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a level of safety equivalent to materials in subpart 56.60 of this chapter.

§ 128.220 Class II non-vital systems—materials and pressure design.

(a) Except as provided by §§ 128.230, 128.240, and 128.320 of this subpart, a Class II non-vital piping-system need not meet the requirements for materials and pressure design of subchapter F of this chapter.

(b) Piping for salt-water service must be of a corrosion-resistant material and, if ferrous, be hot-dip galvanized or be at least of extra-heavy schedule in wall thickness.

(c) Each Class II non-vital piping-system must be certified by the builder as suitable for its intended service. A written certificate to this effect must be submitted with the plans required by § 127.110(d) of this subchapter.

(d) The cognizant OCMI will review the particular installation of each system for the safety hazards identified in paragraphs (a), (b)(1), and (c) through (k) of § 56.50–1 of this chapter, and will add requirements as appropriate.

§ 128.230 Penetrations of hulls and watertight bulkheads—materials and pressure design.

(a) Each piping penetration, in each bulkhead required by this subchapter to be watertight, must meet the requirements for materials and pressure design of subchapter F of this chapter.

(b) Each overboard discharge and shell connection, up to and including required shut-off valves, must meet the requirements for materials and pressure design of subchapter F of this chapter.

§ 128.240 Hydraulic or pneumatic power and control—materials and pressure design.

(a) Each standard piping component (such as pipe runs, fittings, flanges, and standard valves) for hydraulic or pneumatic power and control systems must meet the requirements for materials and pressure design of § 128.110, 128.210, or 128.220 of this part, as appropriate.

(b) Any non-standard hydraulic or pneumatic component (such as control valves, check valves, relief valves, and regulators) may be accepted by the cognizant OCMI or the Commanding Officer, Marine Safety Center, if the component is certified by the manufacturer as suitable for marine service and if—

(1) The component meets each of the requirements for materials and pressure design of subparts 56.60 and 58.30 of this chapter and if its service is limited to the manufacturer's rated pressure; or

(2) The service of the component is limited to ½ the manufacturer's recommended maximum allowable working pressure (MAWP) or ⅒ the component's burst pressure. Burst-pressure testing is described in ANSI B 31.1, Paragraph 104.7.A, and must be conducted to comply with Paragraph A–22, Section I, ASME Boiler and Pressure Vessel Code. Written certification of results of burst-pressure testing must be submitted with the plans required by § 127.110(d) of this subchapter.

Subpart C—Main and Auxiliary Machinery

§ 128.310 Fuel.

(a) *OSVs of less than 6,000 GT ITC (500 GRT if GT ITC is not assigned).* (1) Except as provided in paragraph (a)(2) of this section, each internal-combustion engine installed on an OSV of less than 6,000 GT ITC (500 GRT if GT ITC is not assigned), whether for main propulsion or for auxiliaries, must be driven by a fuel having a flashpoint of not lower than 43 °C (110 °F) as determined by ASTM D 93 (incorporated by reference, see § 125.180).

(2) The use of a fuel with a flashpoint of lower than 43 °C (110 °F) must be specifically approved by the Commandant (CG–ENG), except in an engine for a gasoline-powered rescue boat.

(b) *OSVs of at least 6,000 GT ITC (500 GRT if GT ITC is not assigned).* (1) Except as provided by paragraph (b)(2) of this section, each internal-combustion engine installed on an OSV of at least 6,000 GT ITC (500 GRT if GT ITC is not assigned), whether for main propulsion or for auxiliaries, must be driven by a fuel having a flashpoint not lower than 60 °C (140 °F) as determined by ASTM D 93 (incorporated by reference, see § 125.180).