

two or more boilers, a nonreturn valve shall be provided in the line from each boiler to prevent accidental blowback in the event the boiler blowoff valve is left open.

(b) Blowoff piping external to the boiler shall be designed for not less than 125 percent of the maximum allowable working pressure of the boiler, or the maximum allowable working pressure of the boiler plus 225 pounds per square inch, whichever is less. When the required blowoff piping design pressure exceeds 100 pounds per square inch gage, the wall thickness of the piping shall not be less than Schedule 80. The value of allowable stress for design purposes shall be selected as described in § 56.07-10(e) at a temperature not below that of saturated steam at the maximum allowable working pressure of the boiler.

(c) Boiler blowoff piping which discharges above the lightest loadline of a vessel shall be arranged so that the discharge is deflected downward.

(d) Valves such as the globe type so designed as to form pockets in which sediment may collect shall not be used for blowoff service.

[CGFR 68-82, 33 FR 18843, Dec. 18, 1968, as amended by CGFR 69-127, 35 FR 9978, June 17, 1970; CGD 73-254, 40 FR 40165, Sept. 2, 1975; USCG-2003-16630, 73 FR 65178, Oct. 31, 2008]

§ 56.50-45 Circulating pumps.

(a) A main circulating pump and emergency means for circulating water through the main condenser shall be provided. The emergency means may consist of a connection from an independent power pump fitted between the main circulating pump and the condenser.

(b) Independent sea suction shall be provided for the main circulating and the emergency circulating pumps.

(c) A cross connection between the circulating pumps in the case of multiple units will be acceptable in lieu of an independent power pump connection.

(d) On vessels operating on lakes (including Great Lakes), bays, sounds, or rivers, where provision is made to operate noncondensing, only one circulating unit will be required.

§ 56.50-50 Bilge and ballast piping.

(a)(1) All vessels except unmanned barges shall be provided with a satisfactory bilge pumping plant capable of pumping from and draining any watertight compartment except for ballast, oil and water tanks which have acceptable means for filling and emptying independent of the bilge system. The bilge pumping system shall be capable of operation under all practicable conditions after a casualty whether the ship is upright or listed. For this purpose wing suction will generally be necessary except in narrow compartments at the ends of the vessel where one suction may be sufficient. In compartments of unusual form, additional suction may be required.

(2) Arrangements shall be made whereby water in the compartments will drain to the suction pipes. Efficient means shall be provided for draining water from all tank tops, other watertight flats and insulated holds. Peak tanks, chain lockers and decks over peak tanks may be drained by eductors, ejectors, or hand pumps. Where piping is led through the forepeak, see § 56.50-1(b).

(3) Where drainage from particular compartments is considered undesirable, the provisions for such drainage may be omitted, provided it can be shown by calculations that the safety of the vessel will not be impaired.

(4) Where the vessel is to carry Class 3 flammable liquids with a flashpoint below 23 °C (74 °F), Class 6, Division 6.1, poisonous liquids, or Class 8 corrosive liquids with a flashpoint below 23 °C (74 °F) as defined in 49 CFR part 173, in enclosed cargo spaces, the bilge-pumping system must be designed to ensure against inadvertent pumping of such liquids through machinery-space piping or pumps.

(5) For each vessel constructed on or after June 9, 1995, and on an international voyage, arrangements must be made to drain the enclosed cargo spaces on either the bulkhead deck of a passenger vessel or the freeboard deck of a cargo vessel.

(i) If the deck edge, at the bulkhead deck of a passenger vessel or the freeboard deck of a cargo vessel, is immersed when the vessel heels 5° or less, the drainage of the enclosed cargo