(vi) A cargo handling room ventilation opening; or
(2) On a tankship and on the open deck over the cargo area and 10 feet (3 m) forward and aft of the cargo area on the open deck and up to 8 feet (2.4 m) above the deck.
(3) Within 5 meters (16 ft) of cargo pressure/vacuum valves with an unlimited height; or
(4) Within 10 meters (33 ft) of vent outlets for free flow of vapor mixtures and high velocity vent outlets for the passage of large amounts of vapor, air or inert gas mixtures during cargo loading and ballasting or during discharging.

(m) Other spaces. Except for those spaces listed in paragraphs (e) through (k), a space that has a direct opening to any space listed in paragraphs (e) through (l) must have only the electric installations that are allowed for the space to which it opens.

(n) Duct keel ventilation or lighting. (1) The lighting and ventilation system for each pipe tunnel must meet ABS Steel Vessel Rules (incorporated by reference; see 46 CFR 110.10–1), section 5–1–7/31.17.
(2) If a fixed gas detection system is installed, it must meet the requirements of IMO SOLAS 74 (incorporated by reference; see 46 CFR 110.10–1) and Part 4, Chapter 3 of ABS Steel Vessel Rules.

§111.105–32 Bulk liquefied flammable gas and ammonia carriers.

(a) Each vessel that carries bulk liquefied flammable gases or ammonia as a cargo, cargo residue, or vapor must meet the requirements of this section.

(b) As used in this section:
(1) The terms “gas-safe” and “gas-dangerous” spaces are used as defined in §154.7 of this chapter.
(2) The term “gas-dangerous” does not include the weather deck of an ammonia carrier.

(c) Each submerged cargo pump motor design must receive concept approval by the Commandant (CG–521) and its installation must receive plan approval by the Commanding Officer, Marine Safety Center.

(d) Electrical equipment must not be installed in a gas-dangerous space or zone, except:
(1) Intrinsically safe electrical equipment and wiring, and
(2) Other equipment as allowed in this section.

(e) A submerged cargo pump motor, if installed in a cargo tank, must meet §111.105–31(d).

(f) Electrical equipment must not be installed in a hold space that has a tank that is not required to have a secondary barrier under §154.459 of this chapter, except:
(1) Through runs of marine shipboard cable;
(2) Explosionproof lighting fixtures;
(3) Depth sounding devices in gastight enclosures;
(4) Log devices in gastight enclosures;
(5) Impressed current cathodic protection system electrodes in gastight enclosures; and
(6) Armored or MI type cable for a submerged cargo pump motor.

(g) Electrical equipment must not be installed in a space that is separated by a gastight steel boundary from a hold space that has a tank that must have a secondary barrier under the requirements of §154.459 of this chapter, except:
(1) Through runs of marine shipboard cable;
(2) Explosionproof lighting fixtures;
(3) Depth sounding devices in gastight enclosures;
(4) Log devices in gastight enclosures;
(5) Impressed current cathodic protection system electrodes in gastight enclosures;
(6) Explosionproof motors that operate cargo system valves or ballast system valves;
(7) Explosionproof bells for general alarm systems; and
(8) Armored or MI type cable for a submerged cargo pump motor.

(h) A cargo-handling room must not have any installed electrical equipment, except explosionproof lighting fixtures.
Coast Guard, DHS § 111.105–33

Mobile offshore drilling units.

(a) Applicability. This section applies to each mobile offshore drilling unit.

(b) Definitions. As used in this section:

(1) “Enclosed spaces” are locations delineated by floors, bulkheads, or decks which may have doors or windows.

(2) “Semi-enclosed spaces” are locations where natural conditions of ventilation are notably different from those on open deck due to the presence of structures such as roofs, windbreaks, and bulkheads which are so arranged that dispersion of gas may not occur.

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