§ 169.611 Carburetors.

(a) This section applies to all vessels having gasoline engines.

(b) Each carburetor other than a down-draft type, must be equipped with integral or externally fitted drip collectors of adequate capacity and arranged so as to permit ready removal of fuel leakage. Externally fitted drip collectors must be covered with flame screens.

(c) All gasoline engines must be equipped with an acceptable means of backfire flame control. Installations of backfire flame arresters bearing basic Approval Nos. 162.015 or 162.041 or engine air and fuel induction systems bearing basic Approval Nos. 162.015 or 165.042 may be continued in use as long as they are serviceable and in good condition. New installations or replacements must meet the applicable requirements of part 56, subpart 56.10 (Internal Combustion Engine Installations) of this chapter.


FUEL SYSTEMS

§ 169.613 Gasoline fuel systems.

(a) Except as provided in paragraph (b) each gasoline fuel system must meet the requirements of §56.50–70 of this chapter.

(b) Each vessel of 65 feet and under must meet the requirements of §§182.15–25, 182.15–30, 182.15–35 and 182.15–40 of this chapter.

§ 169.615 Diesel fuel systems.

(a) Except as provided in paragraph (b) each diesel fuel system must meet the requirements of §56.50–75 of this chapter.

(b) Each vessel of 65 feet and under must meet the requirements of §§182.20–22, 182.20–25, 182.20–30, 182.20–35 and 182.20–40 of this chapter.

STEERING SYSTEMS

§ 169.618 General.

(a) Each vessel must have an effective steering system.

(b) The steering system must be designed to withstand all anticipated loading while under sail, including shocks to the rudder. Additionally, the steering system on vessels with an auxiliary means of propulsion must not be susceptible to damage or jamming at the vessel's maximum astern speed.

(c) The main steering gear must be capable of moving the rudder from hard-over to hard-over at an average rate of not less than 2 1/3° per second with the vessel at design service speed (ahead).

§ 169.619 Reliability.

(a) Except where the OCMI judges it impracticable, the steering system must—

(1) Provide continued or restored steering capability in the event of a failure or malfunction of any single steering system component other than the rudder or rudder stock;

(2) Be independent of other systems, including auxiliary propulsion machinery; and

(3) Be operable in the event of localized fire or flooding.

(b) A main and independent auxiliary steering gear must be provided, except when—

(1) A small vessel uses a tiller or direct mechanical linkage as the primary means of controlling the rudder; or

(2) Installation of an auxiliary steering gear is not possible.