

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 OCFI.

(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.

**§ 199.250**

(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 suffi-

**46 CFR Ch. I (10-1-11 Edition)**

cient 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 unseaworthy, 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