§ 97.15–30  
 assure himself that all exposed cargo hatches and other openings in the hull of his vessel are closed, made properly watertight by the use of tarpaulins, gaskets or similar devices, and in all respects properly secured for sea before leaving protected waters.

(2) A vessel engaged in a voyage exclusively on Great Lakes waters and having 6 feet or more of freeboard, measured vertically from the water's edge at the lowest point of sheer to the top of deck at the ship's side, may, at the master's discretion, omit tarpaulins on the ship's hatches from 16 May through 15 September (both dates inclusive). This exemption does not relieve the master of any responsibility for the securing and protection of his hatches during the interval of exemption and, in case of indications of bad weather or other threatening conditions, he shall not leave protected waters until the exposed cargo hatches and other openings in the hull of his vessel are properly covered, secured and protected.

(b) The openings to which this section applies are as follows:
(1) Exposed cargo hatches.
(2) Gangway, cargo and coaling ports fitted below the freeboard deck.
(3) Port lights that are not accessible during navigation including the dead lights for such port lights.
(c) Vessels which, by their design, do not require cargo hatch closing devices and to which §45.01–20 of subchapter E (Load Lines) of this chapter applies need not comply with the requirements of this section as to exposed cargo hatches.
(d) The master at his discretion may permit hatches or other openings to remain uncovered or open, or to be uncovered or opened for reasonable purposes such as ship's maintenance while the vessel is being navigated: Provided, That in his opinion existing conditions warrant such action.
(e) In the event the master employs the discretionary provisions of this section after leaving port he shall cause appropriate entries to be made in the official log or equivalent thereof setting forth the time of uncovering, opening, closing or covering of the hatches or other openings to which this section applies and the circumstances warranting the action taken.
(f) The discretionary provisions of this section shall not relieve the master of his responsibility for the safety of his vessel, her crew or cargo.

§ 97.15–30  Emergency lighting and power systems.

(a) Where fitted, it shall be the duty of the master to see that the emergency lighting and power systems are operated and inspected at least once in each week that the vessel is navigated to be assured that the system is in proper operating condition.

(b) Internal combustion engine driven emergency generators shall be operated under load for at least 2 hours, at least once in each month that the vessel is navigated.

(c) Storage batteries for emergency lighting and power systems shall be tested at least once each 6-month period that the vessel is navigated to demonstrate the ability of the storage battery to supply the emergency loads for the period of time specified in Table 112.05–5(a) of this chapter.

(d) The date of the tests and the condition and performance of the apparatus shall be noted in the official log book.

§ 97.15–35  Emergency training, musters, and drills.

Onboard training, musters, and drills must be in accordance with subchapter W (Lifesaving Appliances and Arrangements) of this chapter.

§ 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 ex-
hausted.


§ 97.15–60 Firefighting equipment, gen-
eral.

(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 regula-
tions 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 in-
spections of all hand portable fire ex-
tinguishers, semiportable fire extin-
guishing systems, and fixed fire exting-
guishing systems on board, as de-
scribed in Tables 91.25–20(a)(1) and
91.25–20(a)(2) in § 91.25–20 of this sub-
chapter. 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 inspec-
tor 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 inspec-
tions does not relieve the owner, mas-
ter, or person in charge of his responsi-
bility 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 en-
sure that the inflatable hopper gate
seals installed on vessels required to
meet the damage stability require-
ments 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 condi-
tion 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 es-
tablish 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 fol-
lowing apply:
(a) The following maneuvering infor-
mation 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 set-
tings.
(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 pro-
pellor, a table of shaft revolutions per