

(11) Any hazardous materials on the vessel; and

(12) Any conditions or circumstances that constitute a risk to safety.

(b) The master of each vessel shall ensure that each offshore worker boarding the vessel on a voyage after the initial public announcement has been made, as required by paragraph (a) of this section, also hears the information in paragraph (a) of this section.

§ 131.330 Emergency instructions.

(a) Except as otherwise provided by this section, the master of each vessel shall prepare and post durable emergency-instruction placards in conspicuous locations accessible to the crew members and offshore workers.

(b) The instruction placards must contain the recommended "Emergency Instructions" listed in § 131.340 that, in the judgment of the cognizant OCMI, apply. The placards must be further designed to address the equipment, arrangement, and operation peculiar to each vessel.

§ 131.340 Recommended placard for emergency instructions.

The following are the recommended format and content of the placard for emergency instructions:

EMERGENCY INSTRUCTIONS

(a) *Rough weather at sea, crossing of hazardous bars, or flooding.* (1) Close each watertight and weathertight door, hatch, and air-port to prevent taking water aboard or further flooding in the vessel.

(2) Keep bilges dry to prevent loss of stability from water in bilges. Use power-driven bilge pump, hand pump, and buckets to dewater.

(3) Align fire pumps to serve as bilge pumps if possible.

(4) Check, for leakage, each intake and discharge line that penetrates the hull.

(5) Offshore workers remain seated and evenly distributed.

(6) Offshore workers don immersion suits (if required aboard) or lifejackets if the going becomes very rough, if the vessel is about to cross a hazardous bar, if flooding begins, or when ordered to by the master.

(7) Never abandon the vessel unless actually forced to, or ordered to by the master.

(8) Prepare survival craft—life floats, (inflatable) rafts, (inflatable) buoyant apparatus, and boats—for launching.

(b) "Man overboard". (1) Throw a ring buoy into the water as close to the person overboard as possible.

(2) Post a lookout to keep the person overboard in sight.

(3) Launch the rescue boat and maneuver it to pick up the person overboard, or maneuver the vessel to pick up the person.

(4) Have a crew member put on an immersion suit or lifejacket, have a safety line made fast to the crew member, and have the crew member stand by to jump into the water to assist the person overboard if necessary.

(5) If the person overboard is not immediately located—

(i) Notify other vessels in the vicinity, and the Coast Guard; and

(ii) Continue searching until released by the Coast Guard.

(c) *Fire.* (1) Cut off air to the fire: close hatches, ports, doors, manual ventilators, and the like and shut off the ventilation system.

(2) De-energize electrical systems supplying the affected compartment.

(3) Immediately use a portable fire extinguisher aimed at the base of the flames. Never use water on electrical fires.

(4) If the fire is in machinery spaces, shut off the fuel supply and ventilation system and activate any fixed extinguishing-system.

(5) Maneuver the vessel to minimize the effect of wind on the fire.

(6) If unable to control the fire, notify other vessels in the vicinity, and the Coast Guard.

(7) Move offshore workers away from fire; have them don lifejackets and, if necessary, prepare to abandon the vessel.

§ 131.350 Station bill.

(a) The master of each vessel shall post a station bill if the vessel's Certificate of Inspection requires more than four crew members, including the master.

(b) The station bill must be posted in the pilothouse and in conspicuous

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places in crew members' and offshore workers' accommodations.

(c) The station bill must set forth the special duties and duty stations of each crew member for various emergencies. The duties must, as far as possible, be comparable to and compatible with the regular work of the member. The duties must include at least the following and should comprise any other duties necessary for the proper handling of a particular emergency:

(1) The closing of hatches, air-ports, watertight doors, vents, and scuppers, and of intake valves and discharge lines that penetrate the hull; the stopping of fans and ventilating systems; and the operating of safety equipment.

(2) The preparing and launching of survival craft and rescue boats.

(3) The extinguishing of fire.

(4) The mustering of offshore workers, which includes—

(i) Assembling them and seeing that they are properly dressed and have donned their immersion suits and life-jackets; and

(ii) Directing them to their appointed stations.

§ 131.360 Responsibilities of licensed or certificated individuals.

Nothing in the emergency instructions or in any station bill required by this subpart exempts any licensed or certificated individual from the exercise of good judgment in an emergency.

Subpart D—Sufficiency and Supervision of Crew of Survival Craft

§ 131.410 Certificate of proficiency.

A merchant mariner credential or merchant mariner's document with an endorsement of lifeboatman or another inclusive rating under part 12 of this title is evidence of training in survival craft and serves as a certificate of proficiency. For this subpart, a "certificated" person is a person holding a merchant mariner credential or merchant mariner's document with such an endorsement.

[CGD 82–004 and CGD 86–074, 62 FR 49340, Sept. 19, 1997, as amended by USCG–2006–24371, 74 FR 11266, Mar. 16, 2009]

§ 131.420 Manning and supervision.

(a) There must be enough trained persons aboard each survival craft to muster and assist untrained persons.

(b) Except as permitted by paragraph (c)(2) of this section, there must be enough deck officers, able seamen, or other certificated persons aboard each survival craft to manage the launching and handling of the survival craft.

(c) One person must be placed in charge of each survival craft to be used.

(1) Except as permitted by paragraph (c)(2) of this section, the person in command must be a deck officer, able seaman, or other certificated person.

(2) Considering the nature of the voyage, the number of persons permitted aboard, and the characteristics of the vessel, including gross tonnage, the cognizant OCMI may permit persons practiced in the handling of liferafts to be placed in charge of liferafts instead of persons required under paragraph (c)(1) of this section.

(3) A deck officer, able seaman, or other certificated person shall serve as second-in-command for each lifeboat either—

(i) Carried on a vessel in ocean service; or

(ii) Permitted to carry more than 40 persons.

(d) The person in charge and the second-in-command of each survival craft shall have a list of crew members and offshore workers assigned to the craft and shall see that the crew members are acquainted with their duties.

(e) Each motorized survival craft must have assigned a person capable of operating the engine and carrying out minor adjustments.

(f) The master shall ensure that the persons required under paragraphs (a), (b), and (c) of this section are equitably distributed among the vessel's survival crafts.

Subpart E—Tests, Drills, and Inspections

§ 131.505 Steering gear, whistle, and means of communication.

(a) On each vessel expected to be away from shore for more than 48 hours, the master shall examine and test the steering gear, the whistle, and