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Subpart A—General

SOURCE: CGD 77–069, 52 FR 31626, Aug. 21, 1987, unless otherwise noted.

§ 154.1 Incorporation by reference.

(a) Certain materials are incorporated by reference into this part with approval of the Director of the Federal Register in accordance with 5 U.S.C. 552(a). The Office of the Federal Register publishes a list ''Material Approved for Incorporation by Reference,'' which appears in the Finding Aids section of this volume. To enforce any edition other than the one listed in paragraph (b) of this section, notice of change must be published in the FEDERAL REGISTER and the material made available. All approved material is on file at the Office of the Federal Register, Washington, DC 20408, and at the Commandant (G–MSO), U.S. Coast Guard, 2100 Second Street SW. Washington, DC 20593–0001.

(b) The materials approved for incorporation by reference in this part are:

AMERICAN BUREAU OF SHIPPING

Two World Trade Center, 106th Floor, New York, NY 10048
Rules for Building and Classing Steel Vessels, 1981

AMERICAN NATIONAL STANDARDS INSTITUTE

11 West 42nd Street, New York, NY 10036
ANSI Z89.1–69 Safety Requirements for Industrial Head Protection, 1969
ANSI Z87.1–79 Practice for Occupational and Educational Eye and Face Protection, 1979

AMERICAN SOCIETY FOR TESTING AND MATERIALS

100 Barr Harbor Drive, West Conshohocken, PA 19428–2959
ASTM A20–1978 Steel Plates for Pressure Vessels.
ASTM F1014–1986 Standard Specification for Flashlights on Vessels.
Sections effected—154.1400(a)(4), 154.1400(b)(4), 154.1400(c)(4).

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

INTERNATIONAL MARITIME ORGANIZATION

Publications Section, 4 Albert Embankment, London SE1 7SR, United Kingdom
Resolution A.328(IX), Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk, 1976
Code For Existing Ships Carrying Liquefied Gases in Bulk, 1976
Medical First Aid Guide for Use in Accidents Involving Dangerous Goods

UNDERWRITERS LABORATORIES, INC.

12 Laboratory Drive, Research Triangle Park, NC 27709–3995
UL No. 783–79 Standard for Safety, Electric Flashlights for Use in Hazardous Locations, Class 1, Groups C and D, 1979.

[CGD 77–069, 52 FR 31626, Aug. 21, 1987, as amended by CGD 82–042, 53 FR 17705, May 18, 1988; CGD 82–042, 53 FR 18949, May 25, 1988; CGD 88–070, 53 FR 34535, Sept. 7, 1988; CGD 96–041, 61 FR 50732, Sept. 27, 1996; CGD 97–057, 62 FR 51048, Sept. 30, 1997]

§ 154.3 Purpose.

The purpose of this part is to prescribe rules for new and existing gas vessels.

§ 154.5 Applicability.

This part applies to each self-propelled vessel that has on board bulk liquefied gases as cargo, cargo residue or vapor, except subpart C does not apply if the vessel meets § 154.12 (b), (c), or (d).

§ 154.7 Definitions, acronyms, and terms.

As used in this part:

''A'' Class Division means a division as defined in Regulation 3 of Chapter II–2 of the 1974 Safety Convention.

Accommodation spaces means public spaces, corridors, lavatories, cabins, offices, hospitals, cinemas, game and hobby rooms, pantries containing no cooking appliances, and spaces used in a similar fashion.

Boiling point means the temperature at which a substance's vapor pressure is equal to the atmospheric barometric pressure.

Breadth (B) means the maximum width of the vessel in meters measured amidships to the molded line of the frame in a ship with a metal shell and to the outer surface of the hull in a ship with a shell of any other material.

Cargo area means that part of the vessel that contains the cargo containment system, cargo pump rooms, cargo compressor rooms, and the deck areas over the full beam and the length of the vessel above them, but does not include the cofferdams, ballast spaces, or

void spaces at the after end of the aftermost hold space or the forward end of the forwardmost hold space.

Cargo containment system means the arrangement for containment of the cargo including a primary and secondary barrier, associated insulation and any intervening spaces, and adjacent structure that is necessary for the support of these elements.

Cargo service space means space within the cargo area that is more than 2 m^2 (21.5 $ft.^2$) in deck area and used for work shops, lockers, or store rooms.

Cargo tank means the liquid tight shell that is the primary container of the cargo.

Certificate of Compliance means a certificate issued by the Coast Guard to a foreign flag vessel after it is examined and found to comply with regulations in this chapter.

Cofferdam means the isolating space between two adjacent steel bulkheads or decks, which could be a void space or a ballast space.

Contiguous hull structure includes the inner deck, the inner bottom plating, longitudinal bulkhead plating, transverse bulkhead plating, floors, webs, stringers, and attached stiffeners.

Control space means those spaces in which the vessel's radio, main navigating equipment, or the emergency source of power is located or in which the fire control equipment, other than firefighting control equipment under § 154.1140 to § 154.1170, is centralized.

Design temperature means the minimum cargo temperature the Coast Guard allows for loading, unloading, or carriage.

Design vapor pressure (P_o) means the maximum gauge pressure at the top of the cargo tank for the design of the cargo tank.

Document means a Certificate of Inspection for a U.S. flag vessel or a Certificate of Compliance for a foreign flag vessel.

Existing gas vessel means a self-propelled vessel that—

(a) Is delivered on or before October 31, 1976; or

(b) Is delivered between October 31, 1976 and June 30, 1980, and is not a new gas vessel.

Flammable cargoes includes the following liquefied gases from Table 4 (follows § 154.1872):

Acetaldehyde
Butadiene
Butane
Butylene
Dimethylamine
Ethane
Ethylamine
Ethyl chloride
Ethylene
Ethylene oxide
Methane (LNG)
Methyl acetylene-propadiene mixture
Methyl bromide
Methyl chloride
Propane
Propylene
Vinyl chloride

Gas-dangerous space includes the following spaces:

(a) A space in the cargo area without arrangements to provide a safe atmosphere at all times.

(b) An enclosed space outside the cargo area through which any piping that may contain liquid or gaseous cargo passes, or within which that piping terminates, without arrangements to prevent gas from escaping into the space.

(c) A cargo containment system and cargo piping.

(d) A hold space where cargo is carried in a cargo containment system:

(1) With a secondary barrier; or

(2) Without a secondary barrier.

(e) A space separated from a hold space under paragraph (d)(1) of this definition by a single gastight boundary.

(f) A cargo pumproom and a cargo compressor room.

(g) A zone on the weather deck or a semi-enclosed space on the weather deck within 3.05 m (10 ft) of any cargo tank outlet, gas or vapor outlet, cargo pipe flange, cargo valve, or of entrances and ventilation openings to a cargo pump room or a cargo compressor room.

(h) Except for existing gas vessels, the weather deck over the cargo area and 3.05 m (10 ft) forward and aft of the cargo area on the weather deck to 2.4 m (8 ft) above the weather deck.

(i) A zone within 2.4 m (8 ft) of the outer surface of a cargo containment system where the surface is exposed to the weather.

(j) An enclosed or semi-enclosed space in which there is piping containing cargo, except those—

(1) With gas sampling lines for gas detection equipment under § 154.1350(n); or

(2) In which boil-off gas is used as fuel under § 154.703.

(k) A space for storage of cargo hoses.

(l) An enclosed or semi-enclosed space having an opening into any gas-dangerous space or zone.

Gas-safe space means a space that is not a gas-dangerous space.

Hold space means the space enclosed by the vessel's structure in which there is a cargo containment system.

IMO stands for the lnternational Maritime Organization.

IMO Certificate means a Certificate of Fitness for the Carriage of Liquefied Gases in Bulk issued under the IMO—

(a) ''Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk'', adopted November 12, 1975 by Assembly Resolution A.328(IX), as amended;

(b) ''Code for Existing Ships Carrying Liquefied Gases in Bulk'', adopted November 12, 1975, as amended; or

(c) ''Recommendations Concerning Ships Not Covered by the Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk'', (Resolution A.328(IX)), adopted November 12, 1975 by Assembly Resolution A.329(IX).

Independent tank is a cargo tank that is permanently affixed to the vessel, is self-supporting, and is not part of the hull or essential to the strength or integrity of the hull.

Independent tank type A is an independent cargo tank designed primarily using classification society classical ship structural analysis procedures.

Independent tank type B is an independent cargo tank designed from model tests, refined analytical tools, and analysis methods to determine stress levels, fatigue life, and crack propagation characteristics.

Independent tank type C (pressure tank) is an independent cargo tank meeting pressure vessel criteria where the dominant stress producing load is design vapor pressure.

Insulation space means a space, that could be an interbarrier space, occupied wholly or in part by insulation.

Integral tank means a cargo tank that is a structural part of the vessel's hull and is influenced in the same manner and by the same loads that stress the adjacent hull structure.

Interbarrier space means the space between a primary and a secondary barrier, with or without insulation or other material.

Length (L) is ninety-six percent of the total length in meters on a waterline at eighty-five percent of the least molded depth measured from the top of the keel or the length from the foreside of the stem to the axis of the rudder stock on the waterline, whichever is greater. In vessels having a rake of keel, the waterline is parallel to the design waterline.

Liquefied gas means a cargo having a vapor pressure of 172 kPa (25 psia) or more at 37.8 °C (100 °F).

MARVS stands for the Maximum Allowable Relief Valve Setting.

Membrane tank is a cargo tank that is not self-supporting and consists of a thin layer (membrane) supported through insulation by the adjacent hull structure.

New gas vessel means a self-propelled vessel that—

(a) Is constructed under a building contract awarded after October 31, 1976;

(b) In the absence of a building contract, has a keel laid or is at a similar stage of construction after December 31, 1976;

(c) Is delivered after June 30, 1980; or

(d) Has undergone a major conversion for which—

(1) The building contract is awarded after October 31, 1976;

(2) In the absence of a building contract, conversion is begun after December 31, 1976; or

(3) Conversion is completed after June 30, 1980.

Primary barrier means the inner boundary that contains the cargo when the cargo containment system includes two boundaries.

Process pressure vessel means a pressure vessel that is used in a reliquefaction, cargo heating, or other system that processes cargo.

Remote group alarm means an audible and visual alarm that alerts when an alarm condition exists but does not identify that condition.

Secondary barrier means the liquid resisting outer boundary of a cargo containment system when the cargo containment system includes two boundaries.

Semi-membrane tank is a cargo tank that is not self-supporting and that can expand and contract due to thermal, hydrostatic, and pressure loadings. It consists of flat surfaces, supported through insulation by the adjacent hull structure, and shaped corners that connect the flat surfaces.

Service space means a space outside the cargo area that is used for a galley, pantry containing cooking appliances, locker or store room, workshop except those in machinery spaces, and similar spaces and trunks to those spaces.

Shut-off valve is a valve that closes a pipeline and provides nominal metal to metal contact between the valve operating parts, including the disc and gate, and the valve body.

Specific gravity (p) means the ratio of the density of the cargo at the design temperature to the density of water at 4 °C (39 °F).

Tank cover is the structure protecting those parts of the cargo containment system that protrude through the weather deck and providing continuity to the deck structure.

Tank dome means the uppermost portion of the cargo tank. For below deck cargo containment systems, it means the uppermost portion of the cargo tank that protrudes through the weather deck or through the tank cover.

Toxic cargoes includes the following liquefied gases from Table 4 (follows § 154.1872):

Acetaldehyde
Ammonia, anhydrous
Dimethylamine
Ethylamine
Ethyl chloride
Ethylene oxide
Methyl bromide
Methyl chloride
Sulfur dioxide
Vinyl chloride

Vapor pressure means the absolute equilibrium pressure of the saturated vapor above the liquid, expressed in kPa (psia), at a specific temperature.

Void space means an enclosed space in the cargo area outside of the cargo containment system, except a hold space, ballast space, fuel oil tank, cargo pump or compressor room, or any space used by personnel.

1974 Safety Convention stands for the International Convention on Safety of Life at Sea, 1974, done at London, November 1, 1974.

§ 154.9 Issuance of documents.

The Coast Guard issues an endorsed Certificate of Inspection to a U.S. flag vessel or an endorsed Certificate of Compliance to a foreign flag vessel that meets this part.

§ 154.12 Existing gas vessel: Endorsements and requirements.

(a) Except an existing gas vessel under paragraph (b), (c), or (d) of this section, an existing gas vessel must meet subpart C of this part if the owner desires a document endorsed for the carriage of a cargo listed in Table 4 (follows § 154.1872).

(b) If an existing gas vessel is issued a document by the Coast Guard before November 1, 1987 that is endorsed for the carriage of a cargo listed in Table 4 (follows § 154.1872), and the owner desires the same endorsement on a reissued document, the vessel must—

(1) Continue to meet the same design and construction standards under which the Coast Guard issued the original document; and

(2) Meet paragraph (e) of this section.

(c) If an existing gas vessel is issued a document by the Coast Guard before November 1, 1987 that is endorsed for the carriage of a cargo listed in Table 4 (follows § 154.1872), and the owner desires an endorsement for a different cargo listed in that table, the vessel must—

(1) Continue to meet the same design and construction standards under which the Coast Guard issued the original document;

(2) Meet paragraph (e) of this section;

(3) Meet subpart D for the different cargo; and

(4) Meet any additional requirements of this part that the Commandant (G–

MSO) determines to be necessary for safety.

(d) If an existing gas vessel does not meet paragraph (b) or (c) of this section and the owner desires a document endorsed for the carriage of a cargo listed in Table 4 (follows §154.1872), the vessel must—

(1) Have a letter from the Coast Guard dated before November 1, 1987 stating that—

(i) Review of the vessel's plans for the carriage of that cargo is completed; or

(ii) The vessel's IMO Certificate endorsed for the carriage of that cargo is accepted;

(2) Meet the plans that were reviewed and marked ''Examined'' or ''Approved'' by the Coast Guard, or meet the standards under which the IMO Certificate was issued;

(3) Meet paragraph (e) of this section; and

(4) Meet any additional requirements of this part that the Commandant (G–MSO) determines to be necessary for safety.

(e) If the owner of a vessel desires any document endorsement described in paragraph (b), (c), or (d) of this section, the existing gas vessel must meet the requirements in each of the following:

(1) Section 154.310 (d) and (e).

(2) Section 154.320 (b) and (c).

(3) Section 154.330 (a) through (e).

(4) Section 154.340(d).

(5) Section 154.345 (a), (b)(1) through (b)(5), (b)(7) and (c).

(6) Section 154.476(a).

(7) Section 154.519(a)(2).

(8) Section 154.534.

(9) Section 154.538.

(10) Section 154.540 (c) and (d).

(11) Section 154.556.

(12) Section 154.558.

(13) Section 154.560.

(14) Section 154.562.

(15) Section 154.703.

(16) Section 154.705.

(17) Section 154.706.

(18) Section 154.707.

(19) Section 154.708.

(20) Section 154.709.

(21) Section 154.904.

(22) Section 154.906.

(23) Section 154.908(a), unless the space is separated from the accommodation, service, or control space by a steel door that—

(i) Is watertight when tested with a firehose at not less than 207 kPa gauge (30 psig);

(ii) Has a means to self-close and does not have latches or other devices designed to hold it open; and

(iii) Has an audible and visual alarm on both sides of the door which is actuated when the door is open.

(24) Section 154.910.

(25) Section 154.912.

(26) Sections 154.1110 through 154.1130, except §§154.1115(b), 154.1120(b), and 154.1125 (c) and (f).

(27) Section 154.1145, except an existing gas vessel with a cargo carrying capacity of less than 2500 m^3 (88,200 ft^3) may have only one self-contained dry chemical storage unit if that unit—

(i) is installed before November 1, 1987; and

(ii) Has the capacity to meet §154.1145 (d) and (e), and §154.1170(e).

(28) Section 154.1150 (a) and (b).

(29) Section 154.1155.

(30) Section 154.1160.

(31) Section 154.1165 (a), (b), (d), and (f).

(32) Section 154.1170 (b) through (f).

(33) Section 154.1200 (a), (b)(1), and (b)(2).

(34) Section 154.1205(f).

(35) Section 154.1325.

(36) Section 154.1335(e).

(37) Section 154.1350 (e), (f), (i), (o), and (u).

§154.15 U.S. flag vessel: Endorsement application.

(a) A person who desires the endorsement required under §154.1801 for a U.S. flag vessel must submit an application for an endorsement of the vessel's Subchapter D Certificate of Inspection under the procedures in §91.55–15 of this chapter.

(b) The person requesting an endorsement under paragraph (a) of this section must submit to the Coast Guard, if requested—

(1) Calculations for hull design required by §172.175 of this chapter;

(2) The plans and information listed in §§54.01–18, 56.01–10, 91.55–5 (a), (b), (d), (g), and (h), and 110.25–1 of this chapter;

(3) Plans for the dry chemical supply and distribution systems, including the controls; and

(4) Any other vessel information, including, but not limited to plans, design calculations, test results, certificates, and manufacturer's data, needed to determine whether or not the vessel meets the standards of this part.

§ 154.17 U.S. flag vessel: Certificate of Inspection endorsement.

The Certificate of Inspection for a U.S. flag vessel allowed to carry a liquefied gas listed in Table 4 has the following endorsement for each cargo, with the corresponding carriage requirement data inserted:

Inspected and approved for the carriage of _____ at a maximum allowable relief valve setting of _____ kPa gauge (_____ psig) with an F factor of _____, a maximum external pressure of _____ kPa gauge (_____ psig), a minimum service temperature of _____ °C (_____ °F), and a maximum specific gravity of _____. Hull type _____.

§ 154.19 U.S. flag vessel: IMO certificate issuance.

(a) The Coast Guard Officer in Charge, Marine Inspection, issues an IMO Certificate to a U.S. flag vessel when requested by the owner or representative, if—

(1) The vessel meets the requirements of this part; and

(2) It is a new gas vessel, it meets the IMO Resolution A.328(IX), ''Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk, 1975''; or

(3) It is an existing gas vessel, it meets the IMO ''Code for Existing Ships Carrying Liquefied Gases in Bulk, 1975''.

(b) The IMO Certificate expires on the same date that the vessel's Certificate of Inspection expires.

§ 154.22 Foreign flag vessel: Certificate of Compliance endorsement application.

(a) A person who desires an endorsed Certificate of Compliance to meet § 154.1802(a) for a foreign flag vessel, whose flag administration issues IMO Certificates, must submit to the Commanding Officer, U.S. Coast Guard Marine Safety Center (G–MSC), 400 Seventh St., SW., Washington, DC 20590–0001, an application that includes the following:

(1) The vessel's valid IMO Certificate.

(2) A description of the vessel.

(3) Specifications for the cargo containment system.

(4) A general arrangement plan of the vessel.

(5) A midship section plan of the vessel.

(6) Schematic plans of the liquid and vapor cargo piping.

(7) A firefighting and safety plan.

(8) If the applicant is requesting an endorsement for the carriage of ethylene oxide, a classification society certification that the vessel meets § 154.1725(a) (4), (5), and (7).

(9) If the vessel is a new gas vessel, or an existing vessel that does not meet § 154.12 (b), (c), or (d)—

(i) A certification from a classification society that the vessel—

(A) Has enhanced grades of steel meeting § 154.170 (b)(1) and (b)(2) for crack arresting purposes in the deck stringer, sheer strake, and bilge strake; and

(B) Meets § 154.701, or if the vessel carries methane, meets § 154.703, by having the capability of cargo tank pressure and temperature control without venting; and

(ii) The vessel's valid SOLAS Cargo Ship Safety Construction Certificate and Cargo Ship Safety Equipment Certificate.

(10) Any additional plans, certificates, and information needed by the Commanding Officer, Marine Safety Center to determine whether or not the vessel meets this part.

(b) A person who desires an endorsed Certificate of Compliance to meet § 154.1802(b) for a foreign flag vessel, whose flag administration does not issue IMO Certificates, must submit to the Commanding Officer, Marine Safety Center the plans, calculations, and information under § 154.15(b).

[CGD 77–069, 52 FR 31626, Aug. 21, 1987, as amended by CGD 88–070, 53 FR 34535, Sept. 7, 1988; CGD 89–025, 54 FR 19571, May 8, 1989; CGD 95–072, 60 FR 50466, Sept. 29, 1995; 60 FR 54106, Oct. 19, 1995]

§154.24 Foreign flag vessel: IMO Certificate.

(a) An IMO Certificate issued under the IMO Resolution A.328(IX),''Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk, 1975'' is usually sufficient evidence of compliance with this part for the Coast Guard to endorse a foreign flag vessel's Certificate of Compliance with the name of each cargo in Table 4 (follows §154.1872) that is listed on the IMO Certificate, if the information listed in item 3 of the IMO Certificate shows that—

(1) The design ambient temperatures meet §154.174 and §154.176;

(2) The cargo tank design stress factors and resulting MARVS of independent tanks type B or C meet §154.447 or §154.450; and

(3) The cargo tank MARVS of a type IIPG ship meets §172.175(c) of this chapter.

(b) If a foreign flag existing gas vessel meets §154.12 (b), (c), or (d), the vessel's IMO Certificate issued under the IMO ''Code for Existing Ships Carrying Liquefied Gases in Bulk, 1975'' is usually sufficient evidence of compliance with the requirements of §154.12(e) for the Coast Guard to endorse the Certificate of Compliance with the name of each cargo in Table 4 (follows §154.1872) that is listed on the IMO Certificate; however if a foreign flag existing gas vessel does not meet §154.12 (b), (c), or (d), an IMO Certificate issued under the IMO ''Code for Existing Ships Carrying Liquefied Gases in Bulk, 1975'' is not acceptable evidence of compliance with the requirements of this part for the endorsement of a Certificate of Compliance.

§154.30 Liquefied gases not included in Table 4.

(a) A liquefied gas not appearing in Table 4 (follows §154.1872) must be specially approved by the Commandant (G–MSO) to be carried in bulk in U.S. waters.

(b) A person who desires to ship a liquefied gas in bulk that is not listed in Table 4 must submit to the Commandant (G–MSO) a completed form CG–4355. This form may be obtained from the Commandant (G–MSO) or any Officer in Charge, Marine Inspection (OCMI).

(c) The Commandant (G–MSO) notifies the submitter by letter whether or not the liquefied gas is specially approved for carriage in bulk in U.S. waters and the minimum requirements for that carriage. If the liquefied gas is not specially approved, the reasons why the special approval is not granted are included.

§154.32 Equivalents.

(a) A vessel that fails to meet the standards in this part for an endorsement on a Certificate of Inspection or a Certificate of Compliance may meet an alternate standard if the Commandant (G–MSO) finds that the alternate standard provides an equivalent or greater level of protection for the purpose of safety.

(b) The Commandant (G–MSO) considers issuance of a finding of equivalence to the standard required by this part if the person requesting the finding submits a written application to the Commandant (G–MSO) that includes—

(1) A detailed explanation of the vessel's characteristics that do not meet the requirements in this part; and

(2) An explanation of how each substituted standard would enable the vessel to meet a level of safety that would be equivalent to or greater than the standard in this part.

(c) Operational methods or procedures may not be substituted for a particular fitting, material, appliance, apparatus, item, or type of equipment required in this part.

§154.34 Special approval: Requests.

Each request for special approval must be in writing and submitted to the Commandant (G–MSO), U.S. Coast Guard, 2100 Second Street SW., Washington, DC 20593–0001.

§154.36 Correspondence and vessel information: Submission.

Correspondence to the Coast Guard and all vessel information submitted to the Coast Guard must be in English, except—

(a) IMO Certificates may be in French; and

(b) SOLAS Certificates may be in the official language of the flag administration.

§ 154.40 Right of appeal.

Any person directly affected by a decision or action taken under this part, by or on behalf of the Coast Guard, may appeal therefrom in accordance with subpart 1.03 of this chapter.

[CGD 88–033, 54 FR 50381, Dec. 6, 1989]

Subpart B—Inspections and Tests

EXAMINATION REQUIREMENTS FOR FOREIGN FLAG VESSELS

§ 154.150 Examination required for a Certificate of Compliance.

Before a vessel receives an initial or reissued Certificate of Compliance endorsed with the name of a cargo from Table 4 of this part, the vessel must call at a United States port for an examination, during which the Officer in Charge, Marine Inspection, determines whether or not the vessel meets the requirements of this chapter.

[CGD 81–052, 50 FR 8734, Mar. 5, 1985]

§ 154.151 Procedures for having the Coast Guard examine a vessel for a Certificate of Compliance.

To have the Coast Guard examine the vessel for a Certificate of Compliance, as required in § 154.150, the owner of a foreign flag vessel must proceed as follows:

(a) After submitting an application under § 154.22, await notification by the Commanding Officer, Marine Safety Center that review of the vessel's plans or IMO Certificate and supporting documents is complete.

(b) Except when paragraph (c) of this section applies,

(1) After receiving notification from Commanding Officer, Marine Safety Center that review is complete and the application is acceptable, dispatch the vessel to a United States port;

(2) Notify the Officer in Charge, Marine Inspection, for the port where the vessel is to be inspected at least seven days before the vessel arrives and arrange the exact time and other details of the examination. This notification is in addition to any other pre-arrival notice to the Coast Guard required by other regulations and must include:

(i) The name of the vessel's first U.S. port of call;

(ii) The date the vessel is scheduled to arrive;

(iii) The name and telephone number of the owner's local agent; and

(iv) The names of all cargoes listed in Table 4 of this part that are on board the vessel;

(3) Make sure that the following items are available on board the vessel for the use of the Marine Inspector before beginning the examination required by § 154.150:

(i) A general arrangement (including the location of firefighting, safety, and lifesaving gear); and

(ii) The cargo manual required by § 154.1810.

(c) If the vessel was accepted for U.S. service on the basis of Coast Guard plan review under § 154.5(b), the vessel owner must notify Commanding Officer, Marine Safety Center fourteen days prior to the vessel's arrival at a U.S. port. This notification must include:

(1) The name of the vessel's first U.S. port of call;

(2) The date the vessel is scheduled to arrive;

(3) The name and telephone number of the owner's local agent; and

(4) The names of all cargoes listed in Table 4 of this part that are on board the vessel.

[CGD 81–052, 50 FR 8734, Mar. 5, 1985; 50 FR 15895, Apr. 23, 1985; CGD 77–069, 52 FR 31630, Aug. 21, 1987; CGD 95–072, 60 FR 50466, Sept. 29, 1995; 60 FR 54106, Oct. 19, 1995]

Subpart C—Design, Construction and Equipment

HULL STRUCTURE

§ 154.170 Outer hull steel plating.

(a) Except as required in paragraph (b) of this section, the outer hull steel plating, including the shell and deck plating must meet the material standards of the American Bureau of Shipping published in ''Rules for Building and Classing Steel Vessels'' 1981.

(b) Along the length of the cargo area, grades of steel must be as follows: