

**§ 97.15-55 Requirements for fuel oil.**

(a) It shall be the duty of the chief engineer to cause an entry in the log to be made of each supply of fuel oil received on board, stating the quantity received, the name of the vendor, the name of the oil producer, and the flashpoint (Pensky-Martens Closed Cup Method, ASTM D 93 (incorporated by reference, see § 97.01-2)) for which it is certified by the producer.

(b) It shall be the further duty of the chief engineer to cause to be drawn and sealed and suitably labeled at the time the supply is received on board, a half-pint sample of each lot of fuel oil. These samples shall be preserved until the particular supply of oil is exhausted.

[CGFR 65-50, 30 FR 17011, Dec. 30, 1965, as amended by CGFR 68-82, 33 FR 18901, Dec. 18, 1968; USCG-2000-7790, 65 FR 58461, Sept. 29, 2000]

**§ 97.15-60 Firefighting equipment, general.**

(a) It shall be the duty of the owner, master, or person in charge to see that the vessel's firefighting equipment is at all times ready for use and that all such equipment required by the regulations in this subchapter is provided, maintained, and replaced as indicated.

(b) It shall be the duty of the owner, master, or person in charge to require and have performed at least once in every twelve months the tests and inspections of all hand portable fire extinguishers, semiportable fire extinguishing systems, and fixed fire extinguishing systems on board, as described in Tables 91.25-20(a)(1) and 91.25-20(a)(2) in § 91.25-20 of this subchapter. The owner, master, or person in charge shall keep records of such tests and inspections showing the dates when performed, the number and/or other identification of each unit tested and inspected, and the name(s) of the person(s) and/or company conducting the tests and inspections. Such records shall be made available to the inspector upon request and shall be kept for the period of validity of the vessel's current certificate of inspection. Where practicable these records should be kept in or with the vessel's log book. The conduct of these tests and inspections does not relieve the owner, mas-

ter, or person in charge of his responsibility to maintain this firefighting equipment in proper condition at all times.

**§ 97.15-75 Test of inflatable hopper gate seals on Great Lakes bulk dry cargo vessels.**

(a) It is the duty of the Master to ensure that the inflatable hopper gate seals installed on vessels required to meet the damage stability requirements of subpart H of part 172 of this chapter are tested after each carriage of cargo.

(b) Where inflatable hopper gate seals are installed, the test must consist of inflating the seals and assuring they hold the design pressure for at least 15 minutes without a drop in pressure.

(c) The date of the test and the condition of the equipment must be noted in the vessel's official logbook.

[CGD 80-159, 51 FR 33059, Sept. 18, 1986]

**Subpart 97.16—Auto Pilot****§ 97.16-1 Use of auto pilot.**

Except as provided in 33 CFR 164.15, when the automatic pilot is used in—

(a) Areas of high traffic density;  
(b) Conditions of restricted visibility;  
and

(c) All other hazardous navigational situations, the master shall ensure that—

(1) It is possible to immediately establish manual control of the ship's steering;

(2) A competent person is ready at all times to take over steering control;

(3) The changeover from automatic to manual steering and vice versa is made by, or under, the supervision of the officer of the watch.

[CGD 75-074, 42 FR 5964, Jan. 31, 1977]

**Subpart 97.19—Maneuvering Characteristics****§ 97.19-1 Data required.**

For each ocean and coastwise vessel of 1,600 gross tons or over, the following apply:

(a) The following maneuvering information must be prominently displayed in the pilothouse on a fact sheet:

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(1) For full and half speed, a turning circle diagram to port and starboard that shows the time and the distance of advance and transfer required to alter the course 90 degrees with maximum rudder angle and constant power settings.

(2) The time and distance to stop the vessel from full and half speed while maintaining approximately the initial heading with minimum application of rudder.

(3) For each vessel with a fixed propeller, a table of shaft revolutions per minute for a representative range of speeds.

(4) For each vessel with a controllable pitch propeller a table of control settings or a representative range of speeds.

(5) For each vessel that is fitted with an auxiliary device to assist in maneuvering, such as a bow thruster, a table of vessel speeds at which the auxiliary device is effective in maneuvering the vessel.

(b) The maneuvering information must be provided in the normal load and normal light condition with normal trim for a particular condition of loading assuming the following—

(1) Calm weather—wind 10 knots or less, calm sea;

(2) No current;

(3) Deep water conditions—water depth twice the vessel’s draft or greater; and

(4) Clean hull.

(c) At the bottom of the fact sheet, the following statement must appear:

**WARNING**

The response of the (name of the vessel) may be different from those listed above if any of the following conditions, upon which the maneuvering information is based, are varied:

(1) Calm weather—wind 10 knots or less, calm sea;

(2) No current;

(3) Water depth twice the vessel’s draft or greater;

(4) Clean hull; and

(5) Intermediate drafts or unusual trim.

(d) The information on the fact sheet must be:

(1) Verified six months after the vessel is placed in service; or

(2) Modified six months after the vessel is placed into service and verified within three months thereafter.

(e) The information that appears on the fact sheet may be obtained from:

(1) Trial trip observations;

(2) Model tests;

(3) Analytical calculations;

(4) Simulations;

(5) Information established from another vessel of similar hull form, power, rudder and propeller; or

(6) Any combination of the above.

The accuracy of the information in the fact sheet required is that attainable by ordinary shipboard navigation equipment.

(f) The requirements for information for fact sheets for specialized craft such as semi-submersibles, hydrofoils, hovercraft and other vessels of unusual design will be specified on a case by case basis.

[CGD 73-78, 40 FR 2689, Jan. 15, 1975]

**Subpart 97.20—Whistling**

**§ 97.20-1 Unnecessary whistling prohibited.**

(a) The unnecessary sounding of the vessel’s whistle is prohibited within any harbor limits of the United States.

**Subpart 97.25—Searchlights**

**§ 97.25-1 Improper use prohibited.**

(a) No person shall flash or cause to be flashed the rays of a searchlight or other blinding light onto the bridge or into the pilothouse of any vessel under way.

**Subpart 97.27—Lookouts**

**§ 97.27-5 Master’s and officer’s responsibility.**

(a) Nothing in this part shall exonerate any master or officer in command from the consequences of any neglect to keep a proper lookout or to maintain a proper fire watch or from any neglect of any precaution which may be required by the ordinary practice of seamen or by the special circumstances of the case. When circumstances require it, additional watches shall be maintained to guard against fire or other danger and to give