

## Coast Guard, DHS

## § 97.15-5

while underway, all persons not connected with the navigation of the vessel. However, licensed officers of vessels, persons regularly engaged in training, regulating, evaluating, or learning the profession of pilot, officials of the United States Coast Guard, United States Navy, National Imagery and Mapping Agency, National Ocean Service, United States Army Corps of Engineers, Maritime Administration, and National Transportation Safety Board may be allowed in the pilothouse or upon the navigation bridge upon the responsibility of the master or pilot.

[CGD 91-023, 59 FR 16779, Apr. 8, 1994, as amended by USCG-2001-10224, 66 FR 48620, Sept. 21, 2001]

### Subpart 97.11—Stability Letter

#### § 97.11-1 Posting.

If a stability letter is issued under § 170.120 of this chapter, it must be posted under glass or other suitable transparent material in the pilothouse of the vessel.

[CGD 79-023, 48 FR 51008, Nov. 4, 1983]

### Subpart 97.12—Cargo Stowage

#### § 97.12-1 Bulk ores and similar cargoes.

(a) The owners or operators of general cargo vessels which carry bulk cargoes such as ore, ore concentrates, and similar cargoes shall furnish to the masters of such vessels guidance information pertaining to the safe stowage of such cargoes.

#### § 97.12-5 Manual.

The manual on the “Stowage of Bulk Cargoes Such as Ore, Ore Concentrates, and Similar Cargoes when carried in General Cargo Vessels,” 1966,<sup>1</sup> printed and distributed by the National Cargo Bureau, Inc., 17 Battery Place, Suite 1232, New York, NY 10004-1207 (telephone: 212-785-8300; fax: 212-785-8333; or e-mail: [helpdesk@natcargo.org](mailto:helpdesk@natcargo.org)), is endorsed and recognized by the Coast

<sup>1</sup>Copies of this manual are on file at Coast Guard Headquarters and with the various Coast Guard District Commanders for reference purposes.

Guard for use in compliance with the requirements of § 97.12-1(a).

[CGFR 65-50, 30 FR 17011, Dec. 30, 1965, as amended by CGFR 66-33, 31 FR 15286, Dec. 6, 1966; CGD 96-041, 61 FR 50729, Sept. 27, 1996; USCG-2004-18884, 69 FR 58347, Sept. 30, 2004]

### Subpart 97.13—Station Bills

#### § 97.13-1 Muster lists, emergency signals, and manning.

The requirements for muster lists, emergency signals, and manning must be in accordance with subchapter W (Lifesaving Appliances and Arrangements) of this chapter.

[CGD 84-069, 61 FR 25289, May 20, 1996]

### Subpart 97.15—Tests, Drills, and Inspections

#### § 97.15-1 Application.

(a) Except as specifically noted, the provisions of this subpart shall apply to all vessels other than motorboats, and to all motorboats on an international voyage. Motorboats not on an international voyage shall meet the general intent of this subpart insofar as is reasonable and practicable with the exception that the logging of information is not required.

#### § 97.15-3 Steering gear, whistle, and means of communication.

(a) On all vessels making a voyage of more than 48 hours' duration, the entire steering gear, the whistle, and the means of communication between the bridge or pilothouse and the engineroom shall be examined and tested by an officer of the vessel within a period of not more than 12 hours prior to departure. On all other vessels similar examinations and tests shall be made at least once in every week.

(b) The date of the test and the condition of the equipment shall be noted in the official logbook.

#### § 97.15-5 Drafts and load line markings.

(a) The master of every vessel on an ocean, coastwise, or Great Lakes voyage shall enter the drafts of the vessel, forward and aft, in the official logbook when leaving port.

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(b) On vessels subject to the requirements of subchapter E (Load Lines) of this chapter at the time of departure from port on an ocean, coastwise, or Great Lakes voyage, the master shall insert in the official logbook a statement of the position of the load line mark, port and starboard, in relation to the surface of the water in which the vessel is then floating.

(1) When an allowance for draft is made for density of the water in which the vessel is floating, this density is to be noted in the official logbook.

### § 97.15-7 Verification of vessel compliance with applicable stability requirements.

(a) Except as provided in paragraph (d) of this section, after loading and prior to departure and at all other times necessary to assure the safety of the vessel, the master or person in charge shall determine that the vessel complies with all applicable stability requirements in the vessel's trim and stability book, stability letter, Certificate of Inspection, and Load Line Certificate, as the case may be. The vessel may not depart until it is in compliance with these requirements.

(b) When determining compliance with applicable stability requirements the vessel's draft, trim, and stability must be determined as necessary.

(c) If a log book is required by § 97.35, then the master or person in charge must enter an attestation statement verifying that the vessel complies with the applicable stability requirements at the times specified in paragraph (a) and any stability calculations made in support of the determination must be retained on board the vessel for the duration of the voyage.

(d) Stability verification is not required for tank barges whose Certificate of Inspection carries draft restrictions for purposes other than stability.

[CGD 89-037, 57 FR 41822, Sept. 11, 1992]

### § 97.15-10 Sanitation.

(a) It shall be the duty of the master and chief engineer to see that the vessel, and, in particular, the quarters are in a clean and sanitary condition. The chief engineer shall be responsible only for the sanitary condition of the engineering department.

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### § 97.15-15 Examination of boilers and machinery.

It shall be the duty of the chief engineer when assuming charge of the boilers and machinery of a vessel to examine them thoroughly. If any parts thereof are in bad condition, the fact shall immediately be reported to the master, owner or agent, and the Officer in Charge, Marine Inspection.

[CGD 95-028, 62 FR 51207, Sept. 30, 1997]

### § 97.15-17 Loading doors.

(a) The master of a vessel fitted with loading doors shall assure that all loading doors are closed watertight and secured during the entire voyage except that—

(1) If a door cannot be opened or closed while the vessel is at a dock, it may be open while the vessel approaches and draws away from the dock, but only as far as necessary to enable the door to be immediately operated;

(2) If needed to operate the vessel, or embark and disembark passengers when the vessel is at anchor in protected waters, loading doors may be open provided that the master determines that the safety of the vessel is not impaired.

(b) For the purposes of this section, "loading doors" include all weather-tight ramps, bow visors, and openings used to load personnel, equipment, cargo, and stores, in the collision bulkhead, the side shell, and the boundaries of enclosed superstructures that are continuous with the shell of the vessel.

(c) The master shall enter into the log book the time and door location of every closing of the loading doors.

(d) The master shall enter into the log book any opening of the doors in accordance with paragraph (a)(2) of this section setting forth the time of the opening of the doors and the circumstances warranting this action.

[CGD 89-037, 57 FR 41823, Sept. 11, 1992]

### § 97.15-20 Hatches and other openings.

(a)(1) With the exception stated in paragraph (a)(2) of this section, it shall be the responsibility of the master to assure himself that all exposed cargo hatches and other openings in the hull of his vessel are closed, made properly