

§ 46.10-35

by § 42.09-1(c) or § 45.01-30 of this subchapter.

[CGFR 65-50, 30 FR 16769, Dec. 30, 1965, as amended by CGFR 68-60, 33 FR 10077, July 12, 1968; CGFR 68-126, 34 FR 9019, June 5, 1969; CGD 80-120, 47 FR 5723, Feb. 8, 1982; CGD 88-070, 53 FR 34534, Sept. 7, 1988]

§ 46.10-35 Validity of subdivision load line certificates.

(a) Subdivision load line certificates issued to passenger vessels shall only be valid during the time for which the certificates are issued.

(b) If, due to any cause, the conditions as required by this part are changed, or the regulations in this part are not carried out, the load line certificate may be cancelled and the load lines considered nonexistent: *Provided*, That if the conditions causing the cancellation of the certificate are satisfactorily corrected, the load line certificate shall be reinstated for the remainder of its term.

(c) A valid subdivision load line certificate for foreign voyages by sea shall be valid for coastwise voyages by sea and Great Lakes voyages. A valid subdivision load line certificate for coastwise voyages by sea shall be valid for Great Lakes voyages but not for foreign voyages by sea. A valid subdivision load line certificate for Great Lakes voyages shall not be valid for foreign or coastwise voyages by sea.

§ 46.10-40 Nonsubmergence subdivision load line (Great Lakes).

(a) Passenger vessels on the Great Lakes of 150 gross tons or over shall not submerge the subdivision load line applicable to the voyage.

§ 46.10-45 Nonsubmergence subdivision load lines in salt water.

(a) Passenger vessels required to be marked with subdivision load lines, engaged on foreign and coastwise voyages other than the Great Lakes voyages, shall not submerge in salt water the subdivision load line applicable to the voyage. Passenger vessels engaged on ocean, foreign or coastwise voyages may be marked with fresh water load lines. A passenger vessel on foreign or coastwise voyages (except Great Lakes voyages) may have an allowance made for the degree of brackishness of the

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water in which the vessel is floating but not for the weight of fuel, water, etc., required for consumption between the point of departure and the open sea, and no allowance is to be made for bilge or ballast water that may be in the passenger vessel at the time of departure.

§ 46.10-50 Drills and inspections.

(a) For the required drills and inspections to be conducted on passenger vessels, see subpart 78.17 of subchapter H (Passenger Vessels) of this chapter.

§ 46.10-55 Logbook entries.

(a) For required logbook entries to be made on passenger vessels, see subpart 78.17 of subchapter H (Passenger Vessels) of this chapter.

§ 46.10-60 Control.

The Director, Field Operations (DFO) or the Coast Guard District Commander may detain a passenger vessel for a survey if there is reason to believe that such a vessel is proceeding on her journey in excess of the draft allowed by the regulations in this part as indicated by the vessel's load lines certified on the safety certificate, load line certificate, or otherwise. The Coast Guard District Commander may detain a passenger vessel if it is so loaded as to be manifestly unsafe to proceed to sea. Except as otherwise required by this section, § 42.07-60 of this subchapter applies to all passenger vessels assigned load lines under the load line acts and the regulations of this subchapter.

[USCG-2012-0832, 77 FR 59777, Oct. 1, 2012]

§ 46.10-65 Construction.

(a) The watertight subdivision of every passenger vessel must be as efficient as possible, having regard to its intended service. This principle is given effect by applying the requirements in part 171 of this chapter.

(b) Passenger vessels engaged in foreign voyages by sea or coastwise voyages by sea or voyages on the Great Lakes, to be marked with subdivision