

## § 108.105

(b) Be acceptable to the cognizant OCMI, for use on the unit.

[CGD 84-069, 61 FR 25291, May 20, 1996]

### **§ 108.105 Substitutes for required fittings, material, apparatus, equipment, arrangements, calculations, and tests.**

(a) Where this subchapter requires a particular fitting, material, apparatus, equipment, arrangement, calculation or test, the Commandant (CG-521) may accept any substitution that is at least as effective as that specified. If necessary, the Commandant (CG-521) may require engineering evaluations and tests to demonstrate the equivalence of the substitution.

(b) In any case where it is shown to the satisfaction of the Commandant that the use of any particular equipment, apparatus, arrangement, or test is unreasonable or impracticable, the Commandant may permit the use of alternate equipment, apparatus, arrangement, or test to such an extent and upon such condition as will insure, to his satisfaction, a degree of safety consistent with the minimum standards set forth in this subchapter.

(c) The Commandant (CG-521) may accept a novel lifesaving appliance or arrangement, if it provides a level of safety equivalent to the requirements of this part and the appliance or arrangement—

(1) Is evaluated and tested in accordance with IMO Resolution A.520(13), Code of Practice for the Evaluation, Testing and Acceptance of Prototype Novel Life-saving Appliances and Arrangements; or

(2) Has successfully undergone evaluation and tests that are substantially equivalent to those recommendations.

(d) During a unit's construction and when any modification to the lifesaving arrangement is done after construction, the owner must obtain acceptance of lifesaving arrangements from the Commandant Marine Safety Center.

(e) The OCMI may accept substitute lifesaving appliances other than those required by this part, except for—

(1) Survival craft and rescue boats; and

(2) Survival craft and rescue boat launching and embarkation appliances.

## 46 CFR Ch. I (10-1-10 Edition)

(f) Acceptance of lifesaving appliances and arrangements will remain in effect unless—

(1) The OCMI deems their condition to be unsatisfactory or unfit for the service intended; or

(2) The OCMI deems the crew's ability to use and assist others in the use of the lifesaving appliances or arrangements to be inadequate.

[CGD 73-251, 43 FR 56808, Dec. 4, 1978, as amended by CGD 95-072, 60 FR 50465, Sept. 29, 1995; CGD 84-069, 61 FR 25291, May 20, 1996; USCG-2009-0702, 74 FR 49233, Sept. 25, 2009]

### **§ 108.109 Classification society standards.**

(a) Any person who desires to use the rules of a classification society, other than the American Bureau of Shipping, to meet requirements in this Subchapter must request recognition of that society from the Commanding Officer, Marine Safety Center. The relevant rules must be submitted with the request.

[CGD 73-251, 43 FR 56808, Dec. 4, 1978, as amended by CGD 95-072, 60 FR 50465, Sept. 29, 1995]

## **Subpart B—Construction and Arrangement**

### **HULL STRUCTURE**

#### **§ 108.113 Structural standards.**

Except as provided in § 108.109, each unit must meet the structural standards of the American Bureau of Shipping's *Rules for Building and Classing Offshore Mobile Drilling Units, 1978*.

#### **§ 108.114 Appliances for watertight and weathertight integrity.**

(a) Appliances to ensure watertight integrity include watertight doors, hatches, scuttles, bolted manhole covers, or other watertight closures for openings in watertight decks and bulkheads.

(b) Appliances to ensure weathertight integrity include weathertight doors and hatches, closures for air pipes, ventilators, ventilation intakes and outlets, and closures for other openings in deckhouses and superstructures.

(c) Each internal opening fixed with appliances to ensure watertight integrity which are used intermittently during operation of the unit while afloat must meet the following:

(1) Each door, hatch, and scuttle must—

(i) Be remotely controlled from a normally manned control station, and be operable locally from both sides of the bulkhead; or

(ii) If there is no means of remote control there must be an alarm system which signals whether the appliance is open or closed both locally at each appliance and in a normally manned control station.

(2) Each closing appliance must remain watertight under the design water pressure of the watertight boundary of which it is a part.

(d) Each external opening fitted with an appliance to ensure weathertight integrity must be located so that it would not be submerged below the final equilibrium waterline if the unit is subjected simultaneously to—

(1) Damage causing flooding described in §174.075 through §174.085 of this chapter; and

(2) A wind heeling moment calculated in accordance with §174.055 of this chapter using a wind velocity of 50 knots (25.8 meters per second).

[CGD 73-251, 43 FR 56808, Dec. 4, 1978, as amended by CGD 79-023, 48 FR 51008, Nov. 4, 1983]

#### FIRE PROTECTION: GENERAL

##### § 108.123 Isolation of combustible material.

Each internal combustion engine exhaust, boiler and galley uptake, and similar heat source must be separated or insulated from combustible materials.

##### § 108.127 Storage lockers for combustibles.

Each oil and paint locker must be made of steel or an equivalent material or be completely lined with steel or an equivalent material as described in §108.131(c) of this subpart.

#### STRUCTURAL FIRE PROTECTION

##### § 108.131 Definitions.

(a) *Standard Fire Test* means the test in which specimens of the relevant bulkheads or decks, having a surface of approximately 4.65 square meters (50 square feet) and a height of 2.44 meters (8 feet) resembling as closely as possible the intended construction and including, where appropriate, at least one joint, are exposed in a test furnace to a series of temperature relationships approximately as follows:

(1) At the end of 5 minutes—538°C. (1,000°F.)

(2) At the end of 10 minutes—704°C. (1,300°F.)

(3) At the end of 30 minutes—843°C. (1,550°F.)

(4) At the end of 60 minutes—927°C. (1,700°F.)

(b) Bulkheads and decks are defined and classed as follows:

(1) *A class bulkhead or deck* means a bulkhead or deck that—

(i) Is made of steel or other equivalent material; and

(ii) Prevents the passage of flame and smoke for 60 minutes if subjected to the standard fire test.

(2) *A 60 bulkhead or deck* means an A class bulkhead or deck that—

(i) Is insulated with approved insulation, bulkhead panels, or deck covering;

(ii) If subjected to the standard fire test for 60 minutes, has an average temperature rise on the unexposed side of the insulated bulkhead or deck of less than 139°C. (250°F.) above the temperature before the standard fire test and has a temperature rise at any point on the unexposed surface, including any joint, of less than 180°C. (325°F.) above the temperature before the standard fire test.

(3) *B class bulkhead or deck* means a bulkhead or deck that—

(i) Is made of approved noncombustible material;

(ii) Prevents flame from passing through it for 30 minutes if subjected to the standard fire test.

(4) *C class bulkhead or deck* means a bulkhead or deck made of approved noncombustible material.

(c) *Equivalent material* means a material that by itself or with insulation