Coast Guard, DHS § 193.10–10

not put all of the fire pumps out of operation. However, when it is shown to the satisfaction of the Commandant that it is unreasonable or impracticable to meet this requirement due to the size or arrangement of the vessel, or for other reasons, the installation of a total flooding system using carbon dioxide or a clean agent complying with 46 CFR subpart 95.16 may be accepted as an alternate method of extinguishing any fire that could affect the powering and operation for the required fire pumps.

(i) Except as provided for in §193.10–10(e), a sufficient number of hose streams for fire fighting purposes must be immediately available from the fire main at all times by either of the following methods:

(1) Maintenance of water pressure. (i) Water pressure must be maintained on the fire main at all times by the continuous operation of:
(A) One of the fire pumps; or
(B) Another suitable pump capable of supplying one hose stream at a Pitot tube pressure of not less than 50 p.s.i. (35 p.s.i. for 3/4-inch hose); or,
(C) A pressure tank capable of supplying one hose stream at a Pitot tube pressure of not less than 50 p.s.i. (35 p.s.i. for 3/4-inch hose) for five minutes.

(ii) An audible alarm must be installed to sound in a continuously manned space if the pressure in the fire main drops to less than that necessary to maintain the minimum Pitot tube pressures specified in §193.10–5(i)(1)(i).

(2) Remote control of fire pumps. (i) At least one fire pump must be capable of remote activation and control.

(ii) If the fire pump is in a continuously manned machinery space, the controls for operating it and the controls for all necessary valves must be located on the manned operating platform in that space.

(iii) If the fire pump is in an unmanned machinery space, the controls for its operation and the controls for all necessary valves must be located in:
(A) The fire control station, if any; or,
(B) The bridge, if there is no fire control station; or,
(C) A readily accessible space acceptable to the Officer in Charge, Marine Inspection.

§ 193.10–10 Fire hydrants and hose.

(a) The size of fire hydrants, hose, and nozzles and the length of hose required shall be as noted in Table 193.10–5.

(b) In lieu of the 2 1/2-inch hose and hydrants specified in Table 193.10–5(a), on vessels over 1,500 gross tons, the hydrants in interior locations may have siamese connections for 1 1/2-inch hose. In these cases the hose shall be 75 feet in length, and only one hose will be required at each fire station; however, if all such stations can be satisfactorily served with 50-foot lengths, 50-foot hose may be used.

(c) On vessels of 500 gross tons and over there must be at least one shore connection to the fire main available to each side of the vessel in an accessible location. Suitable cutout valves and check valves must be provided for furnishing the vessel’s shore connections with couplings mating those on the shore fire lines. Vessels of 500 gross tons and over on an international voyage, must be provided with at least one international shore connection complying with ASTM F 1121 (incorporated by reference, see §193.01–3). Facilities must be available enabling an international shore connection to be used on either side of the vessel.

(d) Fire hydrants must be of sufficient number and so located that any part of the vessel, other than main machinery spaces, may be reached with at least 2 streams of water from separate outlets, at least one of which must be from a single length of hose. In main machinery spaces, all portions of such spaces must be capable of being reached by at least 2 streams of water, each of which must be from a single length of hose from separate outlets; however, this requirement need not apply to shaft alleys containing no assigned space for the stowage of combustibles. Fire hydrants must be numbered as required by §196.37–15 of this subchapter.
(e) All parts of the fire main located on exposed decks shall either be protected against freezing or be fitted with cutout valves and drain valves so that the entire exposed parts of such piping may be shut off and drained in freezing weather. Except when closed to prevent freezing, such valves shall be sealed open.

(f) The outlet at the fire hydrant shall be limited to any position from the horizontal to the vertical pointing downward, so that the hose will lead horizontally or downward to minimize the possibility of kinking.

(g) Each fire hydrant shall be provided with a single length of hose with nozzle attached and a spanner. A suitable hose rack or other device shall be provided for the proper stowage of the hose. If the hose is not stowed in the open or behind glass so as to be readily seen, the enclosures shall be marked in accordance with §196.37–15 of this subchapter.

(h) Fire hose shall be connected to the outlets at all times. However, at open decks where no protection is afforded to the hose in heavy weather, the hose may be temporarily removed from the hydrant and stowed in an accessible nearby location.

(i) Each fire hydrant must have at least 1 length of firehose. Each firehose must have a combination solid stream and water spray nozzle that is approved under subpart 162.027 of this subchapter. Firehose and couplings shall be as follows:

(1) Couplings shall be of brass, bronze, or other equivalent metal. National Standard firehose coupling threads shall be used for the 1½-inch and 2½-inch sizes, i.e., 9 threads per inch for 1½-inch hose and 7½ threads per inch for 2½-inch hose.

(2) Unlined hose shall not be used in the machinery spaces.

(3) Where ¾-inch hose is permitted by Table 193.10–5(a), the hose and couplings shall be of good commercial grade.

(4) Each section of replacement fire hose placed aboard a vessel after January 1, 1977 must also conform to the specification required by this paragraph.


§ 193.10–15 Piping.

(a) All piping, valves, and fittings, shall meet the applicable requirements of Subchapter F (Marine Engineering) of this chapter.