the requirements of §113.35–3(d) of this chapter.

PART 130—VESSEL CONTROL, AND MISCELLANEOUS EQUIPMENT AND SYSTEMS

Subpart A—Vessel Control

Subpart B—Miscellaneous Equipment and Systems

Subpart C—Navigational Equipment

Subpart D—Automation of Unattended Machinery Spaces

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Subpart A—Vessel Control

§130.110 Internal communications on OSVs of less than 100 gross tons.

Each vessel of less than 100 gross tons equipped with an independent auxiliary means of steering, as required by §130.130(b) of this subpart, must have a fixed means of communication between the pilothouse and the place where the auxiliary means of steering is controlled.

§130.120 Propulsion control.

(a) Each vessel must have—

(1) A propulsion-control system operable from the pilothouse; and

(2) A means at each propulsion engine of readily disabling the propulsion-control system to permit local operation.

(b) Each propulsion-control system operable from the pilothouse must enable—

(1) Control of the speed of each propulsion engine;

(2) Control of the direction of propeller-shaft rotation;

(3) Control of propeller pitch, if a controllable-pitch propeller is fitted; and

(4) Shutdown of each propulsion engine.

(c) The propulsion-control system operable from the pilothouse may constitute the remote stopping-system required by §129.540 of this subchapter.

(d) Each propulsion-control system, including one operable from the pilothouse, must be designed so that no one complete or partial failure of an easily replaceable component of the system allows the propulsion engine to overspeed or the pitch of the propeller to increase.

§130.130 Steering on OSVs of less than 100 gross tons.

(a) Each OSV of less than 100 gross tons must have a steering system that complies with—

(1) Section 130.140 of this subpart; or

(2) This section.

(b) Except as provided by paragraph (i) of this section, each vessel must have a main and an independent auxiliary means of steering.

(c) The main means of steering (main steering gear) must be—

(1) Of adequate strength for, and capable of, steering the OSV at each service speed;

(2) Designed to operate at maximum astern speed without being damaged; and

(3) Capable of moving the rudder from 35 degrees on one side to 30 degrees on the other side in no more than