

## **§ 97.11-1**

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—Bulk Solid Cargoes**

SOURCE: 75 FR 64591, October 19, 2010, unless otherwise noted.

#### **§ 97.12-1 Definition of a bulk solid cargo.**

(a) A bulk solid cargo—

(1) Consists of particles, granules, or larger pieces of material generally uniform in composition;

(2) Is not grain; and

(3) Is loaded directly into a vessel's cargo space with no intermediate form of containment.

(b) Additional requirements for bulk solid materials needing special handling are contained in Part 148 of this chapter.

#### **§ 97.12-3 Guidance for the master.**

(a) The owner or operator of a vessel must provide the master with safe loading and stowage information for each bulk solid cargo that vessel will carry.

(b) The shipper of a bulk solid cargo, as defined in § 148.3 of this chapter, must provide the master of a vessel with information regarding the nature of the cargo in advance of loading operations. Additional requirements in § 148.60 of this chapter may also apply.

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#### **§ 97.12-5 Bulk solid cargoes that may liquefy.**

If the information provided in § 97.12-3(a) or (b) indicates that the bulk solid cargo to be carried is prone to liquefy during carriage, due to small particle sizes and moisture content, then the requirements contained in § 148.450 of this chapter apply.

### **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,