

(v) The group of lifefloats must be stowed to prevent shifting with easily detached lashings.

[CGD 84-069, 61 FR 25304, May 20, 1996, as amended at 63 FR 52816, Oct. 1, 1998]

§ 133.135 Rescue boats.

(a) Each OSV must carry at least one rescue boat. Each rescue boat must be approved under approval series 160.156 and equipped as specified in table 133.175 of this part.

(b) Offshore supply vessels, as an alternative to the requirement in paragraph (a) of this section, may carry a motor-propelled workboat or a launch if the workboat or launch must meet the embarkation, launching, and recovery arrangement requirements in § 133.160(a), (c), (d), (e), and (f).

(c) A rescue boat is not required for a vessel operating on the continental shelf of the United States, if—

(1) The OCMI determines the vessel is arranged to allow a helpless person to be recovered from the water;

(2) The recovery of the helpless person can be observed from the navigating bridge; and

(3) The vessel does not regularly engage in operations that restrict its maneuverability.

[CGD 84-069, 61 FR 25304, May 20, 1996, as amended by USCG-2000-7790, 65 FR 58463, Sept. 29, 2000; USCG-2011-0618, 76 FR 60754, Sept. 30, 2011]

§ 133.140 Stowage of rescue boats.

(a) Rescue boats must be stowed as follows:

(1) Each rescue boat must be ready for launching in not more than 5 minutes.

(2) Each rescue boat must be in a position suitable for launching and recovery.

(3) Each rescue boat must be stowed 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.

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

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

§ 133.145 Marine evacuation system launching arrangements.

(a) *Arrangements.* Each marine evacuation system must have the following arrangements:

(1) Each marine evacuation system must be capable of being deployed by one person.

(2) Each marine evacuation system must enable the total number of persons for which it is designed, to be transferred from the OSV into the inflated liferafts within a period of 10 minutes from the time an abandon-ship signal is given.

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

(4) Each marine evacuation system must be capable of being deployed from the OSV 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, the angle of the slide from horizontal must be within a range of 30 to 35 degrees when the OSV is upright and in the lightest seagoing condition.

(6) Each marine evacuation system platform must be capable of being restrained by a bowsing line or other positioning system that is designed to deploy automatically, and if necessary, be 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 OSV's side at the OSV's waterline in the lightest seagoing condition.

(2) The marine evacuation system's launching positions must be arranged, as far as practicable, to be straight down the OSV's side and 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 OSV's structure or equipment.

(4) The marine evacuation system's passage and platform, when deployed;