

construction of the life preservers submitted by the manufacturer.

(c-1) *Approval number—nonstandard life preserver.* An official approval number is assigned to the manufacturer by the Coast Guard for a nonstandard life preserver approved after tests.

(d) *Private brand labels.* Private brand labels are those bearing the name and address of a distributor in lieu of the manufacturer. In order for a manufacturer to apply for an approval number to be used on such a private brand label, he shall forward a letter of request to the Commander of the Coast Guard District in which the factory is located, setting forth the life preservers involved, together with a letter from his distributor also requesting that approval be issued. The manufacturer's request for approval together with that of his distributor, will be forwarded to the Commandant, and when deemed advisable, an approval number or numbers will be issued in the name of the distributor. Approvals issued to a distributor under such an arrangement shall apply only to life preservers made by the manufacturer named on the certificate of approval, and this manufacturer shall be responsible for compliance of the life preservers with the requirements of this subpart.

[CGFR 66-73, 32 FR 5500, Apr. 4, 1967, as amended by CGD 163R, 38 FR 8121, Mar. 28, 1973; CGD 78-012, 43 FR 27154, June 22, 1978; CGD 88-070, 53 FR 34536, Sept. 7, 1988; CGD 95-028, 62 FR 51215, Sept. 30, 1997]

### Subpart 160.056—Rescue Boat

SOURCE: CGFR 61-15, 26 FR 9300, Sept. 30, 1961, unless otherwise noted.

#### § 160.056-1 General requirements.

(a) Rescue boats accepted and in use prior to the effective date of this subpart may be continued in service if in satisfactory condition.

(b) All rescue boats must be properly constructed, of such form as to be readily maneuverable, and be of the open rowboat type. They shall be suitable for use of three persons.

(c) Rescue boats shall be constructed of materials acceptable to the Officer in Charge, Marine Inspection, having jurisdiction of construction.

#### § 160.056-2 Construction.

(a) *General.* Rescue boats shall be square-sterned, of normal proportions, not less than 11 feet nor more than 14 feet in length. The length shall be the overall horizontal distance from bow to stern.

(b) *Construction.* The method of construction shall be such as is accepted as good engineering practice in the case of the specific material used. The hull shall be suitably stiffened to assure adequate strength.

(c) *Weight.* The weight of the rescue boat, fully equipped, shall not exceed 225 pounds.

(d) *Seats.* The rescue boat shall be fitted with three thwarts. The middle thwart shall be arranged as the rowing seat.

(e) *Internal buoyancy.* Buoyant material of suitable unicellular plastic foam shall be installed in the rescue boat. This material shall be protected from mechanical damage. It shall be distributed uniformly in the boat and such that at least one-quarter of the required volume is located at the sides of the boat. The minimum amount of buoyant material, in cubic feet, shall be determined by the following:

$$B = 2 + (W - W \div d) \div 62.4 - c \quad (1)$$

Where:

*B* = Volume of buoyant material required in cubic feet.

*W* = Weight of equipped boat, in pounds.

*d* = Specific gravity of hull material.

*c* = Density of buoyant material, in pounds per cubic foot.

#### § 160.056-3 Fittings and equipment.

(a) *Fittings.* (1) The rescue boat shall be fitted with one pair of rowlock sockets. Detachable rowlocks shall be permanently attached to the boat by chain or other suitable means.

(2) At least one eyebolt, ring, or other fitting suitable for attaching a painter shall be fitted to the bow and stern.

(b) *Equipment.* (1) The rescue boat shall be provided with one pair of oars of suitable size and material.

(2) A painter shall be attached to the bow and to the stern fittings. Each shall be of suitable material, at least 3/8-inch in diameter, and at least 30 feet long.