

(1) Central and Northern Atlantic Coast—From Norfolk, Virginia, to Eastport, Maine.

(2) Southeast Atlantic Coast—from Key West, Florida, to Jacksonville, Florida, except that the special service load line is not valid for manned vessels during the hurricane season, i.e., July 1st to November 15th, both dates inclusive, unless the vessel is operated in accordance with a Coast Guard approved heavy weather plan.

(3) Gulf of Mexico Coast—from the mouth of the Rio Grande River, Texas, to Key West, Florida, except that the special service load line is not valid for manned vessels during the hurricane season, i.e., July 1st to November 15th, both dates inclusive, unless the vessel is operated in accordance with a Coast Guard approved heavy weather plan.

(4) Pacific Coast—From San Francisco, California, to San Diego, California.

(c) Assignment of special service load lines for voyage limits between the islands of a group over which the United States has jurisdiction shall be made only upon authorization by the Commandant, U.S. Coast Guard, after submittal to him of the information called for by § 44.01-5(b).

[CGFR 65-50, 30 FR 16755, Dec. 30, 1965, as amended by CGD 79-142, 45 FR 57402, Aug. 28, 1980]

§ 44.01-13 Heavy weather plan.

(a) Each heavy weather plan under § 44.01-12(b) must be prepared by the vessel owner or operator and approved by the cognizant Officer in Charge, Marine Inspection. Approval of a heavy weather plan is limited to the current hurricane season.

(b) The cognizant Officer in Charge, Marine Inspection, is—

(1) The Officer in Charge, Marine Inspection, within whose area the work site is located for a vessel that will be operating in a limited geographical area; or

(2) The Officer in Charge, Marine Inspection, within whose area the point of departure is located for a transiting vessel.

(c) The required content of the heavy weather plan is determined on a case-by-case basis by the cognizant Officer in Charge, Marine Inspection, based on

knowledge of the local conditions. The heavy weather plan may contain weather radio frequencies and time schedules for seeking a harbor of safe refuge. A single heavy weather plan may be accepted for more than one vessel operating at a single work site or on a single route.

(d) The vessel owner or operator must place a copy of the heavy weather plan on each vessel to which it applies and ensure that it remains there throughout the hurricane season.

[CGD 79-142, 45 FR 57402, Aug. 28, 1980]

§ 44.01-15 Special service certificate.

(a) The use of the special service load line certificate issued under this part is limited to voyages only as described in the certificate. If the vessel engages on any voyage not contemplated by the certificate where a load line is required, the load line prescribed by part 42 of this subchapter shall govern.

(b) Vessels engaged on special services in the coastwise trade and the interisland trade will be certificated on the form shown in § 44.05-35.

[CGFR 65-50, 30 FR 16755, Dec. 30, 1965, as amended by CGFR 68-60, 33 FR 10076, July 12, 1968]

§ 44.01-20 New and existing vessels; special service.

(a) A new vessel marked with load lines for special service on a coastwise or inter-island voyage is a vessel whose keel was laid on or after September 28, 1937. An existing vessel is one whose keel was laid before that date.

Subpart B—Rules for Assigning Special Service Load Lines

§ 44.05-1 General.

(a) The load line regulations in this part are complementary to those in part 42 or part 45 (Great Lakes load line regulations) of this subchapter, as reference is made thereto.

[CGFR 65-50, 30 FR 16755, Dec. 30, 1965, as amended by CGFR 68-60, 33 FR 10076, July 12, 1968]

§ 44.05-5 Definitions.

(a) A steam collier is a vessel mechanically propelled, and specially designed for the carriage of coal in bulk.

§ 44.05-10

(b) A towed barge is a vessel without sufficient means of self-propulsion and which requires to be towed.

(c) A self-propelled barge is a vessel mechanically propelled of the type specially designed for use in limited coastwise and Great Lakes service and capable of transiting interconnecting canals.

§ 44.05-10 Load line markings.

(a) The load line marks on the vessel's sides must be in accordance with § 42.13-25(a) of this subchapter, except seasonal markings such as "Winter North Atlantic" which are not applicable to the voyage are omitted.

(b) In the case of vessels which engage in special services on coastwise voyages and voyages on the Great Lakes, the marks on the vessel's sides are to be in accordance with Figure 44.05-10(b), except that the lines marked "SW" and "MS" shall be used only where applicable.

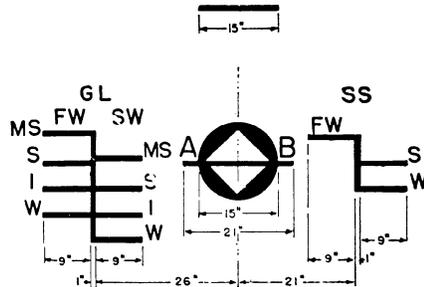


FIGURE 44.05-10(B)

(c) The load lines aft of the combined disk and diamond will be applicable for voyages on the Great Lakes and those on the forward side will be applicable to limited coastwise voyages. The summer line on the ocean will correspond to the summer line on the Lakes and the winter line on the ocean will correspond to the intermediate line on the Lakes.

(d) In the case of vessels which operate both on special service coastwise voyages and on unlimited coastwise voyages, the marks on the ship's sides are to be in accordance with figure 44.05-10 (d). The load lines aft of the disk will be applicable to voyages in special service coastwise or inter-

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land voyages and those on the forward side will be applicable to unlimited coastwise voyages. (A vessel marked for both special service and unlimited coastwise voyages and furnished with a load line certificate on the international form shall, when entering the foreign trade, arrange that the load line markings are in accord with the vessel's international load line certificate by the elimination of the marks aft of the disk.)

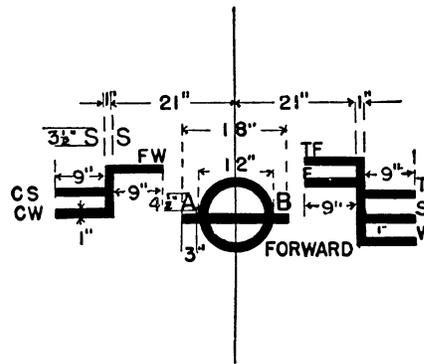


FIGURE 45.05-10(D)

[CGFR 65-50, 30 FR 16755, Dec. 30, 1965, as amended by CGD 80-120, 47 FR 5723, Feb. 8, 1982; USCG-2004-18884, 69 FR 58345, Sept. 30, 2004]

§ 44.05-15 Existing vessels.

(a) In assigning load lines to an existing vessel the provisions of the regulations in this part shall be complied with in principle and detail insofar as is reasonable and practicable, having regard to the proven efficacy of existing arrangements for a special service voyage, and having particular regard to the provision of sufficient means for the protection and safety of the crew.

(b) Where it is neither reasonable nor practicable to comply with this part in its entirety, the assigning authority will, in each case, report to the Commandant, U.S. Coast Guard, the specific matters in which the vessel is deficient with such recommendations as may seem desirable. Upon the receipt of this report the Commandant, U.S. Coast Guard, shall determine such addition to the freeboard as will, in the judgment of the Commandant, U.S.