

cut away skeg, the datum line from which the draft shall be taken shall be obtained by projecting the line of the bottom of keel forward or aft, as the case may be, to the location of the draft marks.

(d) In cases where a vessel may have a skeg or other appendage extending locally below the line of the keel, the draft at the end of the vessel adjacent to such appendage shall be measured to a line tangent to the lowest part of such appendage and parallel to the line of the bottom of the keel.

(e) Draft marks must be separated so that the projections of the marks onto a vertical plane are of uniform height equal to the vertical spacing between consecutive marks.

(f) Draft marks must be painted in contrasting color to the hull.

(g) In cases where draft marks are obscured due to operational constraints or by protrusions, the vessel must be fitted with a reliable draft indicating system from which the bow and stern drafts can be determined.

[CGFR 65-50, 30 FR 17011, Dec. 1965, as amended by CGD 89-037, 57 FR 41823, Sept. 11, 1992]

§ 97.40-15 Load line marks.

(a) Vessels assigned a load line shall have the deck line and the load line marks permanently scribed or embossed as required by subchapter E (Load Lines) of this chapter.

Subpart 97.45—Carrying of Excess Steam

§ 97.45-1 Master and chief engineer responsible.

It shall be the duty of the master and the chief engineer of any vessel to require that a steam pressure is not carried in excess of that allowed by the certificate of inspection, and to require that the safety valves, once set by the inspector, are in no way tampered with or made inoperable.

[CGD 95-028, 62 FR 51207, Sept. 30, 1997]

Subpart 97.47—Routing Instructions

§ 97.47-1 All persons must comply.

All licensed masters, officers, and certificated seamen on U.S. vessels must strictly comply with routing instructions issued by competent naval authority.

[CGD 95-027, 61 FR 26008, May 23, 1996]

Subpart 97.50—Compliance With Provisions of Certificate of Inspection

§ 97.50-1 Master or person in charge responsible.

(a) It shall be the duty of the master or other person in charge of the vessel to see that all of the provisions of the certificate of inspection are strictly adhered to. Nothing in this subpart shall be construed as limiting the master or other person in charge of the vessel, at his own responsibility, from diverting from the route prescribed in the certificate of inspection or taking such other steps as he deems necessary and prudent to assist vessels in distress or for other similar emergencies.

(b) [Reserved]

Subpart 97.53—Exhibition of Merchant Mariner Credential

§ 97.53-1 Officers.

All officers on a vessel must have their licenses or officer endorsements conspicuously displayed.

[USCG-2006-24371, 74 FR 11265, Mar. 16, 2009]

Subpart 97.55—De-Energizing of Cargo Hold Lighting Circuits When Grain or Other Combustible Bulk Cargo Is Carried

§ 97.55-1 Master's responsibility.

Before loading bulk grain or any bulk solid cargo to which § 148.435 of this chapter applies, the master shall have the lighting circuits to cargo compartments in which the grain or bulk solid cargo is to be loaded de-energized at the distribution panel or panel board.