Coast Guard, DHS

§ 35.20–30 Flashing the rays of a searchlight or other blinding light—T/ALL.

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

[CGD 95–027, 61 FR 26000, May 23, 1996]

§ 35.20–35 Whistling—T/ALL.

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

[CGD 95–027, 61 FR 26000, May 23, 1996]

§ 35.20–40 Maneuvering characteristics—T/OC.

For each ocean and coastwise tankship 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:

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.

(b) Stability verification is not required for tank barges whose Certificate of Inspection carries draft restrictions for purposes other than stability.

(CG 88–037, 57 FR 41821, Sept. 11, 1992)

§ 35.20–10 Steering gear test—T/ALL.

On all tankships making voyages of more than 48 hours' duration, the entire steering gear, the whistle, the means of communication, and the signaling appliances between the bridge or pilothouse and engineroom shall be examined and tested by a licensed officer of the vessel within a period of not more than 12 hours before leaving port. All such vessels making voyages of less than 48 hours' duration or operating on lakes, bays, sounds, and rivers shall be so examined and tested at least once in every week. The fact and time of such examination and test shall be recorded in the ship's logbook.

§ 35.20–20 Master's and officer's responsibility—TB/ALL.

Nothing in this part shall exonerate any master or officer in command from the consequences of any neglect to keep a proper lookout or the neglect of any precaution which may be required by the ordinary practice of seamen or by the special circumstances of the case.

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