

the person or company conducting them. The records must be made available to the marine inspector upon request and must be kept for the period of validity of the vessel's current Certificate of Inspection.

(d) The conducting of tests and inspections required by this section does not relieve the master of his or her responsibility to maintain the prescribed firefighting equipment in working order for use at any time when the vessel is under way.

[CGD 82-004 and CGD 86-074, 62 FR 49340, Sept. 19, 1997, as amended by USCG-2014-0688, 79 FR 58284, Sept. 29, 2014]

### Subpart F—Logs

#### § 131.610 Logbooks and records.

(a) Each OSV must by statute, or by regulations in this subchapter, have certain logbooks or records. The master shall make all entries required by statute, or by regulations in this subchapter.

(b) 46 U.S.C. 11301 states that a vessel of the United States, except one on a voyage from a port in the United States to a port in Canada, shall have an official logbook if the vessel is—

(1) On a voyage from a port in the United States to a foreign port; or

(2) Of at least 100 gross tons and on a voyage between a port in the United States on the Atlantic Ocean and one on the Pacific Ocean.

(c) The Coast Guard gratuitously furnishes to masters of vessels of the United States the official logbook as Form CG-706B or CG-706C, depending upon the number of persons employed as crew. The first several pages of this logbook list various acts of Congress governing logbooks and the entries required in them.

(d) When a voyage is completed, or after a specified time has elapsed, the master shall file the official logbook containing required entries with the OCMI at or nearest the port where the vessel may be.

(e) Unless an official logbook is required, the owner, operator, or master shall supply an alternative log or record for making entries required by law, including regulations in this subchapter. This log or record need not be filed with this OCMI, but must be kept

available for review by a marine inspector for a year after the date that the latest entry concerns.

#### § 131.620 Matters that must be logged.

The following matters must be entered in each vessel's logbook:

(a) Safety Orientation for Offshore Workers. As held. See §131.320.

(b) Tests and inspection of Steering Gear, Whistle, and Means of Communication. Before departure. See §131.505.

(c) Draft and Loadline Markings. Before leaving port. Ocean and coastwise voyages only. See §131.510.

(d) Verification of Compliance with Applicable Stability Requirements. See §131.513.

(e) Periodic Sanitary Inspections. After periodic sanitary inspections made by the master. See §131.515.

(f) Hatches and Other Openings. Each opening and closing, or departure from port without closing (except by vessels on protected waters). See §131.520.

(g) Tests of Emergency Lighting and Power. Weekly, monthly, and twice-yearly. See §131.525.

(h) Abandon-Ship Training and Drills, and Firefighting Training and Drills. As held. See §§131.530 and 131.535.

(i) Inspection of Lifeboat Winches. Once each 3 months. See §131.570.

#### § 131.630 Entries in official logbooks.

On each vessel required to have an Official Logbook, the items required by 46 U.S.C. 11301, as well as the items required by §131.620, must be entered in the logbook.

### Subpart G—Work Vests

#### § 131.710 Approved work vests.

Each buoyant work vest carried aboard must be approved under subpart 160.053 of this chapter or, as a commercial hybrid personal flotation device, under subpart 160.077 of this chapter.

#### § 131.720 Use.

(a) An approved buoyant work vest is an item of safety apparel and may be carried aboard for wear by a crew member when working near or over the water.

**§ 131.730**

(b) The vest may not count towards the vessel's complement of lifejackets.

(c) The vest may not be worn instead of a lifejacket during a drill.

**§ 131.730 Shipboard stowage.**

The master shall ensure that no work vest is stowed where any lifejacket is stowed.

**§ 131.740 Shipboard inspections.**

Each buoyant work vest must be subject to examination by a marine inspector, to determine its serviceability. If found serviceable, it may continue in service; but no buoyant work vest is stamped as inspected. If not found serviceable, and if determined irreparable by the inspector, a buoyant work vest must be destroyed in the presence of the inspector.

**Subpart H—Markings for Fire Equipment and Emergency Equipment**

**§ 131.800 General.**

(a) This section prescribes markings necessary for the guidance of persons aboard in case of an emergency. The markings may be modified or omitted if they are unnecessary, because either the vessel is small or particular circumstances warrant, and if the cognizant OCMI approves.

(b) Each stateroom notice, directional sign, and the like must be printed in English and in other languages appropriate to the service of the vessel.

(c) Where this subpart specifies red letters, letters of a contrasting color on a red background are acceptable.

**§ 131.805 General alarm bell, switch.**

The switch in the pilothouse that activates the general alarm bell must be clearly and permanently identified either by letters on a metal plate or with a sign in red letters on a suitable background that state the following: "GENERAL ALARM."

**§ 131.810 General alarm bell.**

Each general alarm bell must be identified by red letters at least 13 millimeters (½-inch) high that state the following: "GENERAL ALARM—

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WHEN BELL RINGS GO TO YOUR STATION."

**§ 131.815 Carbon dioxide and clean agent alarms.**

Each carbon dioxide or clean agent fire extinguishing alarm must be conspicuously marked: "WHEN ALARM SOUNDS VACATE AT ONCE. CARBON DIOXIDE OR CLEAN AGENT BEING RELEASED."

[USCG–2006–24797, 77 FR 33884, June 7, 2012]

**§ 131.817 Carbon dioxide warning signs.**

Each entrance to a space storing carbon dioxide cylinders, a space protected by carbon dioxide systems, or any space into which carbon dioxide might migrate must be conspicuously marked as follows:

(a) Spaces storing carbon dioxide—"CARBON DIOXIDE GAS CAN CAUSE INJURY OR DEATH. VENTILATE THE AREA BEFORE ENTERING. A HIGH CONCENTRATION CAN OCCUR IN THIS AREA AND CAN CAUSE SUFFOCATION."

(b) Spaces protected by carbon dioxide—"CARBON DIOXIDE GAS CAN CAUSE INJURY OR DEATH. WHEN ALARM OPERATES OR WINTERGREEN SCENT IS DETECTED, DO NOT ENTER UNTIL VENTILATED. LOCK OUT SYSTEM WHEN SERVICING." The reference to wintergreen scent may be omitted for carbon dioxide systems not required to have odorizing units and not equipped with such units.

(c) Spaces into which carbon dioxide might migrate—"CARBON DIOXIDE GAS CAN CAUSE INJURY OR DEATH. DISCHARGE INTO NEARBY SPACE CAN COLLECT HERE. WHEN ALARM OPERATES OR WINTERGREEN SCENT IS DETECTED VACATE IMMEDIATELY." The reference to wintergreen scent may be omitted for carbon dioxide systems not required to have odorizing units and not equipped with such units.

[USCG–2006–24797, 77 FR 33884, June 7, 2012]

**§ 131.820 Branch lines of fire-extinguishing system.**

The valves of each branch line in the fire extinguishing system must be