§ 58.25–25 Indicating and alarm systems.

(a) Indication of the rudder angle must be provided both at the main steering station in the pilothouse and in the steering-gear compartment. The rudder-angle indicator must be independent of control systems for steering gear.

(b) Each electric-type rudder-angle indicator must comply with §113.40–10 of this chapter and, in accordance with §112.15–5(c) of this chapter, draw its power from the source of emergency power.

(c) On each vessel of 1,600 gross tons or over, a steering-failure alarm must be provided in the pilothouse in accordance with §§113.43–3 and 113.43–5 of this chapter.

(d) An audible and a visible alarm must activate in the pilothouse upon—

(1) Failure of the electric power to the control system of any steering gear;

(2) Failure of that power to the power unit of any steering gear; or

§ 58.25–20 Piping for steering gear.

(a) Pressure piping must comply with subpart 58.30 of this part.

(b) Relief valves must be fitted in any part of a hydraulic system that can be isolated and in which pressure can be generated from the power units or from external forces such as wave action. The valves must be of adequate size, and must be set to limit the maximum pressure to which the system may be exposed, in accordance with §56.07–10(b) of this subchapter.

§ 58.25–15 Voice communications.

Each vessel must be provided with a sound-powered telephone system, complying with subpart 113.30 of this chapter, to communicate between the pilothouse and the steering-gear compartment, unless an alternative means of communication between them has been approved by the Commanding Officer, Marine Safety Center.

Coast Guard, Dept. of Homeland Security