperature is normally more than 15 °C (59 °F).

[CGD 84–069, 61 FR 25313, May 20, 1996, as amended by USCG–1999–6216, 64 FR 53229, Oct. 1, 1999; USCG–1999–5040, 67 FR 34807, May 15, 2002; USCG–2004–18884, 69 FR 58352, Sept. 30, 2004; USCG–2006–24371, 74 FR 11267, Mar. 16, 2009; USCG–2009–0702, 74 FR 49241, Sept. 25, 2009; USCG–2020–0107, 87 FR 68308, Nov. 14, 2022]

§ 199.40 Evaluation, testing and approval of lifesaving appliances and arrangements.

(a) Each item of lifesaving equipment required by this part to be carried on board the vessel must be approved.

(b) Each item of lifesaving equipment carried on board the vessel in addition to those required by this part must—

(1) Be approved; or

(2) Be accepted by the cognizant OCMI for use on the vessel.

(c) The Commandant (CG–ENG) may accept a novel lifesaving appliance or arrangement if it provides a level of safety equivalent to the requirements

of this part and the appliance or arrangement—

(1) Is evaluated and tested in accordance with IMO Resolution A.520(13), Code of Practice for the Evaluation, Testing and Acceptance of Prototype Novel Life-saving Appliances and Arrangements; or

(2) Has successfully undergone evaluation and tests that are substantially equivalent to those recommendations.

(d) During the vessel's construction and when any modification to the lifesaving arrangement is done after construction, a vessel owner must obtain acceptance of lifesaving arrangements from the Commandant (Marine Safety Center).

(e) The OCMI may accept substitute lifesaving appliances other than those required by this part except for—

(1) Survival craft and rescue boats; and

(2) Survival craft and rescue boat launching and embarkation appliances.

(f) Acceptance of lifesaving appliances and arrangements will remain in effect unless—

(1) The OCMI deems their condition to be unsatisfactory or unfit for the service intended; or

(2) The OCMI deems the crew's ability to use and assist others in the use of the lifesaving appliances or arrangements to be inadequate.

[CGD 84–069, 61 FR 25313, May 20, 1996, as amended by USCG–2009–0702, 74 FR 49241, Sept. 25, 2009]

§ 199.45 Tests and inspections of lifesaving equipment and arrangements.

(a) *Initial inspection.* The initial inspection of lifesaving appliances and arrangements for certification includes a demonstration of—

(1) The proper condition and operation of the survival craft and rescue boat launching appliances at loads ranging from light load to 10 percent overload;

(2) The proper condition and operation of lifeboats and rescue boats, including engines and release mechanisms;

(3) The proper condition of flotation equipment such as lifebuoys, lifejackets, immersion suits, work vests, lifefloats, buoyant apparatus, and associated equipment;

(4) The proper condition of distress signaling equipment, including emergency position indicating radiobeacons (EPIRB), search and rescue transponders (SART), and pyrotechnic signaling devices;

(5) The proper condition of line-throwing appliances;

(6) The proper condition and operation of embarkation appliances, including embarkation ladders and marine evacuation systems;

(7) The ability of the crew to effectively carry out abandon-ship and fire-fighting procedures; and

(8) The ability to meet the egress and survival craft launching requirements of this part.

(b) *Reinspections.* Tests and inspections of the lifesaving equipment shall be carried out during each inspection for renewal of certification and periodic inspection, and shall include, as applicable, a demonstration of—

(1) The proper condition and operation of the survival craft and rescue boat launching appliances at loads ranging from light load to full load, except that any portion of the load test conducted in connection with replacement or end-for-ending of a fall since the vessel's last inspection or reinspection, need not be repeated;

(2) The proper condition and operation of lifeboats and rescue boats, including engines and release mechanisms;

(3) The proper condition of flotation equipment such as lifebuoys, lifejackets, immersion suits, work vests, lifefloats, buoyant apparatus, and associated equipment;

(4) The proper servicing of each inflatable liferaft and inflatable lifejacket has been serviced as required under this chapter;

(5) The proper servicing of each hydrostatic release unit, other than a disposable hydrostatic release unit, as required under this chapter; and

(6) The ability of crew to effectively carry out abandon-ship and fire-fighting procedures.

(c) *Other inspections.* (1) Lifesaving appliances and arrangements are subject to tests and inspections described

in paragraph (a) of this section whenever a new lifesaving appliance is installed on the vessel. The test in paragraph (a)(1) of this section must be carried out whenever a wire fall for a launching appliance is replaced or turned end-for-end.

(2) Lifesaving appliances and arrangements are subject to tests and inspections described in paragraph (b) of this section during vessel boardings to ensure that the appliances and arrangements comply with applicable requirements, are in satisfactory condition, and remain fit for the service.

[CGD 84–069, 61 FR 25313, May 20, 1996, as amended by USCG–1999–4976, 65 FR 6510, Feb. 9, 2000]

Subpart B—Requirements for All Vessels

§ 199.60 Communications.

(a) *Radio lifesaving appliances.* Radio lifesaving appliance installations and arrangements must meet the requirements of 47 CFR part 80.

(b) *Emergency position indicating radiobeacons (EPIRB) and search and rescue transponders (SART).* Each EPIRB and SART should have the name of the vessel plainly marked or painted on its label, except for EPIRBs or SARTs in an inflatable liferaft or permanently installed in a survival craft.

(c) *Distress signals.* Each vessel must—

(1) Carry not less than 12 rocket parachute flares approved under approval series 160.136; and

(2) Stow the flares on or near the vessel's navigating bridge.

(d) *Onboard communications and alarm systems.* Each vessel must meet the requirements for onboard communications between emergency control stations, muster and embarkation stations, and strategic positions on board. Each vessel must also meet the emergency alarm system requirements in subchapter J of this chapter, which must be supplemented by either a public address system or other suitable means of communication.

§ 199.70 Personal lifesaving appliances.

(a) *Lifebuoys.* Each vessel must carry lifebuoys approved under approval series 160.150 as follows:

(1) *Stowage.* Lifebuoys must be stowed as follows:

(i) Each lifebuoy must be capable of being rapidly cast loose.

(ii) No lifebuoy may be permanently secured to the vessel in any way.

(iii) Each lifebuoy stowage position must be marked with either the words ''LIFEBUOY'' or ''LIFE BUOY'', or with the appropriate symbol from IMO Resolution A.760(18).

(iv) Lifebuoys must be so distributed as to be readily available on each side of the vessel and, as far as practicable, on each open deck extending to the side of the vessel. At least one lifebuoy must be located near the stern of the vessel. The lifebuoys with attached self-igniting lights must be equally distributed on both sides of the vessel.

(v) At least two lifebuoys, each with attached self-activating smoke signals, must be stowed where they can be quickly released from the navigating bridge and should, when released, fall directly into the water without striking any part of the vessel.

(2) *Markings.* Each lifebuoy must be marked in block capital letters with the name of the vessel and the name of the port required to be marked on the stern of the vessel under §67.123 of part 67 of this chapter.

(3) *Attachments and fittings.* Lifebuoys must have the following attachments and fittings:

(i) At least one lifebuoy on each side of the vessel fitted with a buoyant lifeline that is—

(A) At least as long as twice the height where it is stowed above the waterline with the vessel in its lightest seagoing condition, or 30 meters (100 feet) in length, whichever is the greater;

(B) Non-kinking;

(C) Not less than 8 millimeters (5⁄16 inch) in diameter;

(D) Of a breaking strength which is not less than 5 kiloNewtons (1,124 pounds-force); and

(E) Is, if synthetic, a dark color or certified by the manufacturer to be resistant to deterioration from ultraviolet light.

(ii) At least one-half the total number of lifebuoys on the vessel must each be fitted with a self-igniting light approved under approval series 161.010. The self-igniting light may not be attached to the lifebuoys required by this section to be fitted with lifelines.

(iii) At least two lifebuoys on the vessel must be fitted with a self-activating smoke signal approved under approval series 160.157. Lifebuoys fitted with smoke signals must also be fitted with lights.

(b) *Lifejackets.* Each vessel must carry lifejackets approved under approval series 160.155, 160.176 or 160.177. If the vessel carries inflatable lifejackets, they must be of the same or similar design and have the same method of operation.

(1) *General.* Each vessel must carry a lifejacket for each person on board, and in addition—

(i) A number of lifejackets suitable for children equal to at least 10 percent of the total number of passengers on board must be provided, or such greater number as may be required to provide a lifejacket of suitable size for each person smaller than the lower size limit of the adult-size lifejacket; and

(ii) A sufficient number of lifejackets must be carried for persons on watch and for use at remotely located survival craft stations.

(2) *Stowage.* Lifejackets must be stowed as follows:

(i) The lifejackets must be readily accessible.

(ii) [Reserved]

(iii) The lifejackets stowage positions must be marked with the words ''LIFEJACKETS'' or ''CHILD LIFEJACKETS'' as appropriate, or with the appropriate symbol from IMO Resolution A.760(18).

(iv) The additional lifejackets for persons on watch required by paragraph (b)(1)(ii) of this section must be stowed on the bridge, in the engine control room, and at other manned watch stations.

(v) Where, due to the particular arrangements of the vessel, the lifejackets required by paragraph (b) of this section may become inaccessible, alternative provisions must be made to the satisfaction of the OCMI that may include an increase in the number of lifejackets to be carried.

(3) *Markings.* Each lifejacket must be marked—

(i) In block capital letters with the name of the vessel; and

(ii) With Type I retro-reflective material approved under approval series 164.018. The arrangement of the retro-reflective material must meet IMO Resolution A.658(16).

(4) *Attachments and fittings.* Lifejackets must have the following attachments and fittings:

(i) Each lifejacket must have a lifejacket light approved under approval series 161.112 securely attached to the front shoulder area of the lifejacket.

(ii) Each lifejacket must have a whistle firmly secured by a cord to the lifejacket.

(c) *Rescue boat and marine evacuation system immersion suits or anti-exposure suits*—(1) *General.* Each vessel, except vessels operating on routes between 32 degrees north latitude and 32 degrees south latitude, must carry immersion suits approved under approval series 160.171 or anti-exposure suits approved under approval series 160.153 of suitable size for each person assigned to the rescue boat crew and each person assigned to a marine evacuation system crew.

(2) *Stowage.* Immersion suits or anti-exposure suits must be stowed so they are readily accessible. The stowage positions must be marked with either the words ''IMMERSION SUITS'' or ''ANTI-EXPOSURE SUITS'' as appropriate, or with the appropriate symbol from IMO Resolution A.760(18).

(3) *Markings.* Each immersion suit or anti-exposure suit must be marked in such a way as to identify the person or vessel to which it belongs.

(4) *Attachments and fittings.* Immersion suits or anti-exposure suits must have the following attachments and fittings:

(i) Each immersion suit or anti-exposure suit must have a lifejacket light approved under approval series 161.112 securely attached to the front shoulder area of the immersion suit or anti-exposure suit.

(ii) Each immersion suit or anti-exposure suit must have a whistle firmly secured by a cord to the immersion suit or anti-exposure suit.

(d) *Lifejacket, immersion suit, and anti-exposure suit containers.* Each lifejacket, immersion suit, and anti-exposure suit container must be marked in block capital letters and numbers with the quantity, identity, and size of the equipment stowed inside the container. The equipment may be identified in words or with the appropriate symbol from IMO Resolution A.760(18).

[CGD 84–069, 61 FR 25313, May 20, 1996, as amended at 63 FR 52818, Oct. 1, 1998; 63 FR 56066, Oct. 20, 1998; 64 FR 53229, Oct. 1, 1999]

§ 199.80 Muster list and emergency instructions.

(a) *General.* Clear instructions must be provided on the vessel that detail the actions each person on board should follow in the event of an emergency.

(b) *Muster list.* Copies of the muster list must be posted in conspicuous places throughout the vessel including on the navigating bridge, in the engine room, and in crew accommodation spaces. The muster list must be posted before the vessel begins its voyage. After the muster list has been prepared, if any change takes place that necessitates an alteration in the muster list, the master must either revise the existing muster list or prepare a new one. Each muster lists must at least specify—

(1) The instructions for operating the general emergency alarm system and public address system;

(2) The emergency signals;

(3) The actions to be taken by the persons on board when each signal is sounded;

(4) How the order to abandon the vessel will be given.

(5) The officers that are assigned to make sure that lifesaving and firefighting appliances are maintained in good condition and ready for immediate use;

(6) The duties assigned to the different members of the crew. Duties to be specified include—

(i) Closing the watertight doors, fire doors, valves, scuppers, sidescuttles, skylights, portholes, and other similar openings in the vessel's hull;

(ii) Equipping the survival craft and other lifesaving appliances;

(iii) Preparing and launching the survival craft;

(iv) Preparing other lifesaving appliances;

(v) Mustering the passengers and other persons on board;

(vi) Using communication equipment;

(vii) Manning the emergency squad assigned to deal with fires and other emergencies; and

(viii) Using firefighting equipment and installations.

(7) The duties assigned to members of the crew in relation to passengers and other persons on board in case of an emergency. Assigned duties to be specified include—

(i) Warning the passengers and other persons on board;

(ii) Seeing that passengers and other persons on board are suitably dressed and have donned their lifejackets or immersion suits correctly;

(iii) Assembling passengers and other persons on board at muster stations;

(iv) Keeping order in the passageways and on the stairways and generally controlling the movements of the passengers and other persons on board; and

(v) Making sure that a supply of blankets is taken to the survival craft; and

(8) The substitutes for key persons if they are disabled, taking into account that different emergencies require different actions.

(c) *Emergency instructions.* Illustrations and instructions in English, and any other appropriate language as determined by the OCMI, must be posted in each passenger cabin and in spaces occupied by persons other than crew, and must be conspicuously displayed at each muster station. The illustrations and instructions must include information on—

(1) The fire and emergency signal;

(2) Their muster station;

(3) The essential actions they must take in an emergency;

(4) The location of lifejackets, including child-size lifejackets; and

(5) The method of donning lifejackets.

[CGD 84–069, 61 FR 25313, May 20, 1996, as amended at 63 FR 52818, Oct. 1, 1998]

§ 199.90 Operating instructions.

Each vessel must have posters or signs displayed in the vicinity of each survival craft and the survival craft's launching controls that—

(a) Illustrate the purpose of controls;

(b) Illustrate the procedures for operating the launching device;

(c) Give relevant instructions or warnings;

(d) Can be easily seen under emergency lighting conditions; and

(e) Display symbols in accordance with IMO Resolution A.760(18).

§ 199.100 Manning of survival craft and supervision.

(a) There must be a sufficient number of trained persons on board the vessel for mustering and assisting untrained persons.

(b) There must be a sufficient number of deck officers, able seamen, or certificated persons on board the vessel to operate the survival craft and launching arrangements required for abandonment by the total number of persons on board.

(c) There must be one person placed in charge of each survival craft to be used. The person in charge must—

(1) Be a deck officer, able seaman, or certificated person. The OCMI, considering the nature of the voyage, the number of persons permitted on board, and the characteristics of the vessel, may permit persons practiced in the handling and operation of liferafts or inflatable buoyant apparatus to be placed in charge of liferafts or inflatable buoyant apparatus; and

(2) Have a list of the survival craft crew and ensure that the crewmembers are acquainted with their duties.

(d) There must be a second-in-command designated for each lifeboat. This person should be a deck officer, able seaman, or certificated person. The second-in-command of a lifeboat must also have a list of the lifeboat crew.

(e) There must be a person assigned to each motorized survival craft who is capable of operating the engine and carrying out minor adjustments.

(f) The master must make sure that the persons required under paragraphs (a), (b), (c), and (d) of this section are equitably distributed among the vessel's survival craft.

[CGD 84–069, 61 FR 25313, May 20, 1996, as amended at 63 FR 52819, Oct. 1, 1998]

§ 199.110 Survival craft muster and embarkation arrangements.

(a) Each muster station must have sufficient space to accommodate all persons assigned to muster at that station. One or more muster stations must be close to each embarkation station.

(b) Each muster station and embarkation station must be readily accessible to accommodation and work areas.

(c) Each muster station and embarkation station must be adequately illuminated by lighting with power supplied from the vessel's emergency source of electrical power.

(d) Each alleyway, stairway, and exit giving access to a muster and embarkation station must be adequately illuminated by lighting that is capable of having its power supplied by the vessel's emergency source of electrical power.

(e) Each davit-launched and free-fall survival craft muster station and embarkation station must be arranged to enable stretcher cases to be placed in the survival craft.

(f) Each launching station, or each two adjacent launching stations, must have an embarkation ladder as follows:

(1) Each embarkation ladder must be approved under approval series 160.117 or be a rope ladder approved under approval series 160.017.

(2) Each embarkation ladder must extend in a single length from the deck to the waterline with the vessel in its lightest seagoing condition under unfavorable conditions of trim and with the vessel listed not less than 15 degrees either way.

(3) Provided that there is at least one embarkation ladder on each side of the vessel, the OCMI may permit additional embarkation ladders to be other approved devices that provide safe and rapid access to survival craft in the water.

(4) The OCMI may accept other safe and effective means of embarkation for use with a liferaft required under §199.261(e).

(g) If a davit-launched survival craft is embarked over the edge of the deck, the craft must be provided with a means for bringing it against the side of the vessel and holding it alongside the vessel to allow persons to safely embark.

(h) If a davit-launched survival craft is not intended to be moved to the stowed position with persons on board, the craft must be provided with a means for bringing it against the side of the vessel and holding it alongside the vessel to allow persons to safely disembark after a drill.

[CGD 84–069, 61 FR 25313, May 20, 1996, as amended by USCG–1998–4442, 63 FR 52192, Sept. 30, 1998; 63 FR 52819, Oct. 1, 1998]

§ 199.120 Launching stations.

(a) Each launching station must be positioned to ensure safe launching with clearance from the propeller and from the steeply overhanging portions of the hull.

(b) Each survival craft must be launched down the straight side of the vessel, except for free-fall launched survival craft.

(c) Each launching station in the forward part of the vessel must—

(1) Be in a sheltered position that is located aft of the collision bulkhead; and

(2) Have a launching appliance approved with an endorsement as being of sufficient strength for forward installation.

§ 199.130 Stowage of survival craft.

(a) *General.* Each survival craft must be stowed—

(1) As close to the accommodation and service spaces as possible;

(2) So that neither the survival craft nor its stowage arrangements will interfere with the embarkation and operation of any other survival craft or rescue boat at any other launching station;

(3) As near the water surface as is safe and practicable;

(4) Except for liferafts intended for throw-overboard launching, not less than 2 meters above the waterline with the vessel—

(i) In the fully loaded condition;

(ii) Under unfavorable conditions of trim; and

(iii) Listed up to 20 degrees either way, or to the angle at which the vessel's weatherdeck edge becomes submerged, whichever is less.

(5) Sufficiently ready for use so that two crew members can complete preparations for embarkation and launching in less than 5 minutes;

(6) In a secure and sheltered position and protected from damage by fire and explosion, as far as practicable; and

(7) So as not to require lifting from its stowed position in order to launch, except that—

(i) A davit-launched liferaft may be lifted by a manually powered winch from its stowed position to its embarkation position; or

(ii) A survival craft that weights 185 kilograms (407.8 pounds) or less may be lifted not more than 300 millimeters (1 foot) in order to launch.

(b) *Additional lifeboat stowage requirements.* In addition to the requirements of paragraph (a) of this section, each lifeboat must be stowed as follows:

(1) Each lifeboat for lowering down the side of the vessel must be stowed as far forward of the vessel's propeller as practicable. Each lifeboat, in its stowed position, must be protected from damage by heavy seas.

(2) Each lifeboat must be stowed attached to its launching appliance.

(3) Each lifeboat must have a means for recharging the lifeboat batteries from the vessel's power supply at a supply voltage not exceeding 50 volts.

(c) *Additional liferaft stowage requirements.* In addition to the requirements of paragraph (a) of this section, each liferaft must be stowed as follows:

(1) Each liferaft must be stowed to permit manual release from its securing arrangements.

(2) Each liferaft must be stowed at a height above the waterline not greater than the maximum stowage height indicated on the liferaft container with the vessel in its lightest seagoing condition. Each liferaft without an indicated maximum stowage height must be stowed not more than 18 meters (59

feet) above the waterline with the vessel in its lightest seagoing condition.

(3) Each liferaft must be arranged to permit it to drop into the water from the deck on which it is stowed. A liferaft stowage arrangements meets this requirement if it—

(i) Is outboard of the rail or bulwark;

(ii) Is on stanchions or on a platform adjacent to the rail or bulwark; or

(iii) Has a gate or other suitable opening large enough to allow the liferaft to be pushed directly overboard and, if the liferaft is intended to be available for use on either side of the vessel, such gate or opening is provided on each side of the vessel.

(4) Each davit-launched liferaft must be stowed within reach of its lifting hook, unless some means of transfer is provided that is not rendered inoperable—

(i) Within the limits of trim and list specified in paragraph (a)(4) of this section;

(ii) By vessel motion; or

(iii) By power failure.

(5) Each rigid container for an inflatable liferaft to be launched by a launching appliance must be secured so that the container or parts of it do not fall into the water during and after inflation and launching of the contained liferaft.

(6) Each liferaft must have a painter system providing a connection between the vessel and the liferaft.

(7) Each liferaft or group of liferafts must be arranged for float-free launching. The arrangement must ensure that the liferaft or liferafts, when released and inflated, are not dragged under by the sinking vessel. A hydrostatic release unit used in a float-free arrangement must be approved under approval series 160.162.

§ 199.140 Stowage of rescue boats.

(a) *General.* Rescue boats must be stowed—

(1) To be ready for launching in not more than 5 minutes.

(2) In a position suitable for launching and recovery;

(3) In a way that neither the rescue boat nor its stowage arrangements will interfere with the operation of any survival craft at any other launching station; and

(4) If it is also a lifeboat, in compliance with the requirements of § 199.130.

(b) Each rescue boat must have a means provided for recharging the rescue boat batteries from the vessel's power supply at a supply voltage not exceeding 50 volts.

(c) Each inflated rescue boat must be kept fully inflated at all times.

[CGD 84–069, 61 FR 25313, May 20, 1996, as amended at 63 FR 52819, Oct. 1, 1998]

§ 199.145 Marine evacuation system launching arrangements.

(a) *Arrangements.* Each marine evacuation system must—

(1) Be capable of being deployed by one person;

(2) Enable the total number of persons for which it is designed, to be transferred from the vessel into the inflated liferafts within a period of 30 minutes in the case of a passenger vessel and 10 minutes in the case of a cargo vessel from the time an abandon-ship signal is given;

(3) Be arranged so that liferafts may be securely attached to and released from the marine evacuation system platform by a person either in the liferaft or on the platform;

(4) Be capable of being deployed from the vessel under unfavorable conditions of trim of up to 10 degrees either way and of list of up to 20 degrees either way;

(5) If the marine evacuation system has an inclined slide, it must—

(i) Be arranged so the angle of the slide from horizontal is within a range of 30 to 35 degrees when the vessel is upright and in its lightest seagoing condition; and

(ii) If the vessel is a passenger vessel, be arranged so the angle of the slide from horizontal is no more than 55 degrees in the final stage of flooding as described in subchapter S of this chapter; and

(6) Be capable of being restrained by a bowsing line or other positioning system that is designed to deploy automatically and if necessary, is capable of being adjusted to the position required for evacuation.

(b) *Stowage.* Each marine evacuation system must be stowed as follows:

(1) There must not be any openings between the marine evacuation system's embarkation station and the vessel's side at the waterline with the vessel in its lightest seagoing condition.

(2) The marine evacuation system's launching positions must be arranged, as far as practicable, to be straight down the vessel's side and to safely clear the propeller and any steeply overhanging positions of the hull.

(3) The marine evacuation system must be protected from any projections of the vessel's structure or equipment.

(4) The marine evacuation system's passage and platform, when deployed; its stowage container; and its operational arrangement must not interfere with the operation of any other lifesaving appliance at any other launching station.

(5) The marine evacuation system's stowage area must be protected from damage by heavy seas.

(c) *Stowage of associated liferafts.* Inflatable liferafts used in conjunction with the marine evacuation system must be stowed—

(1) Close to the system container, but capable of dropping clear of the deployed chute and boarding platform;

(2) So it is capable of individual release from its stowage rack;

(3) In accordance with the requirements of §199.130; and

(4) With pre-connected or easily connected retrieving lines to the platform.

§199.150 Survival craft launching and recovery arrangements; general.

(a)(1) Each launching appliance must be approved under 46 CFR part 160, subpart 160.132 for use with the intended craft, with a winch approved under 46 CFR part 160, subpart 160.115 for use with the intended craft.

(2) Each launching appliance for a davit-launched liferaft must include an automatic disengaging apparatus approved under 46 CFR part 160, subpart 160.170 and be either—

(i) A launching appliance described in paragraph (a)(1) of this section; or

(ii) A launching appliance approved on or before November 10, 2011 under approval series 160.163.

(b) Unless expressly provided otherwise in this part, each survival craft must be provided with a launching appliance or marine evacuation system, except those survival craft that—

(1) Can be boarded from a position on deck less than 4.5 meters (14.75 feet) above the waterline with the vessel in its lightest seagoing condition and that are stowed for launching directly from the stowed position under unfavorable conditions of trim of 10 degrees and list of 20 degrees either way;

(2) [Reserved]

(3) Are carried in excess of the survival craft for 200 percent of the total number of persons on board the vessel, and that have a mass of not more than 185 kilograms (407 pounds);

(4) Are carried in excess of the survival craft for 200 percent of the total number of persons on board the vessel and that are stowed for launching directly from the stowed position under unfavorable conditions or trim of 10 degrees and list of 20 degrees either way; or

(5) Are provided for use in conjunction with a marine evacuation system and that are stowed for launching directly from the stowed position under unfavorable conditions of trim of 10 degrees and list of 20 degrees either way.

(c) With the exception of the secondary means of launching for free-fall lifeboats, each launching appliance must be arranged so that the fully equipped survival craft it serves can be safely launched against unfavorable conditions of trim of up to 10 degrees either way and of list of up to 20 degrees either way—

(1) When the survival craft is loaded with its full complement of persons; and

(2) When not more than the required operating crew is on board.

(d) A launching appliance must not depend on any means other than gravity or stored mechanical power, independent of the vessel's power supplies, to launch the survival craft it serves in both the fully loaded and equipped condition and in the light condition.

(e) Each launching appliance's structural attachment to the vessel must be designed, based on the ultimate strength of the construction material, to be at least 4.5 times the load imparted on the attachment by the

launching appliance and its fully loaded survival craft under the most adverse combination of list and trim under paragraph (c) of this section.

(f) Each launching appliance must be arranged so that—

(1) All parts requiring regular maintenance by the vessel's crew are readily accessible and easily maintained;

(2) The launching appliance remains effective under conditions of icing;

(3) The same type of release mechanism is used for each similar survival craft carried on board the vessel;

(4) The preparation and handling of each survival craft at any one launching station does not interfere with the prompt preparation and handling of any other survival craft at any other station;

(5) The persons on board the vessel can safely and rapidly board the survival craft; and

(6) During preparation and launching, the survival craft, its launching appliance, and the area of water into which it is to be launched are illuminated by lighting supplied from the vessel's emergency source of electrical power.

(g) Each launching and recovery arrangement must allow the operator on the deck to observe the survival craft at all times during launching.

(h) Means must be provided outside the machinery space to prevent any discharge of water onto survival craft during launching.

(i) If there is a danger of the survival craft being damaged by the vessel's stabilizer wings, the stabilizer wings must be able to be brought inboard using power from the emergency source of electrical power. Indicators operated by the vessel's emergency power system must be provided on the navigating bridge to show the position of the stabilizer wings.

[CGD 84–069, 61 FR 25313, May 20, 1996, as amended by USCG–2010–0048, 76 FR 63015, Oct. 11, 2011; 76 FR 70062, Nov. 10, 2011]

§ 199.153 Survival craft launching and recovery arrangements using falls and a winch.

Survival craft launching and recovery arrangements, in addition to meeting the requirements in §199.150, must meet the following requirements:

(a) Each launching mechanism must be arranged so it may be actuated by one person from a position on the vessel's deck, and except for secondary launching appliances for free-fall launching arrangements, from a position within the survival craft.

(b) Each fall wire must be of rotation-resistant and corrosion-resistant steel wire rope.

(c) The breaking strength of each fall wire and each attachment used on the fall must be at least six times the load imparted on the fall by the fully-loaded survival craft.

(d) Each fall must be long enough for the survival craft to reach the water with the vessel in its lightest seagoing condition, under unfavorable conditions of trim, and with the vessel listed not less than 20 degrees either way.

(e) Each unguarded fall must not pass near any operating position of the winch, such as hand cranks, pay out wheels, and brake levers.

(f) Each winch drum must be arranged so the fall wire winds onto the drum in one or more level wraps. A multiple drum winch must be arranged so that the falls wind off at the same rate when lowering and onto the drums at the same rate when hoisting.

(g) Each fall, where exposed to damage or fouling, must have guards or equivalent protection. Each fall that leads along a deck must be covered with a guard that is not more than 300 millimeters (1 foot) above the deck.

(h) The lowering speed for a fully loaded survival craft must be not less than the speed obtained from one of the following formulas:

(1) $S = 0.4 + (0.02\ H)$, where S the lowering speed in meters per second and H is the lowering height in meters from the davit head to the waterline with the vessel in its lightest seagoing condition, with H not greater than 30 regardless of the actual lowering height.

(2) $S = 79 + (1.2\ H)$, where S is the lowering speed in feet per minute and H is the lowering height in feet from the davit head to the waterline with the vessel in its lightest seagoing condition, with H not greater than 99 regardless of the actual lowering height.

(i) The lowering speed for a survival craft loaded with all of its equipment must be not less than 70 percent of the

speed required under paragraph (h) of this section.

(j) The lowering speed for a fully loaded survival craft must be not more than 1.3 meters per second (256 feet per minute).

(k) If a survival craft is recovered by electric power, the electrical installation, including the electric power-operated boat winch, must meet the requirements in subchapter J of this chapter. If a survival craft is recovered by any means using power, including a portable power source, safety devices must be provided that automatically cut off the power before the davit arms or falls reach the stops in order to avoid overstressing the falls or davits, unless the motor is designed to prevent such overstressing.

(l) Each launching appliance must be fitted with brakes that meet the following requirements:

(1) The brakes must be capable of stopping the descent of the survival craft or rescue boat and holding the survival craft or rescue boat securely when loaded with its full complement of persons and equipment.

(2) The brake pads must, where necessary, be protected from water and oil.

(3) Manual brakes must be arranged so that the brake is always applied unless the operator, or a mechanism activated by the operator, holds the brake control in the off position.

[CGD 84–069, 61 FR 25313, May 20, 1996, as amended at 63 FR 52819, Oct. 1, 1998]

§ 199.155 Lifeboat launching and recovery arrangements.

Lifeboat launching and recovery arrangements, in addition to meeting the requirements in §§199.150 and 199.153, must meet the following requirements:

(a) Each lifeboat must be provided with a launching appliance. The launching appliance must be capable of launching and recovering the lifeboat with its crew.

(b) Each launching appliance arrangement must allow the operator on the vessel to observe the lifeboat at all times during recovery.

(c) Each launching appliance arrangement must be designed to ensure persons can safely disembark from the survival craft prior to its stowage.

(d) Each lifeboat, other than a totally enclosed lifeboat, must be provided with a davit span with not less than two lifelines of sufficient length to reach the water with the vessel in its lightest seagoing condition, under unfavorable conditions of trim, and with the vessel listed up to 20 degrees either way.

§ 199.157 Free-fall lifeboat launching and recovery arrangements.

(a) The launching appliance for a free-fall lifeboat must be designed and installed so that the launching appliance and the lifeboat it serves operate as a system to protect the occupants from harmful acceleration forces and to effectively clear the vessel.

(b) The launching appliance must be designed and arranged so that, in its ready to launch position, the distance from the lowest point on the lifeboat it serves to the water surface with the vessel in its lightest seagoing condition does not exceed the lifeboat's certificated free-fall height.

(c) The launching appliance must be arranged to preclude accidental release of the lifeboat in its unattended stowed position. If the means provided to secure the lifeboat cannot be released from inside the lifeboat, the means to secure the lifeboat must be arranged to preclude boarding the lifeboat without first releasing it.

(d) Each free-fall launching arrangement must be provided with a secondary means to launch the lifeboat by falls. Such means must comply with the requirements of §§199.150, 199.153, and 199.155. Notwithstanding §199.150(c), the secondary launching appliance must be capable of launching the lifeboat against unfavorable conditions of trim of 2 degrees either way and of list of 5 degrees either way. The secondary launching appliance need not comply with the speed requirements of §199.153 (g), (h), and (i). If the secondary launching appliance is not dependent on gravity, stored mechanical power, or other manual means, the launching arrangement must be connected both to the vessel's main and emergency power supplies.

§ 199.160 Rescue boat embarkation, launching and recovery arrangements.

(a) Each rescue boat must be capable of being launched with the vessel making headway of 5 knots in calm water. A painter may be used to meet this requirement.

(b) Each rescue boat embarkation and launching arrangement must permit the rescue boat to be boarded and launched in the shortest possible time.

(c) The rescue boat must meet the embarkation and launching arrangement requirements of §§199.110 (e) and (g), 199.150, 199.155, and if the launching arrangement uses falls and a winch, §199.153.

(d) If the rescue boat is one of the vessel's survival craft, the rescue boat must also meet the following requirements:

(1) The rescue boat must meet the muster and embarkation arrangement requirements of §199.110 and the launching station requirements of §199.120.

(2) If the launching arrangement uses a single fall, the rescue boat may have an automatic disengaging apparatus approved under approval series 160.170 instead of a lifeboat release mechanism.

(e) Rapid recovery of the rescue boat must be possible when loaded with its full complement of persons and equipment. If the rescue boat is also a lifeboat, rapid recovery must be possible when loaded with its lifeboat equipment and an approved rescue boat complement of at least six persons.

(f) Each rescue boat launching appliance must be fitted with a powered winch motor.

(g) Each rescue boat launching appliance must be capable of hoisting the rescue boat when loaded with its full rescue boat complement of persons and equipment at a rate of not less than 0.3 meters per second (59 feet per minute).

§ 199.170 Line-throwing appliance.

(a) *General.* Each vessel must have a line-throwing appliance approved under approval series 160.040.

(b) *Stowage.* The line-throwing appliance and its equipment must be readily accessible for use.

(c) *Additional equipment.* Each vessel must carry the following equipment for the line-throwing appliance—

(1) The equipment on the list provided by the manufacturer with the approved appliance; and

(2) An auxiliary line that—

(i) Is at least 450 meters (1,500 feet) long;

(ii) Has a breaking strength of at least 40 kiloNewtons (9,000 pounds-force); and

(iii) Is, if synthetic, of a dark color or certified by the manufacturer to be resistant to deterioration from ultraviolet light.

§ 199.175 Survival craft and rescue boat equipment.

(a) All lifeboat and rescue boat equipment—

(1) Must be secured within the boat by lashings, by storage in lockers or compartments, by storage in brackets or similar mounting arrangements, or by other suitable means;

(2) Must be secured in such a manner as not to interfere with any abandonment procedures or reduce seating capacity;

(3) Must be as small and of as little mass as possible;

(4) Must be packed in a suitable compact form;

(5) Must be marked with either the Coast Guard approval number or the standard that the product meets, as applicable; and

(6) Should be stowed so the items do not—

(i) Reduce the seating capacity;

(ii) Adversely affect the seaworthiness of the survival craft or rescue boat; or

(iii) Overload the launching appliance.

(b) Each lifeboat, rigid liferaft, and rescue boat, unless otherwise stated in this paragraph, must carry the equipment listed in this paragraph and specified for it in table 1 to this section under the vessel's category of service. A lifeboat that is also a rescue boat must carry the equipment in the table column marked for a lifeboat.

(1) *Bailer.* The bailer must be buoyant.

(2) *Bilge pump.* The bilge pump must meet the requirements in ISO

18813:2006(E) paragraph 4.3 (incorporated by reference, see §199.05) and must be installed in a ready-to-use condition.

(i) The bilge pump for a lifeboat approved for less than 70 persons must be either size 2 or size 3.

(ii) The bilge pump for a lifeboat approved for 70 persons or more must be size 3.

(3) *Boathook.* In the case of a boat launched by falls, the boathook must be kept free for fending-off purposes. For inflated rescue boats and for rigid-inflated rescue boats, each boathook must be designed to minimize the possibility of damage to the inflated portions of the hull.

(4) *Bucket.* The bucket must be made of corrosion-resistant material and should either be buoyant or have an attached lanyard at least 1.8 meters (6 feet) long.

(5) *Can opener.* A can opener must meet the requirements in ISO 18813:2006(E) paragraph 4.43 (incorporated by reference, see §199.05). A can opener may be in a jackknife meeting the requirements in paragraph (b)(16) of this section.

(6) *Compass.* The compass and its mounting arrangement must meet the requirements in ISO 18813:2006(E) paragraph 4.6 (incorporated by reference, see §199.05).

(i) In a totally enclosed lifeboat, the compass must be permanently fitted at the steering position; in any other boat it must be provided with a binnacle, if necessary, to protect it from the weather, and with suitable mounting arrangements.

(ii) The compass must be tested in accordance with the provisions in ISO 25862:2009(E) Annex H (incorporated by reference, see §199.05) by an independent laboratory accepted by the Coast Guard in accordance with part 159, subpart 159.010, of this chapter.

(7) *Dipper.* The dipper must be rustproof and attached to a lanyard that should be at least 0.9 meters (3 feet) long.

(8) *Drinking cup.* The drinking cup must be graduated and rustproof. The cup should also be of a breakage-resistant material.

(9) *Fire extinguisher.* The fire extinguisher must be approved under approval series 162.028. The fire extinguisher must have a rating of a 40–B:C. Two 10–B:C extinguishers may be carried in place of a 40–B:C extinguisher. Extinguishers with larger numerical ratings or multiple letter designations may be used instead.

(10) *First-aid kit.* Each first-aid kit must meet the requirements in ISO 18813:2006(E) paragraph 4.12 (incorporated by reference, see §199.05).

(i) A first-aid kit may be considered acceptable if it meets all of the requirements of ISO 18813:2006(E) paragraph 4.12, except that it does not contain the burn preparations. It must be clearly marked on the first-aid kit that it does not include the burn preparations.

(ii) The active ingredients in medicinal products must conform to over-the-counter (OTC) drug regulations set out in 21 CFR part 330.

(11) *Fishing kit.* The fishing kit must meet the requirements in ISO 18813:2006(E) paragraph 4.13 (incorporated by reference, see §199.05).

(12) *Flashlight.* The flashlight must be a type I or type III that is constructed and marked in accordance with ASTM F1014 (incorporated by reference, see §199.05). One spare set of batteries and one spare bulb, stored in a watertight container, must be provided for each flashlight.

(13) *Hatchet.* The hatchet must be suitable for cutting a rope towline or painter in an emergency and must not require assembly or unfolding.

(i) The hatchet must be at least 14 inches in length and have a cutting edge of approximately 3¼ inches in length, with a hardened steel or equivalent alloy head.

(ii) The hatchet must be provided a lanyard at least 3 feet in length.

(iii) The hatchet must be stowed in brackets near the release mechanism and, if more than one hatchet is carried, the hatchets must be stowed at opposite ends of the boat.

(14) *Heaving line.* The heaving line must be buoyant, must be at least 30 meters (99 feet) long, must have a buoyant rescue quoit attached to one end, and should be at least 8 millimeters (5/16 inches) in diameter.

(15) *Instruction card.* The instruction card must be waterproof and contain

the information required by IMO Resolution A.657(16). The instruction card should be located so that it can be easily seen upon entering the liferaft.

(16) *Jackknife.* The jackknife must consist of a one-bladed knife fitted with a can opener and attached to the boat by its lanyard. The jackknife must meet the requirements in ISO 18813:2006(E) paragraph 4.19 (incorporated by reference, see § 199.05).

(17) *Knife.* The knife must be of the non-folding type with a buoyant handle as follows:

(i) The knife for a rigid liferaft must be secured to the raft by a lanyard and stowed in a pocket on the exterior of the canopy near the point where the painter is attached to the liferaft. If an approved jackknife is substituted for the second knife required on a liferaft equipped for 13 or more persons, the jackknife must also be secured to the liferaft by a lanyard.

(ii) The knife in an inflatable or rigid-inflatable rescue boat must be of a type designed to minimize the possibility of damage to the fabric portions of the hull.

(iii) Any knife may be replaced with a jackknife meeting the requirements in paragraph (b)(16) of this section.

(18) *Ladder.* The boarding ladder must be capable of being used at each entrance on either side or at the stern of the boat to enable persons in the water to board the boat. The lowest step of the ladder must be not less than 0.4 meters (15.75 inches) below the boat's light waterline.

(19) *Mirror.* The signalling mirror must meet the requirements in ISO 18813:2006(E) paragraph 4.23 (incorporated by reference, see § 199.05).

(20) *Oars and paddles.* Each lifeboat and rescue boat must have buoyant oars or paddles of the number, size, and type specified by the manufacturer of the boat. An oarlock or equivalent device, either permanently installed or attached to the boat by a lanyard or chain, must be provided for each oar. Each oar should have the vessel's name marked on it in block letters.

(21) *Painter.* (i) One painter on a lifeboat and the painter on a rescue boat must be attached by a painter release device at the forward end of the lifeboat. The second painter on a lifeboat must be secured at or near the bow of the lifeboat, ready for use. On lifeboats to be launched by free-fall launching, both painters must be stowed near the bow ready for use.

(A) If the painter is of synthetic material, the painter must be of a dark color or certified by the manufacturer to be resistant to deterioration from ultraviolet light.

(B) The painter for a lifeboat and each painter for a rescue boat must be of a length that is at least twice the distance from the stowage position of the boat to the waterline with the vessel in its lightest seagoing condition, or must be 15 meters (50 feet) long, whichever is the greater.

(C) The painter must have a breaking strength of at least 34 kiloNewtons (7,700 pounds-force).

(ii) The painter for a rigid liferaft must be of a length that is at least 20 meters (66 feet) plus the distance from the liferaft's stowed position to the waterline with the vessel in its lightest seagoing condition, or must be 15 meters (50 feet) long, whichever is the greater.

(A) If the painter is of synthetic material, the painter must be of a dark color or certified by the manufacturer to be resistant to deterioration from ultraviolet light.

(B) The painter must have a breaking strength of at least 15 kiloNewtons (3,370 pounds-force) for liferafts approved for more than 25 persons, of at least 20 kiloNewtons (2,250 pounds-force) for liferafts approved for 9 to 25 persons, and of at least 7.5 kiloNewtons (1,687 pounds-force) for any other liferaft.

(C) The painter must have a float-free link meeting the requirements of part 160, subpart 160.073 of this chapter secured to the end of the painter that is attached to the vessel. The float-free link arrangement must break under a load of 2.2±0.4 kiloNewtons (400 to 536 pounds-force).

(22) *Provisions.* Each unit of provisions must be approved under approval series 160.046 and must provide at least 10,000 kiloJoules (2,390 calories). Individual provision packages may provide less than 10,000 kiloJoules, as long as the total quantity of provisions on

board provides for at least 10,000 kiloJoules per person.

(23) *Pump.* The pump or bellows must be manually operated and should be arranged so it is capable of inflating any part of the inflatable structure of the rescue boat.

(24) *Radar reflector.* The radar reflector must be capable of detection at a distance of 4 nautical miles and must have a mounting arrangements to install it on the boat in its proper orientation. A 9-GigaHertz radar transponder may be substituted for the radar reflector if the transponder is accepted by the Federal Communications Commission as meeting the requirements of 47 CFR part 80 and is stowed in the boat or raft.

(25) *Rainwater collection device.* The rainwater collection device must be arranged to collect falling rain and direct it into the water tanks in the lifeboat. If the lifeboat carries a manually-powered, reverse osmosis desalinator approved under approval series 160.058, a rainwater collection device is not required.

(26) *Repair kit.* The repair kit for an inflated and a rigid-inflated rescue boat must be packed in a suitable container and include at least—

(i) Six sealing clamps;

(ii) Five 50-millimeter (2-inch) diameter tube patches;

(iii) A roughing tool; and

(iv) A container of cement compatible with the tube fabric. The cement must have an expiration date on its container that is not more than 24 months after the date of manufacture of the cement.

(27) *Sea anchor.* (i) The sea anchor for a lifeboat, rescue boat, and rigid liferaft must meet the requirements in ISO 17339:2018(E) (incorporated by reference, see §199.05).

(ii) Each sea anchor for a rigid liferaft must be of the type specified by the liferaft manufacturer and must be fitted with a shock resistant hawser. It may also be fitted with a tripping line. One sea anchor must be permanently attached to the liferaft in such a way that, when the liferaft is waterborne, it will cause the liferaft to lie oriented to the wind in the most stable manner. The second sea anchor must be stowed in the liferaft as a spare. A davit-launched liferaft and a liferaft on a passenger vessel must have the permanently attached sea anchor arranged to deploy automatically when the liferaft floats free.

(iii) The sea anchor for a rescue boat must be of the type specified by the rescue boat manufacturer, and must have a hawser of adequate strength that is at least 10 meters (33 feet) long.

(28) *Searchlight.* (i) The searchlight must be of the type originally provided with the approved lifeboat or rescue boat, or must be certified by the searchlight manufacturer to meet ASTM F1003 (incorporated by reference, see §199.05). The boat must carry two spare bulbs.

(ii) The searchlight must be permanently mounted on the canopy or must have a stanchion-type or collapsible-type, portable mounting on the canopy. The mounting must be located to enable operation of the searchlight by the boat operator.

(iii) The searchlights power source must be capable of operating the light without charging or recharging for not less than—

(A) Three hours of continuous operation; or

(B) Six hours total operation when it is operated in cycles of 15 minutes on and 5 minutes off.

(iv) If the searchlight's power source is an engine starting battery, there must be sufficient battery capacity to start the engine at the end of either operating period specified in paragraph (b)(28)(iii) of this section.

(v) The searchlight's power source must be connected to the searchlight using watertight electrical fittings.

(29) *Seasickness kit.* The seasickness kit must be in a waterproof package and must include one waterproof seasickness bag, anti-seasickness medication sufficient for one person for 48 hours, and instructions for using the medication. Each seasickness kit should be stowed within reach of the seat for which it is intended.

(30) *Signal, smoke.* The smoke signal must be approved under approval series 160.122.

(31) *Signal, hand flare.* The hand flare must be approved under approval series 160.121.

(32) *Signal, rocket parachute flare.* The rocket parachute flare must be approved under approval series 160.136.

(33) *Skates and fenders.* The skates and fenders must be as specified by the lifeboat or rescue boat manufacturer to facilitate launching and prevent damage to a lifeboat intended for launching down the side of a vessel.

(34) *Sponge.* The sponge must be suitable for soaking up water.

(35) *Survival instructions.* The survival instructions must be as described in IMO Resolution A.657(16), Annex I for liferafts and Annex II for lifeboats.

(36) *Table of lifesaving signals.* The table of lifesaving signals must be as described in Annex IV to the International Regulations for Preventing Collisions at Sea 1972, as amended, and must be printed on a waterproof card or stored in a waterproof container.

(37) *Thermal protective aid.* The thermal protective aid must be approved under approval series 160.174.

(38) *Tool kit.* The tool kit must contain sufficient tools for minor adjustments to the engine and its accessories.

(39) *Towline.* The towline must be buoyant and at least 50 meters (164 feet) long. The towline must have a breaking strength of not less than 13.3 kiloNewtons (3,000 pounds-force) or be of sufficient strength to tow the largest liferaft carried on the vessel when loaded with its full complement of persons and equipment at a speed of at least 2 knots.

(40) *Water.* The water must meet the requirements in ISO 18813:2006(E) paragraph 4.46 (incorporated by reference, see § 199.05).

(i) The water must meet the U.S. Public Health Service ''Drinking Water Standards'' in 40 CFR part 141 to suitably protect the container against corrosion. After treatment and packing, the water must be free from organic matter, sediment, and odor. It must have a pH between 7.0 and 9.0 as determined by means of a standard pH meter using glass electrodes. Water quality must be verified by the local municipality or independent laboratory accepted by the Coast Guard in accordance with part 159, subpart 159.010, of this chapter.

(ii) Containers of emergency drinking water must be tested in accordance with the provisions in ISO 18813:2006(E) by an independent laboratory accepted by the Coast Guard in accordance with part 159, subpart 159.010, of this chapter.

(iii) The requirement for up to one-third of the emergency drinking water may be met by a desalting apparatus approved under approval series 160.058 that is capable of producing the substituted amount of water in 2 days.

(iv) The requirement for up to two-thirds of the emergency drinking water may be met by a manually-powered, reverse-osmosis desalinator approved under approval series 160.058 and that is capable of producing the substituted amount of water in 2 days.

(41) *Whistle.* The whistle must be corrosion-resistant, and should be a ball-type or multi-tone whistle that is attached to a lanyard.

(c) Any Coast Guard-approved equipment on board before December 14, 2022 may remain on board as long as it remains in good and serviceable condition.

TABLE 1 TO § 199.175—SURVIVAL CRAFT EQUIPMENT

Item No.	Item	International voyage			Short international voyage		
		Lifeboat	Rigid liferaft (SOLAS A pack)	Rescue boat	Lifeboat	Rigid liferaft (SOLAS B pack)	Rescue boat
1	Bailer[1]	1	1	1	1	1	1
2	Bilge pump[2]	1			1		
3	Boathook	2		1	2		1
4	Bucket[3]	2		1	2		1
5	Can opener[11]	3	3		3		
6	Compass	1		1	1		1
7	Dipper	1			1		
8	Drinking cup	1	1		1		
9	Fire extinguisher	1		1	1		1
10	First aid kit	1	1	1	1	1	1
11	Fishing kit	1	1				
12	Flashlight	1	1	1	1	1	1
13	Hatchet	2			2		
14	Heaving line	2	1	2	2	1	2
15	Instruction card		1			1	
16	Jackknife	1			1		
17	Knife[1 4 11]	1	1	1	1	1	1
18	Ladder	1		1	1		1
19	Mirror, signalling	1	1		1	1	
20	Oars, units[5 6]	1		1	1		1
	Paddles		2			2	
21	Painter	2	1	1	2	1	1
22	Provisions (units per person)	1	1				
23	Pump[7]			1			1
24	Radar reflector	1	1	1	1	1	1
25	Rainwater collection device	1			1		
26	Repair kit[7]			1			1
27	Sea anchor	1	2	1	1	2	1
28	Searchlight	1		1	1		1
29	Seasickness kit (units per person)	1	1		1	1	
30	Signal, smoke	2	2		2	1	
31	Signal, hand flare	6	6		6	3	
32	Signal, parachute flare	4	4		4	2	
33	Skates and fenders[8]	1		1	1		1
34	Sponge[7]		2	2		2	2
35	Survival instructions	1	1		1	1	
36	Table of lifesaving signals	1	1		1	1	
37	Thermal protective aids[9]	10%	10%	10%	10%	10%	10%
38	Tool kit	1			1		
39	Towline[10]	1		1	1		1
40	Water (liters per person)	3	1.5		3		

41	Whistle	1	1	1	1	1	1

Notes:
[1] Each liferaft equipped for 13 persons or more must carry two of these items.
[2] Not required for boats of self-bailing design.
[3] Not required for inflated or rigid-inflated rescue boats.
[4] A hatchet counts towards this requirement in rigid rescue boats.
[5] Oars are not required on a free-fall lifeboat; a unit of oars means the number of oars specified by the boat manufacturer.
[6] Rescue boats may substitute buoyant paddles for oars, as specified by the manufacturer.
[7] Not required for a rigid rescue boat.
[8] Required if specified by the boat manufacturer.
[9] Sufficient thermal protective aids are required for at least 10% of the persons the survival craft is equipped to carry, but not less than two.
[10] Required only if the lifeboat is also the rescue boat.
[11] One (1) jackknife may replace one (1) can opener and one (1) knife.

[CGD 84–069, 61 FR 25313, May 20, 1996; 61 FR 40281, Aug. 1, 1996; 63 FR 52819, Oct. 1, 1998; USCG–1999–6216, 64 FR 53229, Oct. 1, 1999; USCG–2000–7790, 65 FR 58465, Sept. 29, 2000; USCG–2004–18884, 69 FR 58352, Sept. 30, 2004; USCG–2020–0107, 87 FR 68308, Nov. 14, 2022]

§ 199.176 Markings on lifesaving appliances.

(a) *Lifeboats and rescue boats.* Each lifeboat and rescue boat must be plainly marked as follows:

(1) Each side of each lifeboat and rescue boat bow must be marked in block capital letters and numbers with—

(i) The name of the vessel; and

(ii) The name of the port required to be marked on the stern of the vessel to meet the requirements of subpart 67.123 of this chapter.

(2) The number of persons for which the boast is equipped must be clearly marked, preferably on the bow, in permanent characters. The number of persons for which the boat is equipped must not exceed the number of persons shown on its nameplate.

(3) The number of the boat and a means of identifying the vessel to which the boat belongs, such as the vessel's name, must be plainly marked or painted so that the markings are visible from above the boat.

(4) The Type II retro-reflective material approved under approval series 164.018 must be placed on the boat to meet the arrangement requirements in IMO Resolution A.658(16).

(b) *Rigid liferafts.* Each rigid liferaft must be marked as follows:

(1) The name of the vessel must be marked on each rigid liferaft.

(2) The name of the port required to be marked on the stern of the vessel to meet the requirements of § 67.123 of this chapter must be marked on each rigid liferaft.

(3) The rigid liferaft must be marked with the words ''SOLAS A pack'' or ''SOLAS B pack'', to reflect the pack inside.

(4) The length of the painter must be marked on each rigid liferaft.

(5) At each entrance of each rigid liferaft, the number of persons for which the rigid liferaft is equipped must be marked in letters and numbers at least 100 millimeters (4 inches) high and in a color contrasting to that of the liferaft. The number of persons for which the liferaft is equipped must not exceed the number of persons shown on its nameplate.

[CGD 84–69, 61 FR 52313, May 20, 1996, as amended at 63 FR 52819, Oct. 1, 1998]

§ 199.178 Marking of stowage locations.

(a) Containers, brackets, racks, and other similar stowage locations for lifesaving equipment must be marked with symbols in accordance with IMO Resolution A.760(18) indicating the device stowed in that location.

(b) If more than one device is stowed in a location, the number of devices stowed must be indicated.

(c) Survival craft should be numbered consecutively starting from the vessel's bow. Survival craft on the starboard side should be numbered with odd numerals and survival craft on the port side should be numbered with even numerals.

(d) Each liferaft stowage location should be marked with the capacity of the liferaft stowed there.

§ 199.180 Training and drills.

(a) *Training materials.* Training material must be on board each vessel and must consist of a manual of one or more volumes written in easily understood terms and illustrated wherever possible, or of audiovisual training aids, or of both as follows:

(1) If a training manual is used, a copy must be in each crew messroom and recreation room or in each crew cabin. If audiovisual training aids are used, they must be incorporated into the onboard training sessions described in paragraph (g) of this section.

(2) The training material must explain in detail—

(i) The procedure for donning lifejackets, immersion suits, and anti-exposure suits carried on board;

(ii) The procedure for mustering at the assigned stations;

(iii) The procedure for boarding, launching, and clearing the survival craft and rescue boats;

(iv) The method of launching from within the survival craft;

(v) The procedure for releasing survival craft from launching appliances;

(vi) The method and use of water spray systems in launching areas when such systems are required for the protection of aluminum survival craft or launching appliances;

(vii) The illumination in the launching areas;

(viii) The use of all survival equipment;

(ix) The use of all detection equipment for the location of survivors or survival craft;

(x) With the assistance of illustrations, the use of radio lifesaving appliances;

(xi) The use of sea anchors;

(xii) The use of the survival craft engine and accessories;

(xiii) The recovery of survival craft and rescue boats, including stowage and securing;

(xiv) The hazards of exposure and the need for warm clothing;

(xv) The best use of the survival craft for survival;

(xvi) The methods of retrieval, including the use of helicopter rescue gear such as slings, baskets, and stretchers; the use of breeches-buoy and shore lifesaving apparatus; and the use of the vessel's line-throwing apparatus;

(xvii) All other functions contained in the muster list and emergency instructions; and

(xviii) The instructions for emergency repair of the lifesaving appliances.

(b) *Familiarity with emergency procedures.* (1) Every crewmember with emergency duties assigned on the muster list must be familiar with their assigned duties before the voyage begins.

(2) On a vessel engaged on voyage when the passengers or special personnel are scheduled to be on board for more than 24 hours, musters of the passengers and special personnel must take place within 24 hours after their embarkation. Passengers and special personnel must be instructed in the use of the lifejackets and the action to take in an emergency.

(3) Whenever new passengers or special personnel embark, a safety briefing must be given immediately before sailing or immediately after sailing. The briefing must include the instructions required by §199.80 and must be made by means of an announcement in one or more languages likely to be understood by the passengers and special personnel. The announcement must be made on the vessel's public address system or by other equivalent means likely to be heard by the passengers and special personnel who have not yet heard it during the voyage. The briefing may be included in the muster required by paragraph (b)(2) of this section if the muster is held immediately upon departure. Information cards or posters, or video programs displayed on the vessel video displays, may be used to supplement the briefing, but may not be used to replace the announcement.

(c) *Drills—general.* (1) Drills must, as far as practicable, be conducted as if there were an actual emergency.

(2) Every crewmember must participate in at least one abandon-ship drill and one fire drill every month. The drills of the crew must take place within 24 hours of the vessel leaving a port if more than 25 percent of the crew have not participated in abandon-ship and fire drills on board that particular vessel in the previous month.

(3) Drills must be held before sailing when a vessel enters service for the first time, after modification of a major character, or when a new crew is engaged.

(4) The OCMI may accept other equivalent drill arrangements for those classes of vessels for which compliance with this paragraph is impracticable.

(d) *Abandon-ship drills.* (1) Abandon-ship drills must include—

(i) Summoning persons on board to muster stations with the general alarm followed by drill announcements on the public address or other communication system and ensuring that the persons on board are made aware of the order to abandon ship;

(ii) Reporting to stations and preparing for the duties described in the muster list;

(iii) Checking that persons on board are suitably dressed;

(iv) Checking that lifejackets or immersion suits are correctly donned;

(v) Lowering of at least one lifeboat after any necessary preparation for launching;

(vi) Starting and operating the lifeboat engine; and

(vii) Operating davits used for launching the liferafts.

(2) Abandon-ship drills should also include conducting a mock search and rescue of passengers or special personnel trapped in their staterooms, and giving instructions in the use of radio lifesaving appliances.

(3) Different lifeboats must, as far as practicable, be lowered to comply with the requirements of paragraph (d)(1)(v) of this section at successive drills.

(4) Except as provided in paragraphs (d)(5) and (d)(6) of this section, each lifeboat must be launched with its assigned operating crew aboard and maneuvered in the water at least once every 3 months during an abandon-ship drill.

(5) Lowering into the water, rather than launching of a lifeboat arranged for free-fall launching, is acceptable when free-fall launching is impracticable, provided that the lifeboat is free-fall launched with its assigned operating crew aboard and is maneuvered in the water at least once every 6 months. However, when compliance with the 6-month requirement is impracticable, the OCMI may extend this period to 12 months, provided that arrangements are made for simulated launching at intervals of not more than 6 months.

(6) The OCMI may exempt a vessel operating on short international voyages from the requirement to launch the lifeboats on both sides of the vessel if berthing arrangements in port and operations do not permit launching of lifeboats on one side. However, all lifeboats on the vessel must be lowered at least once every 3 months and launched at least annually.

(7) As far as is reasonable and practicable, rescue boats, other than lifeboats which are also rescue boats, must be launched with their assigned crew aboard and maneuvered in the water each month. Such launching and maneuvering must occur at least once every 3 months.

(8) If lifeboat and rescue boat launching drills are carried out with the vessel making headway, such drills must, because of the dangers involved, be practiced in sheltered waters only and be under the supervision of an officer experienced in such drills.

(9) If a vessel is fitted with marine evacuation systems, drills must include an exercising of the procedures required for the deployment of such a system up to the point immediately preceding actual deployment of the system. This aspect of drills should be augmented by regular instruction using the on board training aids. Additionally, every crewmember assigned to duties involving the marine evacuation system must, as far as practicable, participate in a full deployment of a similar system into water, either on board a vessel or ashore, every 2 years but not longer than every 3 years. This training may be associated with the deployments required by §199.190(k).

(10) Emergency lighting for mustering and abandonment must be tested at each abandon-ship drill.

(11) If a vessel carries immersion suits or anti-exposure suits, the suits must be worn by crewmembers in at least one abandon ship drill in any three-month period. If wearing the suits is impracticable due to warm weather, the crewmembers must be instructed on their donning and use.

(12) If a vessel carries immersion suits for persons other than the crew, the abandon-ship drill must include instruction to these persons on the stowage, donning, and use of the suits.

(e) *Line-throwing appliance.* A drill must be conducted on the use of the line-throwing appliance at least once every 3 months. The actual firing of the appliance is at the discretion of the master.

(f) *Fire drills.* (1) Fire drills must, as far as practicable, be planned with due consideration given to the various emergencies that may occur for that type of vessel and its cargo.

(2) Each fire drill must include—

(i) Reporting to stations and preparing for the duties described in the muster list for the particular fire emergency being simulated;

(ii) Starting of fire pumps and the use of two jets of water to determine

that the system is in proper working order;

(iii) Checking the firemen's outfits and other personal rescue equipment;

(iv) Checking the relevant communications equipment;

(v) Checking the operation of watertight doors, fire doors, and fire dampers and main inlets and outlets of ventilation systems in the drill area; and

(vi) Checking the necessary arrangements for subsequent abandonment of the vessel.

(3) The equipment used during drills must immediately be brought back to its fully operational condition. Any faults and defects discovered during the drills must be remedied as soon as possible.

(g) *Onboard training and instruction.* (1) Onboard training in the use of the vessel's lifesaving appliances, including survival craft equipment, and in the use of the vessel's fire-extinguishing appliances must be given as soon as possible but not later than 2 weeks after a crewmember joins the vessel.

(2) If the crewmember is on a regularly scheduled rotating assignment to the vessel, the training required in paragraph (g)(1) of this section need be given only within 2 weeks of the time the crewmember first joins the vessel.

(3) The crew must be instructed in the use of the vessel's fire-extinguishing and lifesaving appliances and in survival at sea at the same interval as the drills. Individual units of instruction may cover different parts of the vessel's lifesaving and fire-extinguishing appliances, but all the vessel's lifesaving and fire-extinguishing appliances must be covered within any period of 2 months.

(4) Every crewmember must be given instructions that include, but are not limited to—

(i) The operation and use of the vessel's inflatable liferafts;

(ii) The problems of hypothermia, first aid treatment for hypothermia, and other appropriate first aid procedures;

(iii) Any special instructions necessary for use of the vessel's lifesaving appliances in severe weather and severe sea conditions; and

(iv) The operation and use of fire-extinguishing appliances.

(5) Onboard training in the use of davit-launched liferafts must take place at intervals of not more than 4 months on each vessel with davit-launched liferafts. Whenever practicable, this training must include the inflation and lowering of a liferaft. If this liferaft is a special liferaft intended for training purposes only and is not part of the vessel's lifesaving equipment, this liferaft must be conspicuously marked.

(h) *Records.* (1) When musters are held, details of abandon-ship drills, fire drills, drills of other lifesaving appliances, and onboard training must be recorded in the vessel's official logbook. Logbook entries must include—

(i) The date and time of the drill, muster, or training session;

(ii) The survival craft and fire-extinguishing equipment used in the drills;

(iii) Identification of inoperative or malfunctioning equipment and the corrective action taken;

(iv) Identification of crewmembers participating in drills or training sessions; and

(v) The subject of the onboard training session.

(2) If a full muster, drill, or training session is not held at the appointed time, an entry must be made in the logbook stating the circumstances and the extent of the muster, drill, or training session held.

[CGD 84–69, 61 FR 25313, May 20, 1996, as amended at 63 FR 52819, Oct. 1, 1998]

§ 199.190 Operational readiness, maintenance, and inspection of lifesaving equipment.

(a) *Operational readiness.* Before the vessel leaves port and at all times during the voyage, each lifesaving appliance must be in working order and ready for immediate use.

(b) *Maintenance.* (1) The manufacturer's instructions for onboard maintenance of lifesaving appliances must be on board the vessel. The following must be provided for each appliance.

(i) Checklists for use when carrying out the inspections required under paragraph (e) of this section.

(ii) Maintenance and repair instructions.

(iii) A schedule of periodic maintenance.

(iv) A diagram of lubrication points with the recommended lubricants.

(v) A list of replaceable parts.

(vi) A list of sources of spare parts.

(vii) A log for records of inspections and maintenance.

(2) In lieu of compliance with paragraph (b)(1) of this section, the OCMI may accept a shipboard planned maintenance program that includes the items listed in that paragraph.

(c) *Spare parts and repair equipment.* Spare parts and repair equipment must be provided for each lifesaving appliance and component that is subject to excessive wear or consumption and that needs to be replaced regularly.

(d) *Weekly inspections and tests.* (1) Each survival craft, rescue boat, and launching appliance must be visually inspected to ensure its readiness for use.

(2) Each lifeboat engine and rescue boat engine must be run ahead and astern for a total of not less than 3 minutes unless the ambient temperature is below the minimum temperature required for starting the engine. During this time, demonstrations should indicate that the gear box and gear box train are engaging satisfactorily. If the special characteristics of an outboard motor fitted to a rescue boat would not allow the outboard motor to be run other than with its propeller submerged for a period of 3 minutes, the outboard motor should be run for such period as prescribed in the manufacturer's handbook.

(3) The general alarm system must be tested.

(e) *Monthly inspections.* (1) Each lifesaving appliance, including lifeboat equipment, must be inspected monthly using the checklists required under paragraph (b)(1)(i) of this section to make sure the appliance and the equipment are complete and in good working order. A report of the inspection, including a statement as to the condition of the equipment, must be recorded in the vessel's official logbook.

(2) Each EPIRB and each SART, other than an EPIRB or SART in an inflatable liferaft, must be tested monthly. The EPIRB must be tested using the integrated test circuit and output indicator to determine that it is operative.

(f) *Annual inspections.* Annual inspections must include the following:

(1) Each survival craft, except for inflatable craft, must be stripped, cleaned, and thoroughly inspected and repaired, as needed, at least once each year and each fuel tank must be emptied, cleaned, and refilled with fresh fuel.

(2) Each davit, winch, fall, and other launching appliance must be thoroughly inspected and repaired, as needed, once each year.

(3) Each item of survival equipment with an expiration date must be replaced during the annual inspection if the expiration date has passed.

(4) Each battery clearly marked with an expiration date and used in an item of survival equipment must be replaced during the annual inspection if the expiration date has passed.

(5) Except for a storage battery used in a lifeboat or rescue boat, each battery without an expiration date that is used in an item of survival equipment must be replaced during the annual inspection.

(g) *Servicing of inflatable lifesaving appliances, inflated rescue boats, and marine evacuation systems.* (1) Each inflatable lifesaving appliance and marine evacuation system must be serviced—

(i) Within 12 months of its initial packing; and

(ii) Within 12 months of each subsequent servicing, except when servicing is delayed until the next scheduled inspection of the vessel, provided the delay does not exceed 5 months.

(2) Each inflatable lifejacket must be serviced in accordance with servicing procedures meeting the requirements of part 160, subpart 160.176 of this chapter. Each hybrid inflatable lifejacket must be serviced in accordance with the owner's manual and meet the requirements of part 160, subpart 160.077 of this chapter.

(3) An inflatable liferaft or inflatable buoyant apparatus must be serviced at a facility specifically approved by the Commandant for the particular brand, and in accordance with servicing procedures meeting the requirements of part 160, subpart 160.151, of this chapter—

(i) No later than the month and year on its servicing sticker affixed under 46 CFR 160.151–57(n), except that servicing may be delayed until the next scheduled inspection of the vessel, provided that the delay does not exceed 5 months; and

(ii) Whenever the container is damaged or the container straps or seals are broken.

(4) Each inflated rescue boat must be repaired and maintained in accordance with the manufacturer's instructions. All repairs to inflated chambers must be made at a servicing facility approved by the Commandant, except for emergency repairs carried out on board the vessel.

(h) *Periodic servicing of hydrostatic release units.* Each hydrostatic release unit, other than a disposable hydrostatic release unit, must be serviced in accordance with repair and testing procedures meeting the requirements of part 160, subpart 160.062 of this chapter—

(1) Within 12 months of its manufacture; and

(2) Within 12 months of each subsequent servicing, except when servicing is delayed until the next scheduled inspection of the vessel, provided the delay does not exceed 5 months.

(i) *Periodic servicing of launching appliances and release gear.* (1) Launching appliances must be serviced at the intervals recommended in the manufacturer's instructions or as set out in the shipboard planned maintenance program.

(2) Launching appliances must be thoroughly examined at intervals not exceeding 5 years and, upon completion of the examination, the launching appliance must be subjected to a dynamic test of the winch brake.

(3) Lifeboat and rescue boat release gear must be serviced at the intervals recommended in the manufacturer's instructions, or as set out in the shipboard-planned-maintenance program.

(4) Lifeboat and rescue boat release gear must be subjected to a thorough examination by properly trained personnel familiar with the system at each inspection for certification.

(5) Lifeboat and rescue boat release gear must be operationally tested under a load of 1.1 times the total mass of the lifeboat when loaded with its full complement of persons and equipment whenever overhauled or at least once every 5 years.

(j) *Maintenance of falls.* (1) Each fall used in a launching appliance must—

(i) Be turned end-for-end at intervals of not more than 30 months; and

(ii) Be renewed when necessary due to deterioration or at intervals of not more than 5 years, whichever is earlier.

(2) As an alternative to paragraph (j)(1) of this section, each fall may—

(i) Be inspected annually; and

(ii) Be renewed whenever necessary due to deterioration or at intervals of not more than 4 years, whichever is earlier.

(k) *Rotational deployment of marine evacuation systems.* In addition, to or in conjunction with, the servicing intervals of marine evacuation systems required by paragraph (g)(1) of this section, each marine evacuation system must be deployed from the vessel on a rotational basis. Each marine evacuation system must be deployed at least once every 6 years.

[CGD 84–069, 61 FR 25313, May 20, 1996; 61 FR 40281, Aug. 1, 1996, as amended by CGD 85–205, 62 FR 25557, May 9, 1997; 63 FR 52819, Oct. 1, 1998; USCG–2001–11118, 67 FR 58542, Sept. 17, 2002; USCG–2014–0688, 79 FR 58289, Sept. 29, 2014]

Subpart C—Additional Requirements for Passenger Vessels

§ 199.200 General.

Passenger vessels and special purpose vessels described in §199.10(e), must meet the requirements in this subpart in addition to the requirements in subparts A and B of this part.

[CGD 84–069, 61 FR 25313, May 20, 1996, as amended by USCG–1999–6216, 64 FR 53229, Oct. 1, 1999]

§ 199.201 Survival craft.

(a) Each survival craft must be approved and equipped as follows:

(1) Each lifeboat must be approved under approval series 160.135 and equipped as specified in table 199.175 of this part.

(2) Each inflatable liferaft must be approved under approval series 160.151 and equipped with—

(i) A SOLAS A pack; or

(ii) For a passenger vessel on a short international voyage, a SOLAS B pack.

(3) Each rigid liferaft must be approved under approval series 160.118 and equipped as specified in table 199.175 of this part.

(4) Each marine evacuation system must be approved under approval series 160.175.

(5) Each liferaft must have a capacity of six persons or more.

(b) Each passenger vessel must carry the following:

(1) A combination of lifeboats and liferafts that have an aggregate capacity sufficient to accommodate the total number of persons on board, provided that—

(i) On each side of the vessel, lifeboats with an aggregate capacity sufficient to accommodate at least 37.5 percent of the total number of persons on board are carried; and

(ii) Any liferafts that are provided in combination with the lifeboats are served by launching appliances or marine evacuation systems equally distributed on each side of the vessel.

(2) In addition to the survival craft required in paragraph (b)(1) of this section, additional liferafts must be provided that have an aggregate capacity sufficient to accommodate at least 25 percent of the total number of persons on board. The additional liferafts—

(i) Must be served by at least one launching appliance or marine evacuation system on each side of the vessel. These launching appliances or marine evacuation systems must be those described under paragraph (b)(1)(ii) of this section or be equivalent approved appliances capable of being used on both sides of the vessel; and

(ii) Are not required to be stowed in accordance with §199.130(c)(4).

(c) Each passenger vessel engaged on a short international voyage that also complies with the standards of subdivision requirements for vessels on short international voyages as described in subchapter S of this chapter may, as an alternative to the lifeboat requirements in paragraph (b)(1)(i) of this section, carry lifeboats with an aggregate capacity sufficient to accommodate at least 30 percent of the total number of persons on board. These lifeboats must be equally distributed, as far as practicable, on each side of the vessel.

(d) Each passenger vessel that is less than 500 tons gross tonnage and is certificated to permit less than 200 persons on board is not required to meet the requirements of paragraphs (b) or (c) of this section if it meets the following:

(1) On each side of the vessel—

(i) Liferafts are carried with an aggregate capacity sufficient to accommodate the total number of persons on board and are stowed in a position providing for easy side-to-side transfer at a single open deck level; or

(ii) Liferafts are carried with an aggregate capacity sufficient to accommodate 150 percent of the total number of persons on board. If the rescue boat required under §199.202 is also a lifeboat, its capacity may be included to meet the aggregate capacity requirement.

(2) If the largest survival craft on either side of the vessel is lost or rendered unserviceable, there must be survival craft available for use on each side of the vessel, including those which are stowed in a position providing for side-to-side transfer at a single open deck level, with a capacity sufficient to accommodate the total number of persons on board.

§199.202 Rescue boats.

(a) Each passenger vessel of 500 tons gross tonnage and over must carry on each side of the vessel at least one rescue boat approved under approval series 160.156 that is equipped as specified in table 199.175 of this part.

(b) Each passenger vessel of less than 500 tons gross tonnage must carry at least one rescue boat approved under approval series 160.156 that is equipped as specified in table 199.175 of this part.

(c) A lifeboat is accepted as a rescue boat if, in addition to being approved under approval series 160.135, it is also approved under approval series 160.156.

§199.203 Marshalling of liferafts.

(a) Each passenger vessel must have a lifeboat or rescue boat for each six liferafts when—

(1) Each lifeboat and rescue boat is loaded with its full complement of persons; and

(2) The minimum number of liferafts necessary to accommodate the remainder of the persons on board have been launched.

(b) A passenger vessel engaged on a short international voyage that also complies with the standards of subdivision requirements for vessels on short international voyages as described in subchapter S of this chapter may have a lifeboat or rescue boat for each nine liferafts when—

(1) Each lifeboat and rescue boat is loaded with its full complement of persons; and

(2) The minimum number of liferafts necessary to accommodate the remainder of the persons on board have been launched.

§ 199.211 Lifebuoys.

(a) Each passenger vessel must carry the number of lifebuoys prescribed in table 199.211 of this section.

TABLE 199.211—REQUIREMENTS FOR LIFEBUOYS FOR PASSENGER VESSELS

Length of vessel in meters (feet)	Minimum number of lifebuoys
Under 60 (196)	8
60(196) and under 120(393)	12
120(393) and under 180 (590)	18
180 (590) and under 240 (787)	24
240 (787) and over	30

(b) Notwithstanding §199.70(a)(3)(ii), each passenger vessel under 60 meters (196 feet) in length must carry at least six lifebuoys with self-igniting lights.

[CGD 84–069, 61 FR 25313, May 20, 1996; 61 FR 40281, Aug. 1, 1996]

§ 199.212 Lifejackets.

(a) In addition to the lifejackets required under §199.70(b), each passenger vessel must carry lifejackets for at least 5 percent of the total number of persons on board. These lifejackets must be stowed in conspicuous places on deck or at muster stations.

(b) Where lifejackets for persons other than the crew are stowed in staterooms located remotely from direct routes between public spaces and muster stations, any additional lifejackets required by §199.70(b)(2)(v) for these persons must be stowed in the public spaces, near muster stations, or on direct routes between them. These lifejackets must be stowed so that their distribution and donning does not impede orderly movement to muster stations and survival craft embarkation stations.

§ 199.214 Immersion suits and thermal protective aids.

(a) Each passenger vessel must carry at least three immersion suits approved under approval series 160.171 for each lifeboat on the vessel.

(b) In addition to the requirements in paragraph (a) of this section, each passenger vessel must carry a thermal protective aid approved under approval series 160.174 for each person not provided with an immersion suit.

(c) The immersion suits and thermal protective aids required under paragraphs (a) and (b) of this section are not required if the passenger vessel operates only on routes between 32 degrees north and 32 degrees south latitude.

§ 199.217 Muster list and emergency instructions.

(a) The format of each passenger vessel muster list required under §199.80 must be approved by the OCMI.

(b) The passenger vessel muster list or emergency instructions must include procedures for locating and rescuing persons other than the crew who may be trapped in their staterooms.

(c) As an alternative to the requirements in §199.80(c), the passenger vessel emergency instructions may meet the requirements of MSC Circular 699 (Guidelines for Passenger Safety Instructions).

§ 199.220 Survival craft and rescue boat embarkation arrangements.

(a) Survival craft embarkation arrangements must be designed for—

(1) Each lifeboat to be boarded and launched either directly from the stowed position or from an embarkation deck, but not both; and

(2) Davit-launched liferafts to be boarded and launched from a position immediately adjacent to the stowed positions or from a position where, as described under §199.130(c)(4), the liferaft is transferred before launching.

(b) Each rescue boat must be able to be boarded and launched directly from the stowed position with the number of persons assigned to crew the rescue boat on board. Notwithstanding paragraph (a)(1) of this section, if the rescue boat is also a lifeboat and the other lifeboats are boarded and launched from an embarkation deck, the arrangements must be such that the rescue boat can also be boarded and launched from the embarkation deck.

[CGD 84–069, 61 FR 25313, May 20, 1996, as amended by USCG–1999–6216, 64 FR 53229, Oct. 1, 1999]

§ 199.230 Stowage of survival craft.

(a) To meet the requirements of §199.130(b)(1), each lifeboat on a passenger vessel of 80 meters (262 feet) in length and upwards must be stowed where the after-end of the lifeboat is at least 1.5 times the length of the lifeboat forward of the vessel's propeller.

(b) The stowage height of a survival craft must take into account the vessel's escape provisions, the vessel's size, and the weather conditions likely to be encountered in the vessel's intended area of operation.

(c) The height of the davit head of each davit when it is in position to launch the survival craft should, as far as practicable, not exceed 15 meters (49 feet) to the waterline when the vessel is in its lightest seagoing condition.

§ 199.240 Muster stations.

Each passenger vessel must, in addition to meeting the requirements of §199.110, have muster stations that—

(a) Are near the embarkation stations, unless a muster station is also an embarkation station;

(b) Permit ready access to the embarkation station, unless a muster station is also an embarkation station; and

(c) Have sufficient room to marshal and instruct passengers and special personnel.

§ 199.245 Survival craft embarkation and launching arrangements.

(a) Each davit-launched liferaft must be arranged to be rapidly boarded by its full complement of persons.

(b) All survival craft required for abandonment by the total number of persons on board must be capable of being launched with the survival crafts' full complement of persons and equipment within a period of 30 minutes from the time the abandon-ship signal is given.

§ 199.250 Drills.

(a) An abandon-ship drill and a fire drill, as described in §199.180, must be conducted on each passenger vessel at least weekly.

(b) The entire crew does not have to be involved in every drill, but each crewmember must participate in an abandon-ship drill and a fire drill each month.

(c) Passengers and special personnel must be strongly encouraged to attend abandon-ship and fire drills.

Subpart D—Additional Requirements for Cargo Vessels

§ 199.260 General.

Cargo vessels and special purpose vessels, as described in §199.10(f), must meet the requirements in this subpart in addition to the requirements in subparts A and B of this part.

[CGD 84–069, 61 FR 25313, May 20, 1996, as amended by USCG–1999–6216, 64 FR 53229, Oct. 1, 1999]

§ 199.261 Survival craft.

(a) Each survival craft must be approved and equipped as follows:

(1) Each lifeboat must be a totally enclosed lifeboat approved under approval series 160.135 and equipped as specified in table 199.175 of this part.

(2) Each inflatable liferaft must be approved under approval series 160.151 and be equipped with a SOLAS A pack.

(3) Each rigid liferaft must be approved under approval series 160.118 and be equipped as specified in table 199.175 of this part.

(4) Each liferaft must have a capacity of six persons or more.

(5) Each marine evacuation system must be approved under approval series 160.175.

(b) Each cargo vessel must carry—

(1) On each side of the vessel, lifeboats with an aggregate capacity sufficient to accommodate the total number of persons on board; and

(2) Liferafts—

(i) With an aggregate capacity sufficient to accommodate the total number of persons on board and that are stowed in a position providing for easy side-to-side transfer at a single open deck level; or

(ii) With an aggregate capacity on each side sufficient to accommodate the total number of persons on board.

(c) A cargo vessel is not required to meet the requirements of paragraph (b) of this section if it carries—

(1) Lifeboats capable of being free-fall launched over the stern of the vessel that have an aggregate capacity sufficient to accommodate the total number of persons on board; and

(2) On each side of the vessel, liferafts with an aggregate capacity sufficient to accommodate the total number of persons on board with the liferafts on at least one side of the vessel being served by launching appliances or marine evacuation systems.

(d) Cargo vessels less than 85 meters (278 feet) in length, with the exception of tank vessels, are not required to meet paragraphs (b) or (c) of this section if they meet the following:

(1) On each side of the vessel—

(i) Liferafts are carried with an aggregate capacity sufficient to accommodate the total number of persons on board and are stowed in a position providing for easy side-to-side transfer at a single open deck level; or

(ii) Liferafts are carried with an aggregate capacity sufficient to accommodate 150 percent of the total number of persons on board. If the rescue boat required under §199.262 is also a lifeboat, its capacity may be included to meet the aggregate capacity requirement.

(2) In the event the largest survival craft on either side of the vessel is lost or rendered unserviceable, there must be survival craft available for use on each side of the vessel, including those which are stowed in a position providing for side-to-side transfer at a single open deck level, with a capacity sufficient to accommodate the total number of persons on board.

(e) Each cargo vessel on which the horizontal distance from the extreme end of the stem or stern of the vessel to the nearest end of the closest survival craft is more than 100 meters (328 feet) must carry, in addition to the liferafts required by paragraphs (b)(2) and (c)(2) of this section, a liferaft stowed as far forward or aft, or one as far forward and another as far aft, as is reasonable and practicable. The requirement for the liferaft to float free under §199.130(c)(7) does not apply to a liferaft under this paragraph, provided it is arranged for quick manual release.

(f) Each lifeboat on a tank vessel certificated to carry cargos that emit toxic vapors or gases must be approved as a lifeboat with a self-contained air support system or a fire-protected lifeboat.

(g) Each lifeboat must be approved as a fire-protected lifeboat if it is carried on a tank vessel certificated to carry cargos that have a flashpoint less than 60 °C as determined under ASTM D 93 (incorporated by reference, see §199.05).

[CGD 84–069, 61 FR 25313, May 20, 1996, as amended by USCG–1999–5151, 64 FR 67187, Dec. 1, 1999]

§ 199.262 Rescue boats.

(a) Each cargo vessel must carry at least one rescue boat. Each rescue boat must be approved under approval series 160.156 and be equipped as specified in table 199.175 of this part.

(b) A lifeboat is accepted as a rescue boat if, in addition to being approved under approval series 160.135, it also is approved under approval series 160.156.

§ 199.271 Lifebuoys.

Each cargo vessel must carry the number of lifebuoys prescribed in table 199.271 of this section.

TABLE 199.271—REQUIREMENTS FOR LIFEBUOYS ON CARGO VESSELS

Length of vessel in meters (feet)	Minimum number of lifebuoys
Under 100 (328)	8
100 (328) and under 150 (492)	10
150 (492) and under 200 (656)	12
200 (656) and over	14

§ 199.273 Immersion suits.

(a) Each cargo vessel must carry an immersion suit approved under approval series 160.171 of an appropriate size for each person on board.

(b) If watch stations, work stations, or work sites are remote from cabins, staterooms, or berthing areas and the immersion suits stowed in those locations, there must be, in addition to the immersion suits required under paragraph (a) of this section, enough immersion suits stowed at the watch stations, work stations, or work sites to equal the number of persons normally on watch in, or assigned to, those locations at any time.

(c) The immersion suits required under paragraphs (a) and (b) of this section are not required if the cargo vessel operates only on routes between 32 degrees north and 32 degrees south latitude.

(d) The immersion suits required under this section can be included to meet the requirements of § 199.70(c).

[CGD 84–069, 61 FR 25313, May 20, 1996; 61 FR 40281, Aug. 1, 1996]

§ 199.280 Survival craft embarkation and launching arrangements.

(a) Each lifeboat must be arranged to be boarded and launched directly from the stowed position.

(b) Each davit-launched liferaft must be arranged to be boarded and launched from a position immediately adjacent to the stowed position or from a position where, under § 199.130(c)(4), the liferaft is transferred before launching.

(c) Cargo vessels of 20,000 tons gross tonnage or more must carry lifeboats that are capable of being launched, using painters if necessary, with the vessel making headway at speeds up to 5 knots in clam water.

(d) All survival craft required for abandonment by the total number of persons on board must be capable of being launched with their full complement of persons and equipment within 10 minutes from the time the abandon-ship signal is given.

(e) On a tank vessel carrying crude oil, product, chemicals, or liquefied gases, notwithstanding the requirements of § 199.150(c), each launching appliance, together with its lowering and recovery gear, must be arranged so that the fully equipped survival craft the launching appliance serves can be safely lowered on the lower side of the vessel at the angle of heel after damage calculated in accordance with—

(1) The International Convention for the Prevention of Pollution from Ships, 1973, as amended by the Protocol of 1978 (MARPOL 73/78), in the case of an oil tanker;

(2) The International Code for the Construction and Equipment of Ships carrying Dangerous Chemicals in Bulk (incorporated by reference, see § 199.05), in the case of a chemical tanker; or

(3) The International Code for the Construction and Equipment of Ships carrying Liquefied Gases in Bulk (incorporated by reference, see § 199.05), in the case of a gas carrier.

[CGD 84–069, 61 FR 25313, May 20, 1996, as amended by USCG–1999–6216, 64 FR 53229, Oct. 1, 1999; USCG–2020–0107, 87 FR 68310, Nov. 14, 2022]

§ 199.290 Stowage of survival craft.

(a) To meet the requirements of § 199.130(b)(1), each lifeboat—

(1) On a cargo vessel 80 meters (262 feet) or more in length but less than

120 meters (393 feet) in length, must be stowed with the after-end of the lifeboat at a distance not less than one length of the lifeboat forward of the vessel's propeller; and

(2) On a cargo vessel 120 meters (393 feet) or more in length, must be stowed with the after end of the lifeboat not less than 1.5 times the length of the lifeboat forward of the vessel's propeller.

(b) On a tank vessel certificated to carry cargos that have a flashpoint less the 60 °C as determined under ASTM D 93 (incorporated by reference, see §199.05), each lifeboat or launching appliance of aluminum construction must be protected by a water spray system meeting the requirements of part 34, subpart 34.25 of this chapter.

(c) Other than the stowage position for the liferaft required under §199.261(e), no stowage position or muster and embarkation station for a survival craft on a tank vessel may be located on or above a cargo tank, slop tank, or other tank containing explosives or hazardous liquids.

(d) Each lifeboat and davit-launched liferaft must be arranged to be boarded by its full complement of persons within 3 minutes from the time the instruction to board is given.

[CGD 84–069, 61 FR 25313, May 20, 1996, as amended by USCG–1999–5151, 64 FR 67187, Dec. 1, 1999]

Subpart E—Additional Requirements for Vessels Not Subject to SOLAS

§ 199.500 General.

This subpart sets out requirements in addition to the requirements in subparts A, B, C, and D of this part applicable to vessels not subject to SOLAS.

§ 199.510 EPIRB requirements.

(a) Each vessel must carry a category 1 406 MHz satellite EPIRB meeting the requirements of 47 CFR part 80.

(b) When the vessel is underway, the EPIRB must be stowed in its float-free bracket with the controls set for automatic activation and be mounted in a manner so that it will float free if the vessel sinks.

§ 199.520 Lifeboat requirements.

When the vessel's lifeboats are used to carry persons to and from the vessel in a harbor or at an anchorage, the survival craft remaining on the vessel must have an aggregate capacity sufficient to accommodate all persons remaining on board.

Subpart F—Exemptions and Alternatives for Vessels Not Subject to SOLAS

§ 199.600 General.

This subpart sets out specific exemptions and alternatives to requirements in subparts A, B, C, D, and E of this part for vessels not subject to SOLAS.

§ 199.610 Exemptions for vessels in specified services.

(a) *All vessels.* Vessels operating in coastwise, Great Lakes, lakes, bays and sounds, and rivers services are exempt from requirements in subparts A through E of this part as specified in table 199.610(a) of this section.

TABLE 199.610(a)—EXEMPTIONS FOR ALL VESSELS IN SPECIFIED SERVICES

Section or paragraph in this part	Service			
	Coastwise	Great Lakes	Lakes, bays, and sounds	Rivers
199.60(c): Distress signals	(1)	(1)	Exempt	Exempt.
199.70(a)(3)(iii): Lifebuoys fitted with smoke signals.	Exempt	Exempt	Exempt	Exempt.
199.70(b)(1)(i): Carriage of additional child-size lifejackets.	(2)	(2)	(2)	(2)
199.70(b)(4)(i): Lifejacket lights (for lifejackets).	(3)	(3)	Exempt	Exempt.
199.70(c)(4)(i): Lifejacket lights (for immersion suits).	(3)	(3)	Exempt	Exempt.
199.70(b)(4)(ii): Lifejacket whistles	Exempt	Exempt	Exempt	Exempt.

TABLE 199.610(a)—EXEMPTIONS FOR ALL VESSELS IN SPECIFIED SERVICES—Continued

Section or paragraph in this part	Service			
	Coastwise	Great Lakes	Lakes, bays, and sounds	Rivers
199.70(c): Immersion suits for rescue boat crew members.	Not Exempt	Not Exempt	Exempt	Exempt.
199.70(c)(4)(ii): Immersion suit whistles	Exempt	Exempt	Exempt	Exempt.
199.100(c)(1): Requirements for person-in-charge of survival craft.	Not Exempt	Not Exempt	Not Exempt	Exempt.
199.100(d): Designation of second-in-command of lifeboat.	[4]	[4]	[4]	Exempt.
199.110(f): Embarkation ladders at launching stations.	[5]	[5]	[5]	[5]
199.130(a)(4): Survival craft stowage position.	Not Exempt	Not Exempt	Exempt	Exempt.
199.170: Line-throwing appliance	Not Exempt	Exempt	Exempt	Exempt.
199.175(b)(21)(i)(G) or 199.640(j)(4)(iii)(E): Float-free link.	[6]	[6]	[6]	[6]
199.190(j): Renewal of survival craft falls	Not Exempt	[7]	[7]	[7]
199.202 or 199.262 Rescue boats	[8]	[8]	[8]	[8]
199.510: EPIRB requirement	[8 9]	[8 10]	Exempt	Exempt.

NOTES:
[1] Exempt if the vessel operates on a route with a duration of 30 minutes or less.
[2] Exempt if the vessel does not carry persons smaller than the lower size limit of the lifejackets carried.
[3] Exempt if the vessel is a ferry or has no overnight accommodations.
[4] Exempt if the lifeboat has a carrying capacity of less than 40 persons.
[5] Exempt if the distance is less than 3 meters (10 feet) from the embarkation deck to the water with the vessel in its lightest seagoing operating condition.
[6] Exempt if the vessel operates on a route on which the water depth is never more than the length of the painter.
[7] Exempt if the vessel operates on a fresh water route and inspection shows that the falls are not damaged by corrosion.
[8] Exempt if the vessel is non-self propelled and in tow, moored to or alongside a MODU or a self-propelled vessel, or moored to shore.
[9] Exempt if the vessel is a cargo vessel under 300 tons gross tonnage and operates on a route no more than 3 nautical miles from shore.
[10] Exempt if the vessel operates on a route no more than 3 nautical miles from shore.

(b) *Passenger vessels.* In addition to the exemptions in paragraph (a) of this section, passenger vessels operating in coastwise; Great Lakes; lakes, bays, and sounds; and rivers service are exempt from requirements in subparts A through E of this part as specified in table 199.610(b) of this section.

TABLE 199.610(b)—EXEMPTIONS FOR PASSENGER VESSELS IN SPECIFIED SERVICES

Section or paragraph in this part	Service			
	Coastwise	Great Lakes	Lakes, bays, and sounds	Rivers
199.203: Marshalling of liferafts	Not Exempt	Exempt	Exempt	Exempt.
199.211(b): Lights on lifebuoys	[1]	[1]	[1]	[1]
199.212(a): Carriage of additional five percent lifejackets.	Exempt	Exempt	Exempt	Exempt.
199.214: Immersion suits and thermal protective aids in lifeboats.	Not Exempt	Not Exempt	Exempt	Exempt.

NOTE:
[1] Exempt if the length of vessel is under 60 meters (197 feet) and there are self-igniting lights attached to at least one-half the required lifebuoys.

(c) *Cargo vessels.* In addition to the exemptions in paragraph (a) of this section, cargo vessels are exempt from requirements in subparts A through E of this part as specified in table 199.610(c) of this section.

TABLE 199.610(c)—EXEMPTIONS FOR CARGO VESSELS IN SPECIFIED SERVICES

Section or paragraph in this part	Service				
	Oceans	Coastwise	Great Lakes	Lakes, Bays, and Sounds	Rivers
199.70(a)(3)(ii): Lights on lifebuoys	Not exempt	[1]	[1]	[1]	[1]

TABLE 199.610(c)—EXEMPTIONS FOR CARGO VESSELS IN SPECIFIED SERVICES—Continued

Section or paragraph in this part	Service				
	Oceans	Coastwise	Great Lakes	Lakes, Bays, and Sounds	Rivers
199.80(b): Muster list	(2)	(2)	(2)	(2)	(2)
199.262(a): Rescue boats	(2 3)	(3)	(3)	(3)	(3)
199.273: Immersion suits	Not exempt	Not exempt	Not exempt	Exempt	Exempt

NOTES:
[1] Exempt if the length of vessel is under 30 meters (99 feet).
[2] Exempt if the vessel is under 500 tons gross tonnage.
[3] Exempt if—(i) the OCMI determines the vessel is arranged to allow a helpless person to be recovered from the water.
(ii) recovery of the helpless person can be observed from the navigating bridge; and
(iii) the vessel does not regularly engage in operations that restrict its maneuverability.

[CGD 84–069, 61 FR 25313, May 20, 1996, as amended at 63 FR 52819, Oct. 1, 1998; USCG–1999–6216, 64 FR 53229, Oct. 1, 1999; USCG–2000–7790, 65 FR 58465, Sept. 29, 2000]

§ 199.620 Alternatives for all vessels in a specified service.

(a) *General.* Vessels operating in oceans; coastwise; Great Lakes; lakes, bays, and sounds; and rivers service may comply with alternative requirements to subparts A through E of this part as described in this section for the services specified in table 199.620(a) of this section.

TABLE 199.620(a)—ALTERNATIVE REQUIREMENTS FOR ALL VESSELS IN A SPECIFIED SERVICE

Section or paragraph in this part:	Service and reference to alternative requirement section or paragraph				
	Oceans	Coastwise	Great Lakes	Lakes, bays and sounds	Rivers
199.70(a): Lifebuoy approval series	199.620(b)[1]	199.620(b)[1]	199.620(b)	199.620(b)	199.620(b).
199.70(b): Lifejacket approval series	199.620(c)[2]	199.620(c)[2]	199.620(c)	199.620(c)	199.620(c).
199.70(b)(1): Number of lifejackets carried	No Alternative	199.620(d)	199.620(d)	199.620(d)	199.620(d).
199.70(b)(4)(i): Lifejacket light approval series.	No Alternative	199.620(e)	199.620(e)	Not Applicable	Not Applicable.
199.100(b): Manning of survival craft	No Alternative	No Alternative	No Alternative	No Alternative	199.620(o).
199.110(f): Embarkation ladder	199.620(f)	199.620(f)	199.620(f)	199.620(f)	199.620(f).
199.130(b): Survival craft stowage position.	No Alternative	No Alternative	199.620(g)	199.620(g)	199.620(g).
199.170: Line-throwing appliance approval series.	199.620(h)[2]	199.620(h)[3]	Not Applicable	Not Applicable	Not Applicable.
199.175: Lifeboat, rescue boat, and rigid liferaft equipment.	199.620(i)[4]	199.620(i)	199.620(j)	199.620(j)	199.620(j).
199.180 Training and drills	199.620(p)	199.620(p)	199.620(p)	199.620(p)	199.620(p).
199.190: Spares and repair equipment	199.620(n)	199.620(n)	199.620(n)	199.620(n)	199.620(n).
199.190(g)(3): Service Intervals for inflatable liferaft or inflatable buoyant apparatus.	199.620(q)	199.620(q)	199.620(q)	199.620(q)	199.620(q).
199.201(a)(2) or 199.261: Inflatable liferaft equipment.	199.620(l)[4]	199.620(l)	199.620(l)	199.620(l)	199.620(l).
199.201(a)(2) or 199.261: Liferaft approval series.	No Alternative	199.620(k)	199.620(k)	199.620(k)	199.620(k).

[1] Alternative applies if lifebuoy is orange.
[2] Alternative applies only to cargo vessels that are less than 500 tons gross tonnage.
[3] Alternative applies to cargo vessels that are less than 500 tons gross tonnage and to all passenger vessels.
[4] Alternative applies to passenger vessels limited to operating no more than 50 nautical miles from shore.

(b) *Lifebuoy approval series.* As an alternative to a lifebuoy approved under approval series 160.150, vessels may carry a lifebuoy approved under approval series 160.050.

(c) *Lifejackets approval series.* As an alternative to a lifejacket meeting the approval requirements in § 199.70, vessels may carry a lifejacket approved under approval series 160.002, 160.005, 160.055, or 160.077.

(d) *Lifejacket quantity.* Vessels may carry lifejackets as follows:

(1) If lifejackets are stowed in cabins, staterooms, or berthing areas that are readily accessible to each watch or

work station, the requirement in §199.70(b)(2)(iv) to have lifejackets at each watch or work station need not be met.

(2) If the vessel carries lifejackets that are designated extended-size, then the number of child-size lifejackets carried to meet §199.70(b)(1)(i) may be reduced. To take the reduction in child-size lifejackets, extended-size lifejackets having the same lower size limit must be substituted for all of the required adult lifejackets. The number of child-size lifejackets required depends on the lower size limit of the extended-size lifejackets and is calculated by any one of the following formulas where PC is the number of child-size lifejackets expressed as a percentage of the number of lifejackets required under §199.70(b)(1):

(i) PC = LS ÷ 4.1, where LS equals the lower size limit expressed in kilograms.

(ii) PC = LS ÷ 9, where LS equals the lower size limit expressed in pounds.

(iii) PC = (LS − 81) ÷ 7.6, where LS equals the lower size limit expressed in centimeters.

(iv) PC = (LS − 32) ÷ 3, where LS equals the lower size limit expressed in inches.

(e) *Lifejacket light approval series.* As an alternative to lights approved under approval series 161.112, vessels may use lights for lifejackets and immersions suits approved under series 161.012. However, lifejacket lights bearing Coast Guard approval number 161.012/2/1 are not permitted on vessels certificated to operate on waters where water temperature may drop below 10 °C (50 °F).

(f) *Embarkation ladder.* An embarkation ladder may be a chain ladder approved under approval series 160.017.

(g) *Survival craft stowage positions.* Vessels having widely separated accommodation and service spaces may have, as an alternative to the requirements of §199.130(b), all required lifeboats and 50 percent of the required liferafts stowed as close as possible to the accommodation and service space that normally holds the greatest number of persons, with the remainder of the liferafts stowed as close as possible to each other accommodation and service space.

(h) *Line-throwing appliance approval series.* As an alternative to a line-throwing appliance that meets the requirements in §199.170, vessels may carry a line-throwing appliance approved under approval series 160.031, which may have an auxiliary line that is at least 150 meters (500 feet).

(i) *Lifeboat, rescue boat, and rigid liferaft equipment; oceans and coastwise.* Lifeboats, rescue boats, and rigid liferafts may carry the equipment specified in table 199.175 of this part for vessels on a short international voyage.

(j) *Lifeboat, rescue boat, and rigid liferaft equipment; other services.* As an alternative to meeting the survival craft equipment requirements of §199.175, a vessel may carry the equipment specified in table 199.620(j) of this section under the vessel's category of service. Each item in the table has the same description as in §199.175.

TABLE 199.620(j)—SURVIVAL CRAFT EQUIPMENT

Item No.	Item	Great Lakes			Lakes, bays and sounds			Rivers		
		Lifeboat	Rigid liferaft	Rescue boat	Lifeboat	Rigid liferaft	Rescue boat	Lifeboat	Rigid liferaft	Rescue boat
1	Bailer[1]	1	1	1	1	1	1	.....	.....	.....
2	Bilge pump[2]	1	.....	.....	1	.....	.....	.....	.....	.....
3	Boathook	1	.....	1	1	.....	1	1	.....	1
4	Bucket[3]	1	.....	1	1	.....	.....	1	.....	.....
9	Fire extinguisher	1	.....	1	1	.....	1	1	.....	1
12	Flashlight	1	1	1	.....	.....	.....	.....	.....	.....
13	Hatchet	2	.....	.....	1	.....	.....	1	.....	.....
15	Instruction card	.....	1	.....	.....	1	.....	.....	1	.....
18	Ladder	1	.....	1	.....	.....	.....	.....	.....	.....
20	Oars, units[4 5]	1	.....	1	1	.....	1	1	.....	1
	Paddles	.....	2	.....	.....	2	.....	.....	2	.....
21	Painter	2	1	1	1	1	1	1	1	1
23	Pump[6]	.....	.....	1	.....	.....	1	.....	.....	1
26	Repair kit[6]	.....	.....	1	.....	.....	1	.....	.....	1

TABLE 199.620(j)—SURVIVAL CRAFT EQUIPMENT—Continued

Item No.	Item	Great Lakes			Lakes, bays and sounds			Rivers		
		Lifeboat	Rigid liferaft	Rescue boat	Lifeboat	Rigid liferaft	Rescue boat	Lifeboat	Rigid liferaft	Rescue boat
27	Sea anchor	1	2	1	.....	.....	.....	.....	.....	.....
28	Searchlight	1	.....	1	.....	.....	.....	.....	.....	.....
31	Signal, hand flare	6	6	.....	6	6	.....	.....	.....	.....
32	Signal, parachute flare	4	4	.....	.....	.....	.....	.....	.....	.....
33	Skates and fenders[7]	1	.....	1	1	.....	1	1	.....	1
34	Sponge[6]	.....	2	2	.....	2	2	.....	.....	.....
35	Survival instructions	1	1	.....	1	1	.....	.....	.....	.....
38	Tool kit	1	.....	.....	1	.....	.....	1	.....	.....
39	Towline[8]	1	.....	1	1	.....	1	1	.....	1

NOTES:
[1] Each liferaft approved for 13 persons or more must carry two of these items.
[2] Not required for boats of self-bailing design.
[3] Not required for inflated or rigid-inflated rescue boats.
[4] Oars not required on a free-fall lifeboat; a unit of oars means the number of oars specified by the boat manufacturer.
[5] Rescue boats may substitute buoyant paddles for oars, as specified by the manufacturer.
[6] Not required for a rigid rescue boat.
[7] Required if specified by the manufacturer.
[8] Required only if the lifeboat is also the rescue boat.

(k) *Liferaft approval series.* As an alternative to liferafts that meet the requirements in §§199.201(a) and 199.261(a), vessels may—

(1) Carry inflatable liferafts approved under approval series 160.051; and

(2) Have liferafts with a capacity less than six persons.

(l) *Inflatable liferaft equipment.* As an alternative to the SOLAS A Pack, vessels may have a SOLAS B Pack for each inflatable liferaft.

(m) [Reserved]

(n) *Spare parts and repair equipment.* As an alternative to carrying spare parts and repair equipment as required in §199.190(c), a vessel need not carry spare parts and repair equipment if it operates daily out of a shore base where spare parts and repair equipment are available.

(o) Deckhands may be used to operate the survival craft and launching arrangements.

(p) Training and drill subjects required under §199.180 may be omitted if the vessel is not fitted with the relevant equipment, installation or system.

(q) For a new liferaft or inflatable buoyant apparatus, the first annual servicing may be deferred to two years after initial packing if so indicated on the servicing sticker.

[CGD 84–069, 61 FR 25313, May 20, 1996; 61 FR 40281, Aug. 1, 1996, as amended at 63 FR 52820, Oct. 1, 1998; 63 FR 56066, Oct. 20, 1998; USCG–2001–10224, 66 FR 48621, Sept. 21, 2001; USCG–2001–11118, 67 FR 58542, Sept. 17, 2002]

§ 199.630 Alternatives for passenger vessels in a specified service.

(a) In addition to the alternatives for certain requirements in §199.620, passenger vessels operating in oceans; coastwise; Great Lakes; lakes, bays, and sounds; and rivers service may comply with alternative requirements to subparts A through C of this part as described in this section for the services specified in table 199.630(a) of this section.

TABLE 199.630(a)—ALTERNATIVE REQUIREMENTS FOR PASSENGER VESSELS IN A SPECIFIED SERVICE

Section or paragraph in this part	Service and reference to alternative requirement section or paragraph				
	Oceans	Coastwise	Great Lakes	Lakes, bays, and sounds	Rivers
199.60(c): Distress signals.	No Alternative	No Alternative	199.630(b)	Not Applicable	Not Applicable.
199.100(c): Person in charge of survival craft.	No Alternative	199.630(l)	199.630(l)	199.630(l)	199.630(l)

TABLE 199.630(a)—ALTERNATIVE REQUIREMENTS FOR PASSENGER VESSELS IN A SPECIFIED SERVICE—Continued

Section or paragraph in this part	Service and reference to alternative requirement section or paragraph				
	Oceans	Coastwise	Great Lakes	Lakes, bays, and sounds	Rivers
199.100(d): Lifeboat second-in-command.	No Alternative	No Alternative	199.630(m)	199.630(m)	Not Applicable.
199.201(b): Number and type of survival craft carried.	199.630(c)[1]	199.630(c) or 199.630(d)[2].	199.630(c) or 199.630(d)[2] or 199.630(e) or 199.630(f)[2] or 199.630(g)[2 3] or 199.630(h)[4].	199.630(c) or 199.630(d) or 199.630(e) or 199.630(f)[2] or 199.630(g) or 199.630(h)[4].	199.630(c) or 199.630(e) or 199.630(f) or 199.630(g) or 199.630(h)[4].
199.202: Rescue boat approval series.	No Alternative	No Alternative	No Alternative	199.630(i)[5]	199.630(i).
199.203: Marshaling of liferafts.	No Alternative	199.630(j)	Not Applicable	Not Applicable	Not Applicable.
199.211(a): Quantity of lifebuoys.	No Alternative	199.630(k)	199.630(k)	199.630(k)	199.630(k).

NOTES:
[1] Alternative applies if the vessel operates on a route no more than 50 nautical miles from shore.
[2] Alternative applies if the vessel is a ferry or has no overnight accommodations for passengers.
[3] Alternative applies during periods of the year the vessel operates in warm water.
[4] Alternative applies if the vessel operates in shallow water not more than 3 miles from shore where the vessel cannot sink deep enough to submerge the topmost deck.
[5] Alternative applies if the vessel operates on sheltered lakes or harbors.

(b) As an alternative to distress signals that meet the requirements of §199.60, vessels may carry at least 12 hand red flare distress signals approved under approval series 160.021 or 160.121.

(c) As an alternative to the lifeboat capacity requirements of §199.201(b)(1)(i), vessels may carry lifeboats with an aggregate capacity sufficient to accommodate not less than 30 percent of the total number of persons on board. These lifeboats must be equally distributed, as far as practicable, on each side of the vessel. Liferafts on these vessels may be either SOLAS A or SOLAS B liferafts.

(d) As an alternative to the survival craft requirements of §199.201(b), vessels may carry inflatable buoyant apparatus having an aggregate capacity, together with the capacities of any lifeboats, rescue boats, and liferafts carried on board sufficient to, accommodate the total number of persons on board. These inflatable buoyant apparatus must—

(1) Be served by launching appliances or marine evacuation systems evenly distributed on each side of the vessel if the embarkation deck is more than 3 meters (10 feet) above—

(i) The waterline under normal operating conditions; or

(ii) The equilibrium waterline after the vessel is subjected to the assumed damage and subdivision requirements in part 171 of this chapter;

(2) Be stowed in accordance with the requirements of §§199.130(a), 199.130(c), and 199.178; and

(3) Be equipped in accordance with the requirements in table 199.640(j) of this part.

(e) As an alternative to the survival craft requirements of §199.201(b), vessels may carry—

(1) Liferafts having an aggregate capacity, together with the capacities of any lifeboats carried on board, sufficient to accommodate the total number of persons on board that are served by launching appliances or marine evacuation systems evenly distributed on each side of the vessel; and

(2) In addition to the liferafts required in paragraph (e)(1) of this section, additional liferafts that have an aggregate capacity sufficient to accommodate at least 10 percent of the total number of persons, or equal to the capacity of the largest single survival craft on the vessel, whichever is the greater. The additional liferafts are not required to be stowed in accordance with §199.130(c), but they must be served by at least one launching appliance or marine evacuation system on each side of the vessel.

(f) As an alternative to the survival craft requirements of §199.201(b), vessels may have a safety assessment approved by the local OCMI that addresses the following:

(1) The navigation and vessel safety conditions within the vessel's planned operating area including—

(i) The scope and degree of the risks or hazards to which the vessel will be subject during normal operations;

(ii) The existing vessel traffic characteristics and trends, including traffic volume; the sizes and types of vessels involved; potential interference with the flow of commercial traffic; the presence of any unusual cargoes; and other similar factors;

(iii) The port and waterway configuration and variations in local conditions of geography, climate, and other similar factors; and

(iv) Environmental factors.

(2) A comprehensive shipboard safety management and contingency plan that is tailored to the particular vessel, is easy to use, is understood by vessel management personnel both on board and ashore, is updated regularly, and includes—

(i) Guidance to assist the vessel's crew in meeting the demand of catastrophic vessel damage;

(ii) Procedures to mobilize emergency response teams;

(iii) Procedures for moving passengers from the vessel's spaces to areas protected from fire and smoke, to embarkation areas, and off the vessel. The procedures must address provisions for passengers with physical or mental impairments;

(iv) Lists of external organizations that the vessel's operator would call for assistance in the event of an incident;

(v) Procedures for establishing and maintaining communications on board the vessel and with shoreside contacts; and

(vi) Guidance on theoretical, practical, and actual simulation training that includes the personnel or organizations identified in the plan so they can practice their roles in the event of an incident.

(g) As an alternative to the survival craft requirements of §199.201(b), vessels may carry inflatable buoyant apparatus having an aggregate capacity sufficient to accommodate 67 percent of the total number of persons on board, minus the capacities of any lifeboats, rescue boats and liferafts carried on board. These inflatable buoyant apparatus must meet the arrangement requirements of §199.630 (d)(1) through (d)(3). The number of persons accommodated in an inflatable buoyant apparatus may not exceed 150% of its rated capacity.

(h) A vessel need not comply with the requirements for survival craft in §199.201(b) if the vessel operates—

(1) On a route that is in shallow water not more than 3 miles from shore and the vessel cannot sink deep enough to submerge the topmost deck; or

(2) Where the cognizant OCMI determines that survivors can wade ashore.

(i) As an alternative to the rescue boat required in §199.202, vessels may carry a rescue boat meeting the requirements of part 160, subpart 160.056 of this chapter if it is equipped with a motor and meets the following:

(1) The towline for the rescue boat must be at least the same size and length as the rescue boat painter.

(2) The rescue boat must meet the embarkation, launching, and recovery arrangement requirements in §199.160 (b) through (f). The OCMI may allow deviations from the rescue boat launching requirements based on the characteristics of the boat and the conditions of the vessel's route.

(j) As an alternative to the requirements of §199.203(a), a vessel that meets the subdivision requirements in §171.068 of this chapter may meet the requirements of §199.203(b).

(k) Vessels carrying lifebuoys may carry—

(1) The number of lifebuoys specified in table 199.630(k) of this section instead of the number required in §199.211; and

(2) If the vessel carries less than four lifebuoys, at least two with a self-igniting light attached to the lifebuoy. A buoyant lifeline may be fitted to one of the lifebuoys with a self-igniting light.

TABLE 199.630(k)—REQUIREMENTS FOR LIFEBUOYS

Length of vessel in meters (feet)	Minimum number of lifebuoys
Under 30 (98)	3
30 (98) and under 60 (196)	4
60 (196) and under 90 (297)	5
90 (297) and under 120 (393)	12
120 (393) and under 180 (590)	18
180 (590) and under 240 (787)	24
240 (787) and over	30

(l) A deck officer, able seaman, certificated person, or person practiced in the handling of liferafts or inflatable buoyant apparatus is not required to be placed in charge of each inflatable buoyant apparatus, provided that there are a sufficient number of such persons on board to launch the inflatable buoyant apparatus and supervise the embarkation of the passengers. The number of persons on board for the purpose of launching and operating inflatable buoyant apparatus may be reduced during any voyage where the vessel is carrying less than the number of passengers permitted on board, and the number of such persons is sufficient to launch and operate the number of survival craft required to accommodate everyone on board.

(m) The person designated second-in-command of survival craft is not required to be a certificated person if the person is practiced in the handling and operation of survival craft.

[CGD 84–069, 61 FR 25313, May 20, 1996; 61 FR 40281, Aug. 1, 1996, as amended at 63 FR 52821, Oct. 1, 1998; 63 FR 56067, Oct. 20, 1998; 63 FR 63798, Nov. 17, 1998]

§ 199.640 Alternatives for cargo vessels in a specified service.

(a) In addition to the alternatives for certain requirements in § 199.620, cargo vessels operating in oceans; coastwise; Great Lakes; lakes, bays, and sounds; and rivers service may comply with alternative requirements to subparts A, B, and D of this part as described in this section for the services specified in table 199.640(a) of this section.

TABLE 199.640(a)—ALTERNATIVE REQUIREMENTS FOR CARGO VESSELS IN A SPECIFIED SERVICE

Section or paragraph in this part	Service or reference to alternative requirement section				
	Oceans	Coastwise	Great Lakes	Lakes, bays, and sounds	Rivers
199.60(c): Distress signals	199.640(b)[1]	199.640(b)[1]	199.640(b)[1] or 199.630(b).	Not Applicable	Not Applicable.
199.261: Number and type of survival craft carried.	199.640(c)[6]	199.640(c)[6]	199.640(c)[2] or 199.640(d) or 199.640(e)[3] or 199.640(f)[4].	199.640(c)[2] or 199.640(d) or 199.640(e)[3] or 199.640(f)[4].	199.640(c) or 199.640(d) or 199.640(e)[3] or 199.640(f).[4]
199.262: Rescue boat substitution	No Alternative	199.640(g)	199.640(g)	199.640(g) or 199.640(h)[5].	199.640(g) or 199.640(h).
199.271: Lifebuoy quantity	No Alternative	199.640(i)	199.640(i)	199.640(i)	199.640(i).

NOTES:
[1] Alternative applies to vessels less than 150 tons gross tonnage that do not carry passengers or persons in addition to the crew.
[2] Alternative applies to cargo vessels less than 85 meters in length, tank vessels less than 500 tons gross tonnage, and nonself-propelled vessels.
[3] Alternative applies during periods of the year that the vessel operates in warm water.
[4] Alternative applies if the vessel operates in shallow water not more than 3 miles from shore where the vessel cannot sink deep enough to submerge the topmost deck.
[5] Alternative applies if the vessel operates on sheltered lakes or harbors.
[6] Alternative applies to vessels less than 500 tons gross tonnage.

(b) Vessels of less than 150 tons gross tonnage that do not carry persons other than the crew, may carry, as an alternative to distress signals that meet the requirements of § 199.60, six hand red flare distress signals approved under approval series 160.021 and six hand orange smoke distress signals approved under approval series 160.037.

(c) As an alternative to the survival craft requirements of § 199.261(b), (c), or (d), vessels may carry one or more liferafts with an aggregate capacity sufficient to accommodate the total number of persons on board. The liferafts must be—

(1) Readily transferable for launching on either side of the vessel; or

(2) Supplemented with additional liferafts to bring the total capacity of the liferafts available on each side of the vessel to at least 100 percent of the total number of persons on board. If additional liferafts are provided and the rescue boat required under §199.262 is also a lifeboat, its capacity may be included in meeting the aggregate capacity requirement.

(d) As an alternative to the survival craft requirements in §199.261 (b), (c), or (d), vessels may carry one or more totally enclosed lifeboats with an aggregate capacity sufficient to accommodate the total number of persons on board and one or more liferafts with an aggregate capacity sufficient to accommodate the total number of persons on board. This combination of survival craft must meet the following:

(1) The aggregate capacity of the lifeboats and liferafts on each side of the vessel must be sufficient to accommodate the total number of persons on board.

(2) If the survival craft are stowed more than 100 meters (328 feet from either the stem or the stern of the vessel, an additional liferaft must be carried and stowed as far forward or aft as is reasonable and practicable. The requirement for the liferaft to float free under §199.290(b) does not apply to a liferaft under this paragraph, provided the liferaft is arranged for quick manual release.

(e) As an alternative to the survival craft requirements in §199.261 (b), (c), or (d), during periods of the year the vessel operates in warm water, a vessel may carry lifefloats with an aggregate capacity sufficient to accommodate the total number of people on board. The lifefloat launching arrangement, stowage, and equipment must meet the requirements in §199.640(j).

(f) A vessel need not comply with the requirements for survival craft in §199.261 (b), (c), or (d) if the vessel operates—

(1) On a route that is in shallow water not more than 3 miles from shore and where the vessel cannot sink deep enough to submerge the topmost deck; or

(2) Where the cognizant OCMI determines that survivors can wade ashore.

(g) As an alternative to the rescue boat requirement in §199.262(a), vessels may carry a motor-propelled workboat or a launch that meets all the embarkation, launching, and recovery arrangement requirements in §199.160 (b) through (f). The OCMI may allow deviations from the rescue boat launching requirements based on the characteristics of the boat and the conditions of the vessel's route.

(h) As an alternative to the rescue boat requirement in §199.262, vessels may carry a rescue boat meeting the requirements of part 160, subpart 160.056 of this chapter if the rescue boat is equipped with a motor and meets the following:

(1) The towline for the rescue boat must be at least the same size and length as the rescue boat painter.

(2) The rescue boat must meet the embarkation, launching, and recovery arrangement requirements in §199.160(b). A manually-powered winch may be used if personnel embark and disembark the rescue boat only when it is in the water. If the rescue boat is launched or recovered with personnel on board, the embarkation, launching, and recovery arrangements must also meet §199.160 (c) through (f). The OCMI may allow deviations from the rescue boat launching requirements based on the characteristics of the boat and the conditions of the vessel's route.

(i) As an alternative to the number of lifebuoys required in §199.271, vessels may carry—

(1) If the vessel is self-propelled, the number of lifebuoys specified in table 199.640(i) of this section; or

(2) If the vessel is non self-propelled, one lifebuoy on each end of the vessel.

TABLE 199.640(i)—REQUIREMENTS FOR LIFEBUOYS

Length of vessel in meters (feet)	Minimum No. of Lifebuoys
Under 30 (98)	3
30 (98) and under 60 (196)	4
60 (196) and under 100 (328)	6
100 (328) and under 150 (492)	10
150 (492) and under 200 (656)	12
200 (656) and over	14

(j) *Vessels carrying buoyant apparatus, inflatable buoyant apparatus, or*

lifefloats. Vessels carrying buoyant apparatus, inflatable buoyant apparatus, or lifefloats must meet the following:

(1) *General*. Each buoyant apparatus and inflatable buoyant apparatus must be approved under approval series 160.010. Each lifefloat must be approved under approval series 160.027.

(2) *Stowage*. Each buoyant apparatus, inflatable buoyant apparatus, or lifefloat must, in addition to meeting the general stowage requirements of §199.130(a), be stowed as follows:

(i) Each inflatable buoyant apparatus must meet the liferaft stowage requirements in §199.130(c).

(ii) Each buoyant apparatus and lifefloat must—

(A) Meet the liferaft stowage requirements in §199.130(c) (1), (2), (3), (6), and (7); or

(B) Meet the liferaft stowage requirements in §199.130(c) (1), (2), (3), and (6), and have lashings that can be easily released.

(iii) A painter must be secured to the buoyant apparatus or lifefloat by—

(A) The attachment fitting provided by the manufacturer; or

(B) A wire or line that encircles the body of the buoyant apparatus or lifefloat, that will not slip off, and that meets the requirements of paragraph (4)(iii) of this section.

(iv) If buoyant apparatus or lifefloats are arranged in groups with each group secured by a single painter—

(A) The combined mass of each group must not exceed 185 kilograms (407.8 pounds);

(B) Each buoyant apparatus or lifefloat must be individually attached to the group's single painter by its own painter, which must be long enough to allow the buoyant apparatus or lifefloat to float without contacting any other buoyant apparatus or lifefloat in the group;

(C) The strength of the float-free link and the strength of the group's single painter must be appropriate for the combined capacity of the group of buoyant apparatus or lifefloats;

(D) The group of buoyant apparatus or lifefloats must not be stowed in more than four tiers and, when stowed in tiers, the separate units must be kept apart by spacers; and

(E) The group of buoyant apparatus or lifefloats must be stowed to prevent shifting with easily detached lashings.

(3) *Marking*. Each buoyant apparatus or lifefloat must be marked plainly in block capital letters and numbers with the name of the vessel and the number of persons approved to use the device as shown on its nameplate.

(4) *Equipment*. Unless otherwise stated in this paragraph, each buoyant apparatus and lifefloat must carry the equipment listed in this paragraph and specified for it in table 199.640(j) of this section under the vessel's category of service.

(i) *Boathook*.

(ii) *Paddle*. Each paddle must be at least 1.2 meters (4 feet) long and buoyant.

(iii) *Painter*. The painter must—

(A) Be at least 30 meters (100 feet) long, but not less than three times the distance from the deck where the buoyant apparatus, inflatable buoyant apparatus, or lifefloats are stowed to the vessel's waterline with the vessel in its lightest seagoing condition;

(B) Have a breaking strength of at least 6.7 kiloNewtons (1,500 pounds-force), or if the capacity of the buoyant apparatus or lifefloat is 50 persons or more, have a breaking strength of at least 13.4 kiloNewtons (3,000 pounds-force);

(C) If made of a synthetic material, be of a dark color or be certified by the manufacturer to be resistant to deterioration from ultraviolet light;

(D) Be stowed in such a way that it runs out freely when the buoyant apparatus or lifefloat floats away from the sinking vessel; and

(E) Have a float-free link meeting the requirements of part 160, subpart 160.073 of this chapter secured to the end of the painter that is attached to the vessel, that is of the proper strength for the size and number of the buoyant apparatus or lifefloats attached to the float-free link.

(iv) *Self-igniting light*. The self-igniting light must be approved under approval series 161.010 and must be attached to the buoyant apparatus or lifefloat by a 12-thread manila or equivalent lanyard that is at least 5.5 meters (18 feet) long.

TABLE 199.640(j)—BUOYANT APPARATUS AND LIFEFLOAT EQUIPMENT

Item No.	Item	Oceans, coastwise, and Great Lakes	Lakes, bays, sounds, and rivers
i	Boathook[1]	1	1
ii	Paddles[1]	2	2
iii	Painter	1	1
iv	Self-igniting light[2]	1	.....

NOTES:
[1] Not required to be carried on buoyant apparatus.
[2] Not required to be carried on buoyant apparatus or life floats with a capacity of 24 persons or less.

[CGD 84–069, 61 FR 25313, May 20, 1996, as amended at 63 FR 52821, Oct. 1, 1998]