

**§ 92.05-1**

(3) From each bridge wing, the field of vision extends over an arc from at least 45 degrees on the opposite bow, through dead ahead, to at least dead astern.

(4) From the main steering position, the field of vision extends over and arc from dead ahead to at least 60 degrees on either side of the vessel.

(5) From each bridge wing, the respective side of the vessel is visible forward and aft.

(b) Windows fitted on the navigation bridge must be arranged so that:

(1) Framing between windows is kept to a minimum and is not installed immediately in front of any work station.

(2) Front windows are inclined from the vertical plane, top out, at an angle of not less than 10 degrees and not more than 25 degrees.

(3) The height of the lower edge of the front windows is limited to prevent any obstruction of the forward view previously described in this section.

(4) The height of the upper edge of the front windows allows a forward view of the horizon at the conning position, for a person with a height of eye of 1.8 meters (71 inches), when the vessel is at a forward pitch angle of 20 degrees.

(c) Polarized or tinted windows must not be fitted.

[CGD 85-099, 55 FR 32248, Aug. 8, 1990]

**Subpart 92.05—General Fire Protection**

**§ 92.05-1 Fire hazards to be minimized.**

(a) The general construction of the vessel shall be such as to minimize fire hazards insofar as is reasonable and practicable.

**§ 92.05-5 Woodwork insulated from heated surfaces.**

(a) Internal combustion engine exhausts, boiler and galley uptakes, and similar sources of ignition shall be kept clear of and suitably insulated from any woodwork or other combustible matter.

**§ 92.05-10 Lamp room construction.**

(a) Lamp, paint, and oil lockers and similar compartments shall be constructed of steel or shall be wholly lined with metal.

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

**§ 92.05-15 Segregation of spaces containing the emergency source of electric power.**

(a) The provisions of this section shall apply to all vessels contracted for on or after October 1, 1958.

(b) When a compartment containing the emergency source of electric power, or vital components thereof, adjoins a space containing either the ship's service generators or machinery necessary for the operation of the ship's service generators, all common bulkheads and/or decks shall be protected by approved "structural insulation" or other approved material. This protection shall be such as to be capable of preventing an excessive temperature rise in the space containing the emergency source of electric power, or vital components thereof, for a period of at least one hour in the event of fire in the adjoining space. Bulkheads or decks meeting Class A-60 requirements, as defined by § 72.05-10 of Subchapter H (Passenger Vessels) of this chapter, will be considered as meeting the requirements of this paragraph.

**Subpart 92.07—Structural Fire Protection**

**§ 92.07-1 Application.**

(a) The provisions of this subpart, with the exception of § 92.07-90, shall apply to all vessels of 4,000 gross tons and over contracted for on or after January 1, 1962. Such vessels contracted for prior to January 1, 1962, shall meet the requirements of § 92.07-90(a).

(b) The provisions of this subpart, with the exception of § 92.07-90, shall apply to all industrial vessels of 300 gross tons and over but less than 4,000 gross tons, contracted for on or after July 1, 1968, which carry in excess of 12 industrial personnel. Such vessels contracted for prior to July 1, 1968, shall meet the requirements of § 92.07-90(b).

(c) SOLAS-certificated vessels complying with method IC, as described in IMO SOLAS 74 (incorporated by reference; see 46 CFR 92.01-2), regulation