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(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:

(1) The deck stringer and sheer strake must be at least Grade E steel or a grade of steel that has equivalent chemical properties, mechanical properties, and heat treatment, and that is specially approved by the Commandant (G–MSO).

(2) The strake at the turn of the bilge must be Grade D, Grade E, or a grade of steel that has equivalent chemical properties, mechanical properties, and heat treatment, and that is specially approved by the Commandant (G–MSO).

(3) The outer hull steel of vessels must meet the standards in § 154.172 if the hull steel temperature is calculated to be below −5° C (23°F) assuming:

(i) For any waters in the world, the ambient cold conditions of still air at 5°C (41°F) and still sea water at 0°C (32°F);

(ii) For cargo containment systems with secondary barriers, the temperature of the secondary barrier is the design temperature; and

(iii) For cargo containment systems without secondary barriers, the temperature of the cargo tank is the design temperature.

[CGD 74–289, 44 FR 26009, May 3, 1979, as amended by CGD 82–063b, 48 FR 4782, Feb. 3, 1983; CGD 77–069, 52 FR 31630, Aug. 21, 1987]

§ 154.172 Contiguous steel hull structure.

(a) Except as allowed in paragraphs (b) and (c) of this section, plates, forgings, forged and rolled fittings, and rolled and forged bars and shapes used in the construction of the contiguous steel hull structure must meet the thickness and steel grade in Table 1 for the temperatures under §§ 154.174(b) and 154.176(b).

(b) for a minimum temperature, determined under §§ 154,174(b) and 154.176(b), below −25°C (−13°F), the contiguous steel hull structure must meet § 54.25–10 for that minimum temperature.

(c) If a steel grade that is not listed in Table 1 has the equivalent chemical properties, mechanical properties, and heat treatment of a steel grade that is listed, the steel grade not listed may be specially approved by the Commandant (G–MSO), for use in the contiguous hull structure.

Table 1—MINIMUM TEMPERATURE, THICKNESS, AND STEEL GRADES IN CONTIGUOUS HULL STRUCTURES

Minimum temperature	Steel thickness	Steel[1] grade
0°C (32°F)	All	Standards of the American Bureau of Shipping published in ''Rules for Building and Classing Steel Vessels'', 1981
−10°C (14°F)	T≤112.5 mm (½ in.).	B
	12.5< t≤25.5 mm (1 in.).	D
	t;gt;25.5 mm (1 in.)	E
−25°C (−13°F).	t≤112.5 mm (½ in.)	D
	t>12.5 mm (½ in.)	E

[1] Steel grade of the American Bureau of Shipping published in ''Rules for Building and Classing Steel Vessels'', 1981.

[CGD 74–289, 44 FR 26009, May 3, 1979, as amended by CGD 82–063b, 48 FR 4782, Feb. 3, 1983; CGD 77–069, 52 FR 31630, Aug. 21, 1987]

§ 154.174 Transverse contiguous hull structure.

(a) The transverse contiguous hull structure of a vessel having cargo containment systems without secondary barriers must meet the standards of the American Bureau of Shipping published in ''Rules for Building and Classing Steel Vessels'', 1981.

(b) The transverse contiguous hull structure of a vessel having cargo containment systems with secondary barriers must be designed for a temperature that is:

(1) Colder than the calculated temperature of this hull structure when:

(i) The temperature of the secondary barrier is the design temperature, and

(ii) The ambient cold condition under § 154.176(b)(1)(ii) and (iii) are assumed; or

(2) Maintained by the heating system under § 154.178.

[CGD 74–289, 44 FR 26009, May 3, 1979, as amended by CGD 77–069, 52 FR 31630, Aug. 21, 1987]

§ 154.176 Longitudinal contiguous hull structure.

(a) The longitudinal contiguous hull structure of a vessel having cargo containment systems without secondary