Coast Guard, DHS

in addition to any other pre-arrival no-
tice to the Coast Guard required by other regulations and must include:

(i) The name of the vessel’s first U.S.
port of call;

(ii) The date the vessel is scheduled
to arrive;

(iii) The name and telephone number of the owner’s local agent; and

(iv) The names of all cargoes listed in Table 4 of this part that are on board
the vessel;

(3) Make sure that the following
items are available on board the vessel for the use of the Marine Inspector be-
fore beginning the examination re-
quired by §154.150:

(i) A general arrangement (including
the location of firefighting, safety, and
lifesaving gear); and

(ii) The cargo manual required by
§154.1810.

(c) If the vessel was accepted for U.S.
service on the basis of Coast Guard
plan review under §154.22(b), the vessel
owner must notify Commanding Offi-
cer, Marine Safety Center 14 days prior
to the vessel’s arrival at a U.S. port.
This notification must include:

(1) The name of the vessel’s first U.S.
port of call;

(2) The date the vessel is scheduled
to arrive;

(3) The name and telephone number
of the owner’s local agent; and

(4) The names of all cargoes listed in
Table 4 of this part that are on board
the vessel.

§ 154.170 Outer hull steel plating.

(a) Except as required in paragraph
(b) of this section, the outer hull steel
plating, including the shell and deck
plating must meet the material stand-
ards of the American Bureau of Shipp-
ing published in “Rules for Building
and Classing Steel Vessels” 1981.

(b) Along the length of the cargo
area, grades of steel must be as follows:

(1) The deck stringer and sheer
strake must be at least Grade E steel
or a grade of steel that has equivalent
chemical properties, mechanical prop-
erties, and heat treatment, and that is
specially approved by the Commandant
(CG–ENG).

(2) The strake at the turn of the bilge
must be Grade D, Grade E, or a grade of
steel that has equivalent chemical
properties, mechanical properties, and
heat treatment, and that is specially
approved by the Commandant (CG–
ENG).

(3) The outer hull steel of vessels
must meet the standards in §154.172 if
the hull steel temperature is cal-
culated to be below 5 °C (23 °F) as-
suming:

(i) For any waters in the world, the
ambient cold conditions of still air at 5
°C (41 °F) and still sea water at 0 °C (32
°F);

(ii) For cargo containment systems
with secondary barriers, the tempera-
ture of the secondary barrier is the de-
sign temperature; and

(iii) For cargo containment systems
without secondary barriers, the tem-
perature of the cargo tank is the design
temperature.

§ 154.172 Contiguous steel hull struc-
ture.

(a) Except as allowed in paragraphs
(b) and (c) of this section, plates, for-
gings, forged and rolled fittings, and
rolled and forged bars and shapes used
in the construction of the contiguous
steel hull structure must meet the
thickness and steel grade in Table 1 for
the temperatures under §§154.174(b) and
154.176(b).

(b) for a minimum temperature, de-
termined under §§154.174(b) and
154.176(b), below −25 °C (−13 °F), the
contiguous steel hull structure must meet §54.25–10 for that minimum temperature.

(c) If a steel grade that is not listed
in Table 1 has the equivalent chemical
properties, mechanical properties, and
heat treatment of a steel grade that is
listed, the steel grade not listed may be
specially approved by the Commandant
§ 154.174  Transverse contiguous hull structure.

(a) The transverse contiguous hull structure of a vessel having cargo containment systems without secondary barriers must meet the standards of the American Bureau of Shipping published in “Rules for Building and Classing Steel Vessels”, 1981.

(b) The longitudinal contiguous hull structure of a vessel having cargo containment systems with secondary barriers must be designed for a temperature that is:

1. Colder than the calculated temperature of this hull structure when:
   (i) The temperature of the secondary barrier is the design temperature; and
   (ii) For any waters in the world except Alaskan waters, the ambient cold condition of:
      (A) Five knots air at −18 °C (0 °F); and
      (B) Still sea water at 0 °C (32 °F); or
   (iii) For Alaskan waters the ambient cold condition of:
      (A) Five knots air at −29 °C (−20 °F); and
      (B) Still sea water at −2 °C (28 °F); or

2. Maintained by the heating system under § 154.178, if, without heat, the contiguous hull structure is designed for a temperature that is colder than the calculated temperature of the hull structure assuming the:

   (i) Temperature of the secondary barrier is the design temperature; and
   (ii) Ambient cold conditions of still air at 5 °C (41 °F) and still sea water at 0 °C (32 °F).

[CGD 74–289, 44 FR 26009, May 3, 1979, as amended by CGD 77–069, 52 FR 31630, Aug. 21, 1987]

§ 154.176  Longitudinal contiguous hull structure.

(a) The longitudinal contiguous hull structure of a vessel having cargo containment systems without secondary barriers must meet the standards of the American Bureau of Shipping published in “Rules for Building and Classing Steel Vessels”, 1981.

(b) The longitudinal contiguous hull structure of a vessel having cargo containment systems with secondary barriers must be designed for a temperature that is:

1. Colder than the calculated temperature of this hull structure when:
   (i) The temperature of the secondary barrier is the design temperature; and
   (ii) For any waters in the world except Alaskan waters, the ambient cold condition of:
      (A) Five knots air at −18 °C (0 °F); and
      (B) Still sea water at 0 °C (32 °F); or
   (iii) For Alaskan waters the ambient cold condition of:
      (A) Five knots air at −29 °C (−20 °F); and
      (B) Still sea water at −2 °C (28 °F); or

2. Maintained by the heating system under § 154.178, if, without heat, the contiguous hull structure is designed for a temperature that is colder than the calculated temperature of the hull structure assuming the:

   (i) Temperature of the secondary barrier is the design temperature; and
   (ii) Ambient cold conditions of still air at 5 °C (41 °F) and still sea water at 0 °C (32 °F).

[CGD 74–289, 44 FR 26009, May 3, 1979, as amended by CGD 77–069, 52 FR 31630, Aug. 21, 1987]

§ 154.178  Contiguous hull structure: Heating system.

The heating system for transverse and longitudinal contiguous hull structure must:

(a) Be shown by a heat load calculation to have the heating capacity to meet §154.174(b)(2) or §154.176(b)(2);

(b) Have stand-by heating to provide 100% of the required heat load and distribution determined under paragraph (a); and

(c) Meet Parts 52, 53, and 54 of this chapter.


Welding procedure tests for contiguous hull structure designed for a temperature colder than −18 °C (0 °F) must