

§ 35.01-5

*code of federal regulations/
ibr locations.html.*

(b) The material approved for incorporation by reference in this part, and the sections affected is:

American Society for Testing and Materials

100 Barr Harbor Drive, West Conshohocken,
PA 19428-2959

ASTM F 1014-92 Standard Specification for
Flashlights on Vessels.

Section affected—35.30-20(c)(3)

ASTM Adjunct F 1626, Symbols for Use in
Accordance with Regulation II-2/20 of the
1974 SOLAS Convention, PCN 12-616260-01,
© 1996-35.10-3

ASTM D 93-97, Standard Test Methods for
Flash-Point by Pensky-Martens Closed Cup
Tester-35.25-10

International Maritime Organization (IMO)
Publications Section, 4 Albert Embankment,
London, SE1 7SR United Kingdom. Resolu-
tion A.654(16), Graphical Symbols for Fire
Control Plans—35.10-3

NOTE: All other documents referenced in
this part are still in effect.

[CGD 82-042, 53 FR 17704, May 18, 1988, as
amended by CGD 96-041, 61 FR 50727, Sept. 27,
1996; CGD 97-057, 62 FR 51043, Sept. 30, 1997;
CDG 95-028, 62 FR 51199, Sept. 30, 1997; USCG-
1999-5151, 64 FR 67177, Dec. 1, 1999; USCG-
2009-0702, 74 FR 49227, Sept. 25, 2009]

**§ 35.01-5 Sanitary condition and crew
quarters—T/ALL.**

It shall be the duty of the master and
chief engineer of every tankship to see
that such vessel and crew's quarters
are kept in a sanitary condition.

[CGFR 65-50, 30 FR 16704, Dec. 30, 1965, as
amended by CGD 95-027, 61 FR 25999, May 23,
1996]

§ 35.01-10 Shipping papers—TB/ALL.

Each loaded tank vessel shall have on
board a bill of lading, manifest, or ship-
ping document giving the name of the
consignee and the location of the deliv-
ery point, the kind, grades, and approx-
imate quantity of each kind and grade
of cargo, and for whose account the
cargo is being handled. The tank vessel
shall not be delayed in order to secure
exact quantities of cargo. Such mani-
fests or bills of lading may be made out
by the master, master of the towing
vessel, owner, or agent of the owner:
Provided, however, That in the case of
unmanned barges where shipping pa-
pers are not available, an entry in the

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logbook of the towing vessel giving the
name of the shipper and location of
shipping point, the name of the con-
signee and location of delivery point,
the approximate kind, grade, and quan-
tity of cargo in each barge of the tow,
and for whose account the cargo is
being handled, shall be considered as
complying with the requirements of
this section.

**§ 35.01-15 Carriage of persons other
than crew—TB/ALL.**

No person not connected with the op-
eration of a tank ship or tank barge or
not having legitimate business with
said vessel, shall be permitted aboard
while vessel is under way unless spe-
cifically allowed by its certificate.

**§ 35.01-25 Sacrificial anode installa-
tions—TB/ALL.**

(a) The installation of magnesium
sacrificial anodes in cargo tanks uti-
lized for the carriage of flammable or
combustible liquids in bulk is prohib-
ited.

(b) A sacrificial anode using an alu-
minum alloy will be permitted in cargo
tanks under the following criteria:

(1) The maximum allowable energy
that can be developed by a falling
anode shall be 200 foot-pounds.

(2) No anode shall be installed more
than 6 feet above the bottom of the
tank. Special consideration will be
given when structural design prevents
the anodes from falling in event of fail-
ure of the attachments.

(3) Each anode shall have at least two
welded or bolted connections to the
supporting structure. Special consider-
ation will be given to proprietary at-
tachments which provide equally safe
installations.

(4) The plans of the anode installa-
tion and a chemical analysis of the
alloy composition shall be submitted
for approval. The anode should be mag-
nesium free and the silicon content
limited to trace amounts.

(5) The recommended construction of
the anode should utilize a mild steel
core with necessary attachments.
Other types may be used but will re-
quire special consideration.

(c) Sacrificial anodes using materials
other than those having aluminum and/