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122.520 Abandon ship and man overboard drills and training.
122.524 Fire fighting drills and training.
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Subpart F—Markings Required

122.602 Hull markings.
122.604 Lifesaving equipment markings.
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Subpart G—Operational Readiness, Maintenance, and Inspection of Lifesaving Equipment

122.700 Operational readiness.
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122.728 Testing and servicing of Emergency Position Indicating Radiobeacons (EPIRB).
122.730 Servicing of inflatable liferafts, inflatable buoyant apparatus, inflatable life jackets, and inflated rescue boats.
122.740 Periodic servicing of hydrostatic release units.

Subpart H—Penalties

122.900 Penalty for violations.
122.910 Suspension and revocation.

AUTHORITY: 46 U.S.C. 2103, 3306, 6101; E.O. 12234, 45 FR 58801, 3 CFR, 1980 Comp., p. 277; Department of Homeland Security Delegation No. 0170.1.

SOURCE: CGD 85–080, 61 FR 935, Jan. 10, 1996, unless otherwise noted.

Subpart A—General Provisions

§ 122.100 General requirement.

A vessel must be operated in accordance with applicable laws and regulations and in such a manner as to afford adequate precaution against hazards that might endanger the vessel and the persons being transported.

§ 122.115 Applicability; preemptive effect.

(a) An existing vessel need not comply with the hull marking requirements in § 122.602(c) until completion of a vessel's first drydock required by § 115.600 of this chapter that occurs after March 11, 1996.

(b) An existing vessel need not comply with the marking requirements in §§ 122.604 and 122.610, where the size and contents of the markings required by §§ 122.604 and 122.610 vary from the size and contents of required markings on lifesaving equipment, watertight doors, and watertight hatches on the vessel prior to March 11, 1996, until the existing markings are no longer legible, as determined by the cognizant Officer in Charge, Marine Inspection (OCMI).

(c) An existing vessel need not comply with the requirements of §§ 122.514, 122.515, 122.516, and 124.604(j) until completion of the first inspection for certification that occurs after March 11, 1996.

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

[CGD 85–080, 61 FR 935, Jan. 10, 1996; 61 FR 24464, May 15, 1996; USCG–2006–24797, 77 FR 33884, June 7, 2012]

Subpart B—Marine Casualties and Voyage Records

§ 122.202 Notice of marine casualty.

(a) Immediately after addressing resultant safety concerns, the owner, agent, master, or person in charge of a vessel involved in a marine casualty shall notify the nearest Sector Office, Marine Inspection Office, or Coast Guard Group Office whenever a vessel is involved in a marine casualty consisting of:

(1) An unintended grounding, or an unintended strike of (allision with) a bridge:

(2) An intended grounding, or an intended strike of a bridge, that creates a hazard to navigation, the environment, or the safety of a vessel, or that meets any criterion of paragraphs (a)(3) through (a)(7) of this section;

(3) Loss of main propulsion or primary steering, or any associated component or control system, that reduces the maneuverability of the vessel;

(4) An occurrence materially and adversely affecting the vessel's seaworthiness or fitness for service or route, including but not limited to fire,

flooding, failure of or damage to fixed fire extinguishing systems, lifesaving equipment, auxiliary power generating equipment, or bilge pumping systems;

(5) Loss of life;

(6) Injury that requires professional medical treatment (treatment beyond first aid) and, if the person is engaged or employed on board a vessel in commercial service, which renders the individual unfit to perform his or her routine duties; or

(7) An occurrence not meeting any of the above criteria but causing property damage in excess of $25,000. This damage includes the cost of labor and material to restore the property to its condition before the occurrence, but does not include the cost of salvage, cleaning, gas freeing, drydocking, or demurrage.

(b) A vessel is excluded from the requirements of paragraphs (a)(5) and (a)(6) of this section with respect to the death or injury of shipyard or harbor workers when such accidents are not the result of either a vessel casualty (e.g., collision) or a vessel equipment casualty (e.g., cargo boom failure) and are subject to the reporting requirements of the Occupational Safety and Health Administration (OSHA) in 29 Code of Federal Regulations (CFR) part 1904.

(c) Notice given as required by § 122.203 satisfies the requirement of this section if the marine casualty involves a hazardous condition.

[CGD 85–080, 61 FR 935, Jan. 10, 1996, as amended by USCG–2006–25556, 72 FR 36330, July 2, 2007]

§ 122.203 Notice of hazardous conditions.

Whenever there is a hazardous condition, as defined by § 114.400 of this chapter, on board the vessel, the owner, master, agent, or person in charge shall immediately notify the Captain of the Port of the port or place of destination and the Captain of the Port of the port or place in which the vessel is located of the hazardous condition.

§ 122.206 Written report of marine casualty.

(a) The owner, master, agent, or person in charge shall, within five days, file a written report of any marine casualty. This written report is in addition to the immediate notice required by § 122.202. This written report must be delivered to a Coast Guard Sector Office, or Marine Inspection Office. It must be provided on Form CG–2692 (Report of Marine Accident, Injury, or Death), Supplemented as necessary by appended Forms CG–2692A (Barge Addendum) and CG–2692B (Report of Required Chemical Drug and Alcohol Testing Following a Serious Marine Incident).

(b) If filed without delay after the occurrence of the marine casualty, the notice required by paragraph (a) of this section suffices as the notice required by § 122.202.

[CGD 85–080, 61 FR 935, Jan. 10, 1996, as amended by USCG–2006–25556, 72 FR 36330, July 2, 2007]

§ 122.208 Accidents to machinery.

The owner, managing operator, or master shall report damage to a boiler, unfired pressure vessel, or machinery that renders further use of the item unsafe until repairs are made, to the OCMI at the port in which the casualty occurred or nearest the port of first arrival, as soon as practicable after the damage occurs.

§ 122.210 Alcohol or drug use by individuals directly involved in casualties.

(a) For each marine casualty required to be reported by § 122.202, the owner, agent, master, or person in charge of the vessel shall determine whether there is any evidence of alcohol or drug use by individuals directly involved in the casualty.

(b) The owner, agent, master, or person in charge of the vessel shall include in the written report (Form CG–2692), submitted for the casualty information which:

(1) Identifies those individuals for whom evidence of drug or alcohol use, or evidence of intoxication, has been obtained; and

(2) Specifies the method used to obtain such evidence, such as personal observation of the individual, or by chemical testing of the individual.

(c) An entry must be made in the Official Logbook, if carried, pertaining to those individuals for whom evidence of