

**§ 130.250**

anchor chain listed in the applicable standard; or

(2) Two anchors of one-half the tabular weight with the total length of anchor chain listed in the applicable standard, if both anchors are ready for use at any time and if the windlass is capable of heaving in either anchor.

(c) Standards of classification societies other than the ABS may be used, upon approval of the Commandant.

**§ 130.250 Mooring and towing equipment for OSVs of less than 100 gross tons.**

Each OSV of less than 100 gross tons must be fitted with mooring and towing equipment meeting the applicable requirements for small passenger vessels in § 184.300 of this chapter.

**Subpart C—Navigational Equipment**

**§ 130.310 Radar.**

Each vessel of 100 or more gross tons must be fitted with a general marine radar in the pilothouse.

**§ 130.320 Electronic position-fixing device.**

Each vessel must be equipped with an electronic position-fixing device satisfactory for the area in which the vessel operates.

**§ 130.330 Charts and nautical publications.**

(a) Except as provided by paragraph (b) or (c) of this section, as appropriate for the intended voyage, each vessel must carry adequate and up-to-date—

(1) Charts of large enough scale to make safe navigation possible;

(2) U.S. Coast Pilot or similar publication;

(3) Coast Guard Light List;

(4) Tide Tables published by the National Ocean Service;

(5) Local Notice or Notices to Mariners; and

(6) Current Tables published by the National Ocean Service, or a river-current publication issued by the U.S. Army Corps of Engineers or by a river authority, or both.

(b) Any vessel may carry, instead of the complete publications listed in

**46 CFR Ch. I (10–1–06 Edition)**

paragraph (a) of this section, extracts from them for areas it will transit.

(c) When operating in foreign waters, a vessel may carry an appropriate foreign equivalent of any item required by paragraph (a) of this section.

**§ 130.340 Compass.**

Each vessel must be fitted with a compass suitable for the intended service of the vessel. Except aboard a vessel limited to daytime operation, the compass must be illuminated.

**Subpart D—Automation of Unattended Machinery Spaces**

**§ 130.400 Applicability.**

This subpart applies to each vessel of 100 or more gross tons where automated systems either replace specific personnel in the control and observation of the propulsion system and machinery spaces or reduce the level of crew associated with the vessel's engine department.

**§ 130.410 General.**

(a) Arrangements must be such that under any operating condition, including maneuvering, the safety of the vessel is equivalent to that of the same vessel with the machinery spaces fully tended and under direct manual supervision.

(b) Acceptance by the Coast Guard of automated systems to replace specific crew members or to reduce overall requirements for crew members depends upon the—

(1) Capabilities of the automated system;

(2) Combination of crew members, equipment, and systems necessary to ensure the safety of the vessel, personnel, and environment in each operating condition, including maneuvering; and

(3) Ability of the crew members to perform each operational evolution, including to cope with emergencies such as fire and failure of control or monitoring systems.

**§ 130.420 Controls.**

Each piece of machinery under automatic control must have an alternative manual means of control.