

## OPR-7—RADAR OBSERVER CERTIFICATES, SHIPS' SAFETY AND USE OF RADAR

### Sec.

1. Purpose.
2. Radar observer competency.
3. Safety of navigation.
4. Use and maintenance of radar.

**AUTHORITY:** Sections 1 to 4 issued under 49 Stat. 1987, as amended; 46 U.S.C. 1114.

**SOURCE:** Sections 1 to 4 appear at 26 F.R. 2104, Mar. 12, 1960, unless otherwise noted.

### Section 1 Purpose.

The purpose of this regulation is to state the policy of the National Shipping Authority of the Maritime Administration regarding the competency of deck officers, safe operating practices, and the proper and effective use of radar on any Maritime Administration vessel operating for its account under a general agency agreement.

### Sec. 2 Radar observer competency.

(a) Effective as of this date each master and deck officer employed on board GAA vessels equipped with marine radar shall be in possession of a certificate indicating satisfactory completion of a Radar Observer Course approved and recognized by the United States Coast Guard; or possess a master's or deck officer's license which has been issued as an original license or a raise in grade subsequent to January 1, 1959, in conformance with CGFR58-18, 23 F.R. 3447-10.05-46.

(b) Compliance with this regulation may be waived by the Maritime Administration Coast Director having jurisdiction over the vessel upon evidence by the general agent that such qualified personnel are not available for the dispatch of the vessel and the sailing would be prevented or delayed; or for other reasons, by the Director, National Shipping Authority of the Maritime Administration.

### Sec. 3 Safety of navigation.

Radar does not relieve the master of a vessel of the obligation to comply fully with the Rules of the Road and all practices of good seamanship. Safety of the vessel is paramount to schedules which are considered only as desirable objectives. Radar is an aid to safe navigation, and is only of value when properly and effectively used. Proper use includes careful plotting of ships, to pre-

dict or control the distance between two vessels at closest point of approach. Timely plotting is essential. Luminous plotting devices are authorized equipment on all radar-equipped GAA vessels and shall be utilized to the fullest extent possible.

### Sec. 4 Use and maintenance of radar.

(a) To be of value and dependable, the radar must be used and maintained properly. Manufacturer's recommendations for operation and maintenance of the set should be complied with at all times. The radar set shall be energized in sufficient time to ensure its proper functioning.

(b) It is good practice to operate the radar set from sunset to sunrise when under way, and plotting should be practiced at every opportunity; thus, proficiency can be maintained. The master shall be responsible for the training of all watch officers, making certain that they practice their observations, computations and plotting during times of clear weather, that they check themselves by visual observations, thereby ensuring their proficiency while operating under conditions of reduced visibility.

## SRM-2—AUTHORITY AND RESPONSIBILITY OF GENERAL AGENTS TO UNDERTAKE EMERGENCY REPAIRS IN FOREIGN PORTS

### Sec.

1. What this order does.
2. General Agents' authority.
3. General Agents' responsibilities.
4. General provisions.

**AUTHORITY:** Sections 1 to 4 issued under sec. 204, 49 Stat. 1987, as amended; 46 U. S. C. 1114.

**SOURCE:** Sections 1 to 4 contained in SRM-2, 16 F.R. 5321, June 6, 1951, unless otherwise noted.

### Section 1 What this order does.

This order outlines General Agents' responsibilities and limited authority in connection with repairs in foreign ports to vessels operated for the account of the National Shipping Authority under General Agency Agreement.

### Sec. 2 General Agents' authority.

The General Agents are hereby delegated authority to undertake for the account of the National Shipping Authority only such emergency repairs outside the Continental United States as may