

tank. A flame screen of noncorrodible wire mesh shall be fitted in the throat of the fill pipe.

(b) Shut-off valves shall be installed in the fuel line; one as close to each tank as practicable, and one as close to each carburetor as practicable. Arrangements shall be provided for operating all shut-off valves at the tanks from outside the compartments in which they are located, preferably from an accessible position on deck. The operating gear for the shut-off valves at the tanks shall be accessible at all times and in efficient working condition.

**§121.133 Carburetor back-fire flame arrestor.**

Carburetors of engines installed on motorboats using gasoline for fuel, except outboard motors, shall be fitted with an approved device to arrest back-fire. Air intakes, where practicable, shall be so directed that back-fire cannot blow down into the bilge.

**§121.134 Ventilation of motorboats.**

(a) All motorboats which use gasoline or other liquid fuel having a flash point of less than 110° F. shall be provided with at least two ventilators fitted with cowls or their equivalent for the purpose of properly and efficiently ventilating the bilges of every engine and fuel tank compartment in order to remove any inflammable or explosive gases.

(b) Motorboats constructed so that the greater portion of the bilges under the engine and fuel tanks are open and exposed to the natural atmosphere at all times are not required to be fitted with ventilators.

**Subpart C—Registration and Numbering**

**§121.171 Registration and numbering of motorboats.**

All motorboats shall be registered, certificated, and assigned numbers by the Marine Safety Unit.

[54 FR 37331, Sept. 8, 1989]

**§121.172 Numbers to be displayed on motorboats.**

Every motorboat shall have its assigned number painted or attached on each bow. The numbers shall be in block character of not less than 3 inches in height, and located as high above the water line as practicable, but in no case shall there be less than 3 inches of space from the bottom of the numbers to the water.

**§121.173 Registration and numbering of vessels under 20 meters (65') in length not propelled by machinery.**

Vessels not more than 20 meters (65') in length and not propelled in whole or in part by machinery shall be registered and numbered by the Marine Safety Unit.

[54 FR 37331, Sept. 8, 1989]

**§121.174 Numbers to be displayed on vessels under 65 feet other than motorboats.**

Every vessel not more than 65 feet in length and not propelled in whole or in part by machinery shall have its assigned number painted or attached on each bow. The numbers shall be in block character of not less than 3 inches in height, and located as high above the water line as practicable, but in no case shall there be less than 3 inches of space from the bottom of the numbers to the water.

**PART 123—RADIO COMMUNICATION**

Sec.

- 123.1 Radio communication defined.
- 123.2 Control of communications.
- 123.3 Radiotelephones required.
- 123.4 Advance notification required by radio from vessels approaching the Canal.
- 123.5 Radio communication between vessels in Canal waters and other vessels or places.
- 123.7 Operator on board during transit.
- 123.8 Precedence of messages relative to vessel's movements and Canal business; use of vessel's radio by pilot.
- 123.9 Immediate report of accidents, delays, or casualties.
- 123.10 Operation of vessel radios in conformity with treaties.
- 123.11 Radio charges.

## § 123.1

AUTHORITY: Issued under authority of the President by 22 U.S.C. 3811; E.O. 12215, 45 FR 36043.

SOURCE: 31 FR 12322, Sept. 16, 1966, unless otherwise noted.

### § 123.1 Radio communication defined.

For the purposes of this part, unless the context otherwise requires, "radio communication" means the transmission by radio of writing, signs, signals, pictures, and sounds of all kinds, including all instrumentalities, facilities, apparatus, and services (among other things the receipt, forwarding, and delivery of communications) incidental to such transmission.

### § 123.2 Control of communications.

The Panama Canal Commission shall, subject to the provisions of this part, have control of radio communications in the Canal operating areas so far as concerns or affects vessels in Panama Canal waters or the navigation of such waters.

[46 FR 63193, Dec. 30, 1981]

### § 123.3 Radiotelephones required.

(a) Except for vessels operated by the Panama Canal Commission or another agency of the United States, the following vessels shall comply with the requirements of this section:

(1) Every power-driven vessel of 300 gross tons or over;

(2) Every power-driven vessel of 100 gross tons or over, carrying one or more passengers for hire; and

(3) Every commercial towing vessel of 26 feet in length or over.

(b) A vessel of a type described in paragraph (a) of this section shall be equipped with a radiotelephone which can be operated from the navigation bridge and which can be used to communicate on the following channels in the 156-162 MHz frequency band:

(1) Channel 12, 156.600 MHz;

(2) Channel 13, 156.650 MHz;

(3) Channel 16, 156.800 MHz.

(c) A vessel of a type described in paragraph (a) of this section, which has notified the Traffic Management Division that it is ready to transit or otherwise navigate in Panama Canal waters and requires a Panama Canal pilot, shall, until a pilot boards the vessel, maintain a continuous watch on Chan-

## 35 CFR Ch. I (7-1-98 Edition)

nel 12. Channel 12 will be used for notification to vessels of their transit time and for advisory harbor control communication in Limon Bay.

(d) A vessel of a type described in paragraph (a) of this section shall maintain a continuous watch on Channel 13 when under way in Panama Canal waters for bridge-to-bridge navigational communications only. One watt maximum power shall be used on that frequency, except that in emergencies or unusual circumstances more power may be used. When such vessels have a Panama Canal pilot aboard, Channel 13 may be used only by the pilot or at his direction for navigational communications.

(e) The Signal Stations on Flamenco Island and in Cristobal may be called on Channel 12 or 16. Channel 16, however, is reserved for cases of distress, urgency, safety and calling only. Once radio contact is established on Channel 16, another channel should be selected for routine communications.

[41 FR 21778, May 28, 1976, as amended at 46 FR 63193, Dec. 30, 1981; 48 FR 6709, Feb. 15, 1983; 54 FR 37331, Sept. 8, 1989]

### § 123.4 Advance notification required by radio from vessels approaching the Canal.

(a) Vessels approaching the Panama Canal shall communicate by radio to the Traffic Management Division not less than 48 hours in advance of arrival at the Canal (or earlier if radio communication is practicable at an earlier time), the information required by this section unless this information has been previously communicated to the Canal authorities by other means. Symbols of the phonetic alphabet shall be used to identify each item and the word "NEGAT" shall be used after the items that can be answered "no", "none", or "not applicable". The following items of information shall be provided.

ALFA—The Panama Canal Identification Number of the vessel.

BRAVO—Estimated date and time of arrival, port of arrival and request for Canal transit if desired.

CHARLIE—Estimated draft upon arrival, and estimated transit draft if scheduled to work cargo or take bunker prior to transiting, in meters, fore and aft, in Tropical Fresh Water.

## Panama Canal Regulations

## § 123.7

DELTA—Any changes in the vessel's name, country of registry, structure or use of tanks that have occurred since the vessel last called in Panama Canal waters.

ECHO—Will the vessel dock at Balboa or Cristobal? What is the reason for docking? If it is for cargo operations, fuel or water, give the tonnage involved in each case. Is there any other reason the vessel will not be ready to transit upon arrival? What is the reason?

FOXTROT—The nature and tonnage of any deck cargo.

GOLF—If the vessel is carrying any explosives or bulk dangerous cargoes, as classified in §113.3, state the technical name, quantity (in long tons), United Nations number, the International Maritime Organization class and division (include compatibility group for explosives only), and the stowage for each dangerous cargo carried. If the vessel is a tanker in ballast condition and not gas free, state the technical name, United Nations number and the International Maritime Organization class and division of the previously carried cargo. Tankers reporting "GOLF:NEGAT" shall, in addition, state the technical names of non-dangerous cargoes carried.

HOTEL—If the vessel is carrying any packaged dangerous goods, as specified in §113.3, other than explosives, state the International Maritime Organization class and division and the total quantity (in long tons) within each class.

INDIA—Quarantine and immigration information:

(1) Is radio pratique desired?

(2) State the ports at which the vessel has called within 15 days preceeding its arrival at the Canal.

(3) State all cases of communicable disease aboard and the nature of the disease or diseases, if known.

(4) The number of deaths which have occurred since departure from the last port and the cause of each death, if known.

(5) The number of passengers disembarking and their port of disembarkation.

(6) The number and ports of origin of any stowaway and a brief description of the identity papers of each stowaway.

(7) The number, kind and country of origin of any animals aboard. Are any animals to be landed?

(8) The country of origin of all meat, whether carried as cargo or as ship's stores.

(9) Has the vessel called at a port in any country infected with foot-and-mouth disease or rinderpest during its present voyage? Countries considered to be infected are:

(a) All countries east of the 30th meridian west longitude and west of the international date line, except Australia, Channel Islands, Fiji, Greenland, Iceland, Japan, New Zealand, Northern Ireland, Norway, Republic of Ireland;

(b) All countries of South America;

(c) Curacao (the leeward islands of the Netherlands Antilles);

(d) Martinique;

(e) Cuba;

(f) Guadeloupe.

(10) Specify whether the vessel has a valid deratting certificate or a deratting exemption certificate issued 180 days prior to arrival.

(b) The following additional information shall be transmitted via radio to Transit Operations Division from all vessels as applicable:

(1) Vessels approaching from the Pacific shall report actual time of passing Cape Mala, or the latitude of Cape Mala, and the vessel's speed.

(2) Vessels approaching from the Atlantic shall report 12 hours prior to arrival at Cristobal any change of one hour or more in the expected time of arrival.

(3) Any other matters of importance and interest.

(c) Timely receipt of the above information will facilitate the transit or docking of arriving vessels. Failure to comply with these reporting requirements may subject a vessel to delay since vessels which do comply will receive priority of service and handling over those which do not.

(Approved by the Office of Management and Budget under control number 3207-0001)

[31 FR 12322, Sept. 16, 1966, as amended at 38 FR 3963, Feb. 9, 1973; 40 FR 8348, Feb. 27, 1975; 41 FR 21778, May 28, 1976; 46 FR 63193, Dec. 30, 1981; 50 FR 19682, May 10, 1985; 54 FR 37331, Sept. 8, 1989; 61 FR 36498, July 11, 1996]

### § 123.5 Radio communication between vessels in Canal waters and other vessels or places.

Except for emergency traffic and routine bridge-to-bridge VHF communication, no vessel in transit through the Canal shall communicate by radio with any other vessel or shore station, local or distant. This restriction shall not apply to government vessels of the United States or of the Republic of Panama.

[46 FR 63193, Dec. 30, 1981]

### § 123.7 Operator on board during transit.

All vessels equipped with radio shall have a qualified radio operator on board, available to operate the radio

§ 123.8

installation if necessary, at any time the vessel is under way in Panama Canal waters and at any other time her navigation is under the control of a Panama Canal pilot. Vessels equipped with radio telephones operating on the frequencies designated by the Panama Canal Commission are deemed to meet the requirements of this section provided they have someone aboard capable and qualified to operate such equipment.

[46 FR 63194, Dec. 30, 1981; 47 FR 54072, Dec. 1, 1983]

**§ 123.8 Precedence of messages relative to vessel's movements and Canal business; use of vessel's radio by pilot.**

Messages relating to a vessel's movements and Canal business shall take precedence over all commercial messages. The pilot on a vessel passing through the Canal shall be afforded free use of the vessel's radio for the transaction of Canal business.

**§ 123.9 Immediate report of accidents, delays, or casualties.**

Vessels within Panama Canal waters shall report by radio to the Canal authorities any accident or anything else that may delay them or require assistance, any sickness or casualties that require medical attendance or any other matter of importance that may arise. If a pilot is on board, such report shall be made by the pilot or under his direction.

[46 FR 63194, Dec. 30, 1981]

**§ 123.10 Operation of vessel radios in conformity with treaties.**

Except as may be otherwise provided by this part, while in Panama Canal waters, vessels equipped with radio shall operate such equipment at all times in conformity with the principles and rules stipulated in the treaties or conventions to which the United States is a party.

[46 FR 63194, Dec. 30, 1981]

**§ 123.11 Radio charges.**

No receiving or relaying charges, will be imposed against ships on radiograms transmitted by ships on Canal business

35 CFR Ch. I (7-1-98 Edition)

nor in the cases of dispatches involving medical assistance to ships.

**PART 125—SANITARY REQUIREMENTS: VESSEL WASTES; GARBAGE; BALLAST**

Sec.

125.1 Discharging vessel wastes into waters.

125.2 Handling ballast.

125.4 Removing wastes when anchored for considerable time.

AUTHORITY: Issued under authority vested in the President by secs. 1701 and 1801, Pub. L. 96-70, 93 Stat. 492; EO 12215, 45 FR 36043.

**§ 125.1 Discharging vessel wastes into waters.**

(a) Vessels may not discharge or throw into Panama Canal waters any ballast, ashes, cinders, boxes, barrels, straw, paper, or other solid matter; nor discharge heavy slops, engine or fire room bilge water, oil, or any other matter that will tend to deface or make Canal waters unsanitary. This requirement does not apply to the water used in cooking or in cleaning tableware.

(b) Ballast tanks may not be discharged in Canal waters.

(c) Before arrival from sea at either of the terminal ports, vessels should, in a manner consistent with the requirements of the International Convention for the Prevention of Pollution of the Sea by Oil, 1954, and all amendments thereto which are currently in force, dispose of all waste forbidden to be discharged in Canal waters.

[46 FR 63194, Dec. 30, 1981]

**§ 125.2 Handling ballast.**

Vessels wishing to unload or load ballast must have proper chutes, so arranged as to prevent ballast from falling overboard.

[31 FR 12324, Sept. 16, 1966]

**§ 125.4 Removing wastes when anchored for considerable time.**

A vessel anchored in Panama Canal waters for a considerable length of time may get rid of vessel wastes by requesting Canal authorities to place a garbage scow alongside. This service is chargeable to the vessel.

[46 FR 63194, Dec. 30, 1981]