

Masters and Mates of TDI Brooks International fleet,

On our first annual inspection of the Rylan T for renewal of the COI the USCG cited us fairly heavily on our log book infractions. Similar comments, though without the teeth that the USCG 835 carries, have been made on several of the other ships at one time or another during our CMID audits.

Our deficiency (and I am sure it would equally apply to at least one page entry on all of the vessels) reads:

*“Obtain within 15 days (20 March 2010) official bridge log book (CG 706b or CG 796c as appropriate) and implement in accordance with instructions. Submit log book to ACTEUR OCMI in 60 days (5 May 2010) for review in accordance with 46 CFR131.620.”*

I have ordered the official log books for our use and will be supplying them to the vessels when I receive them. Meanwhile, not having the official log book does not excuse us from the required entries. Attached are the relevant regulations and instructions for who has to and what is included.

All vessels on an international voyage (not operating in and out of a US port) are required to have an official log. OSVs are required by 46 CFR 131.610, all others when operating internationally by USC 11301 (a) (1). USC 11301 lists many kinds of entries you will not encounter occasion for. However, 46 CFR 131.610 is very specific and lengthy. The content is particularly relevant to our operations as an OSV and primarily ORVs because we carry personnel not classified as crew nor passengers, i.e. offshore workers and survey personnel.

You will note that if an official log book is not required (as in an uninspected ORV) the same information is required in an alternative log or record, but it does not have to be surrendered to the OCMI. If an incident, accident, or oil spill were to occur you can be sure you would be asked to surrender your log book for examination.

With this new enlightenment, let's use this information on all the vessels to make our log books (required official or not) comply with the regulations.

Roger Fay  
Compliance Manager

March 12, 2010

**Sec. 11301. Logbook and entry requirements**

(a) Except a vessel on a voyage from a port in the United States to a port in Canada, a vessel of the United States 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** as measured under section 14502 of this title, or an alternate tonnage measured under section 14302 of this title as prescribed by the Secretary under section 14104 of this title **and is on a voyage between a port of the United States on the Atlantic Ocean and on the Pacific Ocean.**

(b) The master of the vessel shall make or have made in the official logbook the following entries:

(1) each legal conviction of a seaman of the vessel and the punishment inflicted.

(2) each offense committed by a seaman of the vessel for which it is intended to prosecute or to enforce under a forfeiture, together with statements about reading the entry and the reply made to the charge as required by section 11502 of this title.

(3) each offense for which punishment is inflicted on board and the punishment inflicted.

(4) a statement of the conduct, character, and qualifications of each seaman of the vessel or a statement that the master declines to give an opinion about that conduct, character, and qualifications.

(5) each illness of or injury to a seaman of the vessel, the nature of the illness or injury, and the medical treatment.

(6) each death on board, with the cause of death, and if a seaman, the information required by section 10702 of this title.

(7) each birth on board, with the sex of the infant and name of the parents.

(8) each marriage on board, with the names and ages of the

parties.

**(9) the name of each seaman who ceases to be a crewmember (except by death), with the place, time, manner, and the cause why the seaman ceased to be a crewmember.**

(10) the wages due to a seaman who dies during the voyage and the gross amount of all deductions to be made from the wages.

(11) the sale of the property of a seaman who dies during the voyage, including a statement of each article sold and the amount received for the property.

**(12) when a marine casualty occurs, a statement about the casualty and the circumstances under which it occurred, made immediately after the casualty when practicable to do so.**

#### HISTORICAL AND REVISION NOTES

Revised section	Source section (U.S. Code)
11301	46:201

Section 11301 requires United States vessels on certain types of voyages to have an official logbook and lists the types of entries that must be made in the logbook.

#### AMENDMENTS

1996 - Subsec. (a)(2). Pub. L. 104-324 inserted "as measured under section 14502 of this title, or an alternate tonnage measured under section 14302 of this title as prescribed by the Secretary under section 14104 of this title" after "100 gross tons".

1984 - Subsec. (a). Pub. L. 98-557 amended subsec. (a) generally, which prior to amendment read as follows: "A vessel of the United States on a voyage between a port in the United States and a port in a foreign country, and a vessel of the United States of at least 75 gross tons on a voyage between a port of the United States on the Atlantic Ocean and a port of the United States on the Pacific Ocean, shall have an official logbook."

*Last modified: April 20, 2006*

46 CFR 131 Operations

§ 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.

**131.320 Safety orientation for offshore workers.**

(a) Before a vessel gets under way on a voyage, the master shall ensure that suitable public announcements are made informing each offshore worker of—

- (1) In general terms, emergency and evacuation procedures;
- (2) Locations of emergency exits and of embarkation areas for survival craft;
- (3) Locations of stowage of lifejackets and immersion suits;
- (4) With demonstration, proper method or methods of donning and adjusting lifejackets and immersion suits of the type or types carried on the vessel;
- (5) Locations of the instruction placards for lifejackets and other lifesaving devices;
- (6) Explanation that each offshore worker shall don an immersion suit and a lifejacket when the master determines that hazardous conditions do or might exist but that offshore workers may don lifejackets whenever they feel it necessary;
- (7) Which hazardous conditions might require the donning of lifejackets and immersion suits;
- (8) Types and locations of any other lifesaving device carried on the vessel;
- (9) Locations and contents of the “Emergency Instructions” required by §131.330;
- (10) Survival craft to which assigned;
- (11) Any hazardous materials on the vessel; and
- (12) Any conditions or circumstances that constitute a risk to safety.

(b) The master of each vessel shall ensure that each offshore worker boarding the vessel on a voyage after the initial public announcement has been made, as required by paragraph (a) of this section, also hears the information in paragraph (a) of this section.

**131.505 Steering gear, whistle, and means of communication.**

(a) On each vessel expected to be away from shore for more than 48 hours, the master shall examine and test the steering gear, the whistle, and the means of communication between the pilothouse and the engine room 12 or fewer hours before departure. On every other vessel, the master shall do the same at least once a week.

(b) The date of each test and examination and the condition of the equipment must be noted in the vessel's logbook.

**131.510 Draft and loadline markings.**

(a) The master of each vessel on an ocean or coastwise voyage shall enter in the vessel's logbook **the drafts of the vessel, forward and aft**, when leaving port.

(b) The master of each vessel subject to the requirements of subchapter E of this chapter shall, upon departure from port on an ocean or coastwise voyage, enter in the vessel's logbook a statement of **the position of the loadline markings, port and starboard**, relative to the surface of the water in which the vessel is then floating.

(c) If the master, when recording drafts, compensates for the density of the water in which the vessel is floating, he or she shall note this density in the vessel's logbook.

**131.513 Verification of compliance with applicable stability requirements.**

(a) After loading but before departure, and at other times necessary to assure the safety of the vessel, the master shall verify that the vessel complies with requirements in its trim-and-stability book, stability letter, Certificate of Inspection, and Loadline Certificate, whichever apply, and **then enter a statement of the verification in the log book. The vessel may not leave port until it is in compliance with these requirements.**

(b) When determining compliance with applicable stability requirements, the master shall ascertain the vessel's draft, trim, and stability as necessary; and any stability calculations made in support of the determination must remain aboard the vessel for the duration of the voyage.



**131.515 Periodic sanitary inspections.**

(a) The master shall make periodic inspections of the quarters, toilet and washing spaces, serving pantries, galleys, and the like, to ensure that those spaces are maintained in a sanitary condition.

(b) The master shall enter in the vessel's logbook the results of these inspections.

**131.520 Hatches and other openings.**

Before any vessel leaves protected waters, the master shall ensure that the vessel's exposed cargo hatches and other openings in the hull are closed; made properly watertight by the use of tarpaulins, gaskets, or similar devices; and properly secured for sea.

*This does not say it needs to be entered into the log here, but how else can you prove it was done as required in 131.620 (f)*

**131.525 Emergency lighting and power.**

- (a) The master of each vessel shall ensure that the emergency lighting and power systems are tested at least once each week that the vessel is operated, to verify that they work.
- (b) The master shall ensure that emergency generators driven by internal-combustion engines run under load for at least 2 hours at least once each month that the vessel is operated.
- (c) The master shall ensure that storage batteries driving fitted systems for emergency lighting and power are tested at least once each 6 months that the vessel is operated, to demonstrate the ability of the batteries **to supply the emergency loads for the period specified** by Table 112.05–5(a) of this chapter for cargo vessels.

*This does not say it needs to be entered into the log here, but how else can you prove it was done as required in 131.620 (g)*

**131.530 Abandon-ship training and drills.**

(a) Material for abandon-ship training must be aboard each vessel. The material must consist of a manual of one or more volumes, or audiovisual training aids, or both.

(1) The material must contain instructions and information about the lifesaving appliances aboard the vessel and about the best methods of survival. Any manual must be written in easily understood terms, illustrated wherever possible.

(2) If a manual is used, there must be a copy in each messroom and recreation room for crew members or in each stateroom for them. If audiovisual aids are used, they must be incorporated in the training sessions aboard under paragraph (d) of this section.

*This is our SOLAS Training Manual that is being made ship specific for the Rylan T at an accelerated schedule (due to the 835), and is what I started with each ship about a year ago in some forms I sent you to fill out. We have a long way to go to complete this for the rest of the ships.*

(3) The material must explain the—

- (i) Method of donning immersion suits and lifejackets carried aboard;
- (ii) Mustering at assigned stations;
- (iii) Proper boarding, launching, and clearing of survival craft and rescue boats;
- (iv) Method of launching survival craft by people within them;
- (v) Method of releasing survival craft from launching-appliances;
- (vi) Use of devices for protecting survival craft in launching-areas, where appropriate;
- (vii) Illumination of launching-areas;
- (viii) Use of each item of survival equipment;
- (ix) Instructions for emergency repair of lifesaving appliances;
- (x) Use of radio lifesaving-appliances, with illustrations;
- (xi) Use of sea anchors;
- (xii) Use of engine and accessories, where appropriate;
- (xiii) Recovery of survival craft and rescue boats, including stowage and securing;

(xiv) Hazards of exposure and need for warm clothing;

(xv) Best use of survival craft for survival; and

(xvi) Methods of retrieving personnel, including use of helicopter-mounted rescue gear (slings, baskets, stretchers) and vessel's line-throwing apparatus.

(b) An abandon-ship drill must be held on each vessel in alternate weeks. If none can be held during the appointed week, because of bad weather or other unavoidable constraint, one must be held at the first opportunity afterward. If the crew changes more than once in any 2 weeks, one must be held as soon after the arrival of each crew as practicable.

(1) Any crew member excused from an abandon-ship drill must participate in the next one, so that each member participates in at least one each month. Unless more than 25 percent of the members have participated in one on that particular vessel in the previous month, one must be held before the vessel leaves port if reasonable and practicable; but, unless the Commandant (G-MOC) accepts alternative arrangements as at least equivalent, one must be held not later than 24 hours after the vessel leaves port in any event.

(2)(i) On a voyage likely to take more than 24 hours to complete, a muster of offshore workers must be held on departure. The master shall ensure that each worker is assigned to a survival craft and is directed to its location. Each person in charge of such a craft shall maintain a list of workers assigned to the craft.

*You need to make muster lists of the people on board to check all present at the muster station. Good idea to have their room assignments on this list in case you have to go looking for them.*

(ii) On a voyage likely to take 24 hours or less to complete, the master shall call the attention of each offshore worker to the emergency instructions required by §131.330.

(3) **Each abandon-ship drill must include—**

(i) Summoning of crew members and offshore workers to survival craft with the general alarm;

(ii) Simulation of an abandon-ship emergency that varies from drill to drill;

(iii) Reporting of crew members and offshore workers to survival craft, and preparing for, and demonstrating the duties assigned under the procedure described in the station bill for, the particular abandon-ship emergency being simulated;

(iv) Checking to see that crew members and offshore workers are suitably dressed;

(v) Checking to see that immersion suits and lifejackets are correctly donned;

(vi) Lowering of at least one lifeboat (far enough that the davit head has completed its travel and the fall wire of the lifeboat has begun to pay out) or, if no lifeboats are required, lowering of one rescue boat, after any necessary preparation for launching;

(vii) Starting and operating of the engine of the lifeboat or rescue boat; and

(viii) Operation of davits used for launching liferafts.

(4) As far as practicable, at successive drills different lifeboats must be lowered to meet the requirements of paragraph (b)(3)(vi) of this section.

**(5) As far as practicable, each abandon-ship drill must be conducted as if there were an actual emergency.**

(6) Each lifeboat must be launched with its assigned crew aboard during an abandon-ship drill, and be maneuvered in the water, at least once each 3 months that the vessel is operated.

(7) Each rescue boat must be launched with its assigned crew aboard and be maneuvered in the water—

(i) Once each month that the vessel is operated, if reasonable and practicable; but,

(ii) In any event, at least once each 3 months that the vessel is operated.

(8) If drills for launching lifeboats and rescue boats are carried out with the vessel making headway, the drills must, because of the danger involved, be practiced only in waters where the drills are safe, under the supervision of an officer experienced in such drills.

(9) At least one abandon-ship drill each 3 months must be held at night, unless the master determines it unsafe.

(10) Emergency lighting for mustering and abandonment must be tested at each abandon-ship drill.

(c) The master of each vessel carrying immersion suits shall ensure that—

(1) Each crew member either—

(i) Wears an immersion suit in at least one abandon-ship drill a month unless it is impracticable because of warm weather; or

(ii) Participates in at least one immersion-suit drill a month that includes donning an immersion suit and being instructed in its use;

(2) In each abandon-ship drill, each offshore worker aboard is instructed in the use of immersion suits; and

(3) Each offshore worker is told at the beginning of the voyage where immersion suits are stowed aboard and is encouraged to read the instructions for donning and using the suits.

(d) Each crew member aboard the vessel must be given training in the use of lifesaving appliances and in the duties assigned by the station bill.

(1) Except as provided by paragraph (d)(2) of this section, training aboard in the use of the vessel's lifesaving appliances, including equipment on survival craft, must be given to each crew member as soon as possible but not later than 2 weeks after the member joins the vessel.

(2) If a crew member is on a regularly scheduled rotating assignment to a vessel, training aboard in the use of the vessel's lifesaving appliances, including equipment on survival craft, must be given to the member not later than 2 weeks after the member first joins the vessel.

(3) Each crew member must be instructed in the use of the vessel's lifesaving equipment and appliances and in survival at sea during alternate weeks, normally in the weeks when abandon-ship drills are not held. If individual instructional sessions cover different parts of the vessel's lifesaving system, they must cover each part of the vessel's lifesaving equipment and appliances each 2 months. Each member must be instructed in at least—

(i) Operation and use of the vessel's inflatable liferafts;

(ii) Problems of hypothermia, first aid for hypothermia, and other appropriate procedures; and

(iii) Special procedures necessary for use of the vessel's lifesaving equipment and appliances in heavy weather.

(4) Training in the use of davit-launched inflatable liferafts must take place at intervals of not more than 4 months on each vessel with such liferafts. Whenever practicable this must include the inflation and lowering of a liferaft. If this liferaft is a special one intended for training only, and is not part of the vessel's lifesaving system, it must be conspicuously so marked.

Drill log book entries:

(e) Dates when musters are held, details of abandon-ship drills, drills on other lifesaving equipment and appliances, and training aboard must be entered in the vessel's official logbook. Each logbook entry must include the following, as applicable:

(1) Time and date.

(2) Length of drill or training session.

(3) Identification of survival craft used in drills.

(4) Subject of training session.

(5) Statement on the condition of the equipment used.

(6) Unless a full muster, drill, or training session is held at the appointed time, the circumstances and the extent of the muster, drill, or training session held.



**131.535 Firefighting training and drills.**

(a) A fire drill must be held on each vessel, normally on alternate weeks. It must not be held as part of the abandon-ship drill, nor immediately before or after the abandon-ship drill. If none can be held on schedule, because of bad weather or other unavoidable constraint, one must be held at the next opportunity.

(b) Any crew member excused from a fire drill must participate in the next one, so that each member participates in at least one each month. Unless more than 25 percent of the members have participated in one on that particular vessel in the previous month, one must be held before the vessel leaves port if reasonable and practicable; but, unless the Commandant (G-MOC) accepts alternative arrangements as at least equivalent, one must be held not later than 24 hours after the vessel leaves port in any event.

(c) Each fire drill must include—

(1) Summoning of crew members and offshore workers to their stations with the general alarm;

(2) Simulation of a fire emergency that varies from drill to drill;

(3) Reporting of crew members and offshore workers to stations, and preparing for, and demonstrating of the duties assigned under the procedure described in the station bill for, the particular fire emergency being simulated;

(4) Starting of fire pumps and use of a sufficient number of outlets to determine that the system is working properly;

(5) Bringing out each breathing apparatus and other item of rescue and safety equipment from the emergency-equipment lockers, and demonstrating of the use of each item by the person or persons that will make use of it;

(6) Operation of each watertight door;

(7) Operation of each self-closing fire door;

(8) Closing of each fire door and each door within the fire boundary; and

(9) Closing of each ventilation closure of each space protected by a fixed fire-extinguishing system.

(d) Each fire drill must, as far as practicable, be conducted as if there were an actual emergency.

*Fire Drill log book entries:*

(e) The dates when fire drills are held, and details of training in fire fighting and of fire drills, must be entered in the vessel's official logbook. Each logbook entry must include the following, as applicable:

(1) Time and date.

(2) Length of drill or training session.

(3) Number and lengths of hose used.

(4) Subject of training session.

(5) Statement on the condition of the equipment used.

(6) Unless a full drill or training session is held at the appointed time, the circumstances and the extent of the drill or training session held.

**131.570 Quarterly inspections.**

- (a) Each apparatus that controls a lifeboat winch, including motor controllers, emergency switches, master switches, and limit switches, must be inspected once each 3 months.
- (b) The inspection must involve the removal of drain plugs and the opening of drain valves to ensure that enclosures are free of water.
- (c) The date of the inspection required by this section and the condition of the equipment must be entered in the vessel's logbook.

**Other Regulations in the adjacent CFRs you may want to consult in regard to your procedures, readiness, and reporting.**

**131.540 Operational readiness.**

(a) Except as provided by §131.545(e) of this subpart, each lifesaving appliance and each item of equipment for a lifeboat, liferaft, survival craft, rescue boat, life float, or buoyant apparatus must be in good working order and ready for immediate use before the vessel leaves port and at any time when the vessel is away from port.

(b) Each deck where a lifeboat, liferaft, survival craft, rescue boat, life float, or buoyant apparatus is stowed, launched, or boarded must be kept clear of obstructions that would interfere with the breaking out, launching, or boarding of the lifesaving appliance.

**131.545 Maintenance in general.**

(a) For each lifesaving appliance, the manufacturer's instructions for maintenance of the appliances aboard must be aboard and must include the following:

(1) Checklists for use in the inspections required by §131.565(a) of this subpart.

(2) Instructions for maintenance and repair.

(3) A schedule of periodic maintenance.

(4) A diagram of lubrication points with the recommended lubricants.

(5) A list of replaceable parts.

(6) A list of sources of spare parts.

(7) A log for records of inspections, maintenance, and repair.

(b) The master shall ensure that maintenance is carried out to comply with the instructions required by paragraph (a) of this section.

(c) For lifesaving appliances constructed on or before July 1, 1986, paragraph (a) of this section need be complied with only to the extent that appliances' manufacturers' instructions are available.

(d) The cognizant OCMI may accept, instead of the instructions required by paragraph (a) of this section, a program for planned shipboard maintenance that includes the items listed in that paragraph.

(e) If lifeboats and rigid liferafts are maintained and repaired on the vessel while the vessel is under way, there must be enough lifeboats and liferafts available for use on the vessel to accommodate each person aboard the vessel.

(f) Except in an emergency, no extensive repairs or alterations may be made to any lifesaving appliance without advance notice to the cognizant OCMI. As far as possible, each repair or alteration must be made to comply with the requirements for the appliance in subchapter Q of this chapter. This OCMI may require each appliance that has been extensively repaired or in any way altered to undergo each pertinent test in subchapter Q of this chapter.

(g) The master shall report each emergency repair or alteration to a lifesaving appliance, as soon as practicable, either to the OCMI in the next port in the United States where the vessel calls or, if the vessel does not regularly call at ports in the United States, to the OCMI responsible for the next foreign port where the vessel calls.

(h) No lifeboat or rigid liferaft may be repaired or reconditioned for use on a vessel other than the one it was originally built for, unless specifically permitted by the cognizant OCMI. The lifeboat or rigid liferaft must be so repaired or reconditioned under the supervision of this OCMI, unless he or she specifically allows otherwise.

#### **131.550 Maintenance of falls.**

(a) Each fall used with a launching appliance must be turned end for end at intervals of not more than 30 months.

(b) Each fall used with a launching appliance must be renewed either when necessary because of deterioration or after the passage of not more than 5 years, whichever occurs earlier.

(c) Each fall used with a launching appliance must have a corrosion-resistant tag permanently marked with—

(1) The date the new fall was installed; and

(2) The last date, if any, the fall was turned end for end.

**131.555 Spare parts and repair equipment.**

Spare parts and repair equipment must be provided for each lifesaving appliance and component that either is subject to excessive wear or consumption or needs to be replaced regularly. These parts and equipment must be kept aboard the OSV, except that, if the vessel operates daily out of the same shore base, they may be kept at that base.

**131.560 Weekly tests and inspections.**

The following tests and inspections must be carried out weekly:

- (a) Each lifesaving appliance and launching appliance must be visually inspected to ensure that it is ready for use.
- (b) Each engine of a lifeboat or a rescue boat must be run ahead and astern for not less than 3 minutes, unless the ambient temperature is below the minimal temperature required for starting the engine.
- (c) The general alarm system must be activated.
- (d) Each battery for starting the engine of a lifeboat or a rescue boat, or for energizing a searchlight, a fixed installation of a radio in a lifeboat, or a portable radio, must be brought up to full charge at least once a week if the battery is—
  - (1) Of a type that requires recharging; and
  - (2) Not connected to a device that keeps it continuously charged.
- (e) The transmitter of each fixed installation of a radio in a lifeboat and that of each portable radio must be tried out at least once a week with a dummy antenna load.

**131.565 Monthly tests and inspections.**

- (a) Each lifesaving appliance, including lifeboat equipment, must be inspected monthly against the checklist required by §131.545(a)(1) of this subpart to ensure that it is aboard and in good order. A report of the inspection, including a statement on the condition of the appliance, must be entered in the vessel's logbook.

(b) Each Emergency Position Indicating Radio Beacon (EPIRB) and each Search and Rescue Transponder (SART), other than an EPIRB or SART in an inflatable liferaft, must be tested monthly. The EPIRB must be tested using the integrated test circuit and the output indicator (test button) to determine that it works.

#### **131.570 Quarterly inspections.**

(a) Each apparatus that controls a lifeboat winch, including motor controllers, emergency switches, master switches, and limit switches, must be inspected once each 3 months.

(b) The inspection must involve the removal of drain plugs and the opening of drain valves to ensure that enclosures are free of water.

(c) The date of the inspection required by this section and the condition of the equipment must be entered in the vessel's logbook.

#### **131.575 Yearly inspections and repair.**

(a) Each lifeboat, rescue boat, rigid liferaft, buoyant apparatus, and life float must be stripped, cleaned, and thoroughly inspected and repaired as needed at least once a year. This procedure includes emptying and cleaning each fuel tank and refilling it with fresh fuel.

(b) Each davit, winch, fall, and other launching-appliance must be thoroughly inspected at least once a year, and repaired as needed.

(c) Each item of survival equipment with an expiration date must be replaced during the annual inspection and repair if this date has passed.

(d) Each battery used in an item of survival equipment and clearly marked with an expiration date must be replaced during the annual inspection and repair if this date has passed.

(e) Except a storage battery used in a lifeboat or in a rescue boat, each battery used in an item of survival equipment and not clearly marked with an expiration date must be replaced during the annual inspection and repair.

(f) Compliance with the requirements of this section does not relieve the master or person in charge of the duty of compliance with requirements in §131.540(a) of this subpart to keep the equipment ready for immediate use when the vessel is under way.

