

of the vessel. The master shall ensure that the bill is posted in conspicuous locations throughout the vessel, particularly in the living spaces, before the vessel sails.

(b) The station bill must set forth the special duties and duty station of each member of the ship's company for the various emergencies. The duties must, as far as possible, be comparable with the regular work of the individual. The duties must include at least the following and any other duties necessary for the proper handling of a particular emergency:

(1) The closing of airports, watertight doors, scuppers, sanitary and other discharges which lead through the vessel's hull below the margin line, etc., the stopping of fans and ventilating systems, and the operating of all safety equipment.

(2) The preparing and launching of lifeboats and liferafts.

(3) The extinguishing of fire.

(4) The mustering of guests, if carried, including the following:

(i) Warning the guests.

(ii) Seeing that they are dressed and have put on their personal flotation devices in a proper manner.

(iii) Assembling the guests and directing them to the appointed stations.

(iv) Keeping order in the passageways and stairways and generally controlling the movement of the guests.

(v) Seeing that a supply of blankets is taken to the lifeboats.

#### § 169.815 Emergency signals.

(a) The station bill must set forth the various signals used for calling the ship's company to their stations and for giving instructions while at their stations.

(b) On vessels of 100 gross tons and over the following signals must be used.

(1) The first alarm signal must be a continuous blast of the vessel's whistle for a period of not less than 10 seconds supplemented by the continuous ringing of the general alarm bells for not less than 10 seconds.

(2) For dismissal from fire alarm stations, the general alarm must be sounded three times supplemented by three short blasts of the vessel's whistle.

(3) The signal for boat stations or boat drill must be a succession of more than six short blasts, followed by one long blast, of the vessel's whistle supplemented by a comparable signal on the general alarm bells.

(4) For dismissal from boat stations, there must be three short blasts of the whistle.

(c) Where whistle signals are used for handling the lifeboats, they must be as follows:

(1) To lower lifeboats, one short blast.

(2) To stop lowering the lifeboats, two short blasts.

#### § 169.817 Master to instruct ship's company.

The master shall conduct drills and give instructions as necessary to insure that all hands are familiar with their duties as specified in the station bill.

#### § 169.819 Manning of lifeboats and liferafts.

(a) The provisions of this section shall apply to all vessels equipped with lifeboats and/or liferafts.

(b) The master shall place a licensed deck officer, an able seaman, or a certificated lifeboatman in command of each lifeboat or liferaft. Each lifeboat or liferaft with a prescribed complement of 25 or more persons must have one additional certificated lifeboatman.

(c) The person in charge of each lifeboat or liferaft shall have a list of its assigned occupants, and shall see that the persons under his orders are acquainted with their duties.

#### § 169.821 Patrol person.

(a) The master shall designate a member of the ship's company to be a roving patrol person, whenever the vessel is operational.

(b) The roving patrol person shall frequently visit all areas to ensure that safe conditions are being maintained.

#### § 169.823 Openings.

(a) Except as provided in paragraph (b) of this section, all watertight doors in subdivision bulkheads, hatches, and openings in the hull must be kept closed during the navigation of the vessel.

**§ 169.824**

(b) The master may permit hatches or other openings to be uncovered or opened for reasonable purposes such as ship's maintenance, when existing conditions warrant the action and the openings can readily be closed.

**§ 169.824 Compliance with provisions of certificate of inspection.**

The master or person in charge of the vessel shall 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 person in charge of the vessel, on 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.

**§ 169.825 Wearing of safety belts.**

The master of each vessel shall ensure that each person wears an approved safety harness when aloft or working topside in heavy weather.

TESTS, DRILLS, AND INSPECTIONS

**§ 169.826 Steering, communications and control.**

The master shall test the vessel's steering gear, signaling whistle, engine controls, and communications equipment prior to getting underway.

**§ 169.827 Hatches and other openings.**

The master is responsible for seeing that all hatches, openings in the hull, and watertight doors are properly closed tight.

**§ 169.829 Emergency lighting and power systems.**

(a) Where fitted, the master shall have the emergency lighting and power systems operated and inspected at least once in each week that the vessel is navigated to ensure that the system is in proper operating condition.

(b) The master shall have the internal combustion engine driven emergency generators operated under load for at least 2 hours at least once in each month that the vessel is navigated.

(c) The master shall have the storage batteries for emergency lighting and

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power systems tested at least once in each 6-month period that the vessel is navigated to demonstrate the ability of the storage battery to supply the emergency loads for the specified period of time.

(d) The date of each test and the condition and performance of the apparatus must be noted in the official log-book.

**§ 169.831 Emergency position indicating radio beacon (EPIRB).**

The master shall ensure that—

(a) The EPIRB required in § 169.555 of this subchapter is tested monthly, using the integrated test circuit and output indicator, to determine that it is operative; and

(b) The EPIRB's battery is replaced after the EPIRB is used and before the marked expiration date.

**§ 169.833 Fire and boat drills.**

(a) When the vessel is operating, the master shall conduct a fire and boat drill each week. The scheduling of drills is at the discretion of the master except that at least one fire and boat drill must be held within 24 hours of leaving a port if more than 25 percent of the ship's company have been replaced at that port.

(b) The fire and boat drill must be conducted as if an actual emergency existed. All persons on board including guests shall report to their respective stations and be prepared to perform the duties specified in the station bill.

(1) Fire pumps must be started and a sufficient number of outlets used to ascertain that the system is in proper working order.

(2) All rescue and safety equipment must be brought from the emergency equipment lockers and the persons designated must demonstrate their ability to use the equipment.

(3) All watertight doors which are in use while the vessel is underway must be operated.

(4) Weather permitting, lifeboat covers and strongbacks must be removed, plugs or caps put in place, boat ladders secured in position, painters led forward and tended, and other life saving equipment prepared for use. The motor