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§ 72.10–40 Access to lifeboats.

(a) The stairways, corridors, and doors shall be so arranged as to permit a ready and direct access to the various lifeboat embarkation areas.

(b) [Reserved]

§ 72.10–45 Weather deck communications.

(a) Vertical communication shall be provided between the various weather decks by means of permanent inclined ladders. Where ladders are for the exclusive use of the crew for rapid communication, and do not form part of a normal escape route, vertical ladders may be employed.

(b) [Reserved]

§ 72.10–90 Vessels contracted for prior to November 19, 1952.

(a) Existing arrangements previously approved will be considered satisfactory so long as they are maintained in good condition to the satisfaction of the Officer in Charge, Marine Inspection. Minor repairs and alterations may be made to the same standards as the original design provided that in no case will a greater departure from the standards of §§ 72.10–5 through 72.10–45 be permitted than presently exists. Nothing in this paragraph shall be construed as exempting any vessel from having 2 suitable means of escape from all main compartments which are accessible to the passengers or where the crew are normally quartered or employed.

(b) [Reserved]

Subpart 72.15—Ventilation

§ 72.15–1 Application.

(a) The provisions of this subpart with the exception of § 72.15–90, shall apply to all vessels contracted for on or after November 19, 1952. Vessels contracted for prior to November 19, 1952, shall meet the requirements of § 72.15–90.

(b) [Reserved]

§ 72.15–5 Structural fire protection.

See § 72.05–50 for ventilation requirements pertaining to structural fire protection.

[CGD 72–104R, 37 FR 14233, July 18, 1972]

§ 72.15–10 Vessels using fuel having a flashpoint of 110 degrees F. or lower.

(a) Where liquid fuel having a flashpoint of 110 degrees F. or lower is used for main or auxiliary machinery or for starting purposes, the spaces containing such machinery or fuel tanks shall have natural supply and mechanical ventilation as required by this section.

(b) The requirements for the mechanical exhaust system shall be such as to assure the air changes as noted in table 72.15–10(b), depending upon the size of the space.

TABLE 72.15–10(b)

Size of space, cubic feet		Minutes per air change
Over	Not over	
.....	500	2
500	1,000	3
1,000	1,500	4
1,500	.....	5

(c) Exhaust blower motors shall be outside of the ducts, and if mounted in any compartment required to be ventilated by this section, shall be of the explosion proof type. Blower blades shall be non-sparking with reference to their housings.

(d) Exhaust blower switches shall be located outside of any space required to be ventilated by this section, and shall be of the type interlocked with the ignition switch so that the blowers are started before the engine ignition is switched on. A red warning sign at the switch shall state that the blowers shall be operated prior to starting the engines for a sufficient time to insure at least one complete change of air in the compartments.

(e) The area of the ducts shall be such as to limit the air velocity to a maximum of 2,000 feet per minute. Ducts may be of any shape, provided that in no case shall 1 dimension exceed twice the other.

(f) At least 2 inlet ducts shall be located at 1 end of the compartment and they shall extend to the lowest part of the compartment or bilge on each side. Similar exhaust ducts shall be led to the mechanical exhaust system from the lowest part of the compartment or bilge on each side of the compartment

at the end opposite from that at which the inlet ducts are fitted.

(g) All ducts shall be constructed of non-ferrous metal or galvanized ferrous metal not less than No. 22 USSG, intact and gastight from end to end and shall be of substantial construction. The ducts shall lead as direct as possible and be properly fastened and supported.

(h) All supply ducts shall be provided with cowls or scoops having a free area not less than twice the required duct area. When the cowls or scoops are screened, the mouth area shall be increased to compensate for the area of the screen wire. Dampers shall not be fitted in the supply ducts. Cowls or scoops shall be kept open at all times except when the stress of weather is such as to endanger the vessel if the openings are not temporarily closed. Supply and exhaust openings shall not be located where the natural flow of air is unduly obstructed, or adjacent to possible sources of vapor ignition, nor shall they be so located that exhaust air may be taken into the supply vents.

[CGFR 65–50, 30 FR 16903, Dec. 30, 1965, as amended by USCG–2014–0688, 79 FR 58281, Sept. 29, 2014]

§ 72.15–15 Ventilation for closed spaces.

(a) All enclosed spaces within the vessel shall be properly vented or ventilated. Means shall be provided to close off all vents and ventilators.

(b) Means shall be provided for stopping all fans in ventilation systems serving machinery and cargo spaces and for closing all doorways, ventilators and annular spaces around funnels and other openings to such spaces, from outside these spaces, in case of fire.

(c) The ventilation of spaces which are ''specially suitable for vehicles'' shall be in accordance with the provisions of this paragraph. In addition, if vehicles are operated inside of enclosed spaces, the ventilation shall be in accordance with subpart 78.83 of this subchapter.

(1) Areas below the weather deck shall be provided with continuous pressure-positive ventilation at each level on which vehicles are transported.

(2) The quantity of ventilating air shall be not less than 1 cubic foot per minute per square foot of deck area.

(3) The ventilation shall be such as to prevent air stratification as well as to prevent accumulation of air pockets.

(4) An alarm system shall be provided which will indicate the loss of required ventilation. The alarm location shall be in a normally manned space acceptable to the Commandant.

[CGFR 66–50, 30 FR 16903, Dec. 30, 1965, as amended by CGFR 66–33, 31 FR 15281, Dec. 6, 1966]

§ 72.15–20 Ventilation for crew quarters and passenger spaces.

(a) All crew and passenger spaces shall be adequately ventilated in a manner suitable to the purpose of the space.

(b) On vessels of 100 gross tons and over, except for such spaces as are so located that under all ordinary conditions of weather, windows, ports, skylights, etc., and doors to passageways can be kept open, all crew spaces shall be ventilated by a mechanical system, unless it can be shown that a natural system will provide adequate ventilation. However, vessels which trade regularly in the tropics shall, in general, be fitted with a mechanical ventilation system.

§ 72.15–90 Vessels contracted for prior to November 19, 1952.

(a) Existing arrangements previously approved will be considered satisfactory so long as they are maintained in good condition to the satisfaction of the Officer in Charge, Marine Inspection. Minor repairs and alterations may be made to the same standards as the original design provided that in no case will a greater departure from the standards of §§ 72.15–5 through 72.15–20 be permitted than presently exists.

(b) [Reserved]

Subpart 72.20—Accommodations for Officers and Crew

SOURCE: CGD 95–027, 61 FR 26002, May 23, 1996, unless otherwise noted.