

may be open while the vessel approaches and draws away from the dock, but only as far as necessary to enable the door to be immediately operated.

(2) If needed to operate the vessel, or embark and disembark passengers when the vessel is at anchor in protected waters, loading doors may be open provided that the master determines that the safety of the vessel is not impaired.

(b) For the purposes of this section, "loading doors" include all weather-tight ramps, bow visors, and openings used to load personnel, equipment, and stores, located in the collision bulkhead, the side shell, or the boundaries of enclosed superstructures that are continuous with the shell of the vessel.

(c) The master shall enter into the log book the time and door location of every closing of the loading doors.

(d) The master shall enter into the log book any opening of the doors in accordance with paragraph (a)(2) of this section setting forth the time of the opening of the doors and the circumstances warranting this action.

[CGD 89-037, 57 FR 41822, Sept. 11, 1992]

§ 78.17-35 Hatches and other openings.

(a) It shall be the responsibility of the master to assure himself before leaving protected waters that all exposed cargo hatches of his vessel are closed and made properly tight.

(b) The following doors, portable plates, ports, and other openings shall be kept closed while the vessel is being navigated, and shall be closed before the vessel commences a voyage:

(1) Watertight doors between cargo spaces prescribed in §170.275 of this chapter.

(2) Portable plates in watertight bulkheads prescribed in §171.111(b) of this chapter.

(3) Gangway, cargo, and coaling ports fitted below the margin line that is determined in accordance with §171.015 of this chapter.

(4) On ocean, coastwise, or Great Lakes vessels of 150 gross tons and over, all opening type port lights in a 'tween deck, if the sill of any port light in that 'tween deck, is below a line drawn parallel to the bulkhead deck at side and having its lowest point 4½ feet

plus 2½ percent of the breadth of the vessel above the water when the vessel departs from port. The Commandant may indicate the limiting mean draft which would allow such port lights to be opened at sea.

(5) Port lights that are not accessible during navigation. Dead covers on such port lights shall also be secured.

(6) Port lights in spaces appropriated alternately to the carriage of cargo and passengers, when cargo is carried. Dead covers on such port lights shall also be secured.

(c) The time of opening and closing of hatches and other openings noted in this section shall be entered in the official logbook. In the event that the master at his discretion does not secure the hatches, a notation of this fact shall be made in the official logbook. If it becomes essential for the safety of the vessel to open any of the fittings noted in this section while at sea, the circumstances and the time of opening and closing shall be entered in the official logbook.

(d) The time of opening, closing, and securing, at sea, of watertight doors fitted between bunkers for the purpose of trimming coal, shall be entered in the official logbook.

[CGFR 65-50, 30 FR 16955, Dec. 30, 1965, as amended by CGD 79-023, 48 FR 51007, Nov. 4, 1983]

§ 78.17-45 Emergency lighting and power systems.

(a) It shall be the duty of the master to see that the emergency lighting and power systems are operated and inspected at least once in each week that the vessel is navigated to be assured that the system is in proper operating condition.

(b) Internal combustion engine driven emergency generators shall be operated under load for at least 2 hours, at least once in each month that the vessel is navigated.

(c) Storage batteries for emergency lighting and power systems shall be tested at least once each 6-month period that the vessel is navigated to demonstrate the ability of the storage battery to supply the emergency loads for the period of time specified in table 112.05-5(a) of this chapter.