

# FEDERAL REGISTER

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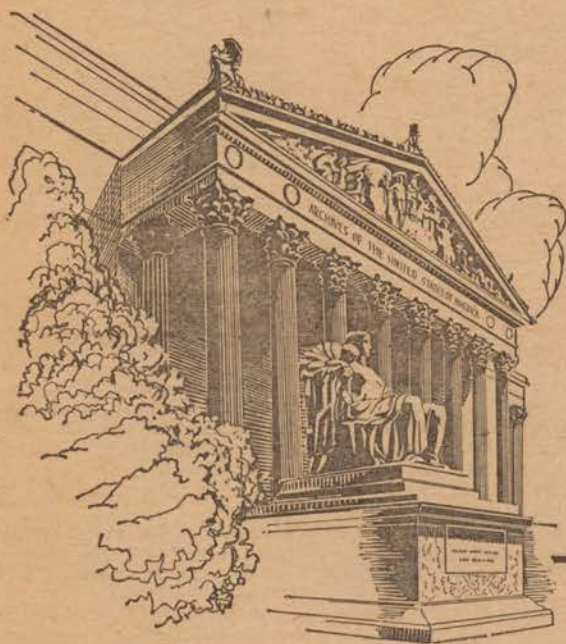
PART I

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Agricultural Stabilization and  
Conservation Service  
Atomic Energy Commission  
Business and Defense Services  
Administration  
Census Bureau  
Civil Aeronautics Board  
Coast Guard  
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Customs Bureau  
Education Office  
Federal Aviation Administration  
Federal Communications Commission  
Federal Maritime Commission  
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International Commerce Bureau  
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Securities and Exchange Commission  
Selective Service System  
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Veterans Administration

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Current White House Releases

WEEKLY COMPILATION OF PRESIDENTIAL DOCUMENTS

The *Weekly Compilation of Presidential Documents* began with the issue dated Monday, August 2, 1965. It contains transcripts of the President's news conferences, messages to Congress, public speeches, remarks and statements, and other Presidential material released by the White House up to 5 p.m. of each Friday. This weekly service includes an Index of Contents preceding the text and a Cumulative Index to Prior

Issues at the end. Cumulation of this index terminates at the end of each quarter and begins anew with the following issue. Semiannual and annual indexes are published separately.

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A cumulative guide is published separately at the end of each month. The guide lists the parts and sections affected by documents published since January 1, 1968, and specifies how they are affected.

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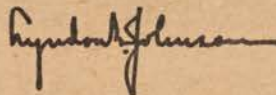
## Title 3—THE PRESIDENT

### Executive Order 11393

#### AMENDING EXECUTIVE ORDER NO. 11248, PLACING CERTAIN POSITIONS IN LEVELS IV AND V OF THE FEDERAL EXECUTIVE SALARY SCHEDULE

By virtue of the authority vested in me by section 5317 of Title 5 of the United States Code, section 2 of Executive Order No. 11248<sup>1</sup> of October 10, 1965, as amended by Executive Order No. 11268 of January 20, 1966, is further amended by substituting for item (6) thereunder the following:

“(6) Deputy Director of Defense Research and Engineering, Department of Defense.”



THE WHITE HOUSE,  
*January 25, 1968.*

[F.R. Doc. 68-1126; Filed, Jan. 25, 1968; 4:43 p.m.]

<sup>1</sup> 3 CFR, 1964-65 comp., p. 349.







# Rules and Regulations

## Title 7—AGRICULTURE

### Chapter VII—Agricultural Stabilization and Conservation Service (Agricultural Adjustment), Department of Agriculture

#### SUBCHAPTER B—FARM MARKETING QUOTAS AND ACREAGE ALLOTMENTS

[Amdt. 18]

#### PART 717—HOLDING OF REFERENDA ON MARKETING QUOTAS

##### Subpart—Regulations Governing the Holding of Referenda on Marketing Quotas

###### CANVASSING OF BALLOTS

*Basis and purpose.* The amendment herein is issued under and in accordance with the provisions of the Agricultural Adjustment Act of 1938, as amended (7 U.S.C. 1281 et seq.).

The purpose of this amendment is to provide special procedures for canvassing ballots for counties which are combined and served by one county office.

Since the canvassing of the ballots for the 1968 rice referendum is scheduled for January 31, 1968, it is important that this amendment be issued and made effective as soon as possible. Accordingly, it is hereby found that compliance with the notice, public procedure, and effective date requirements of 5 U.S.C. 553 is impracticable and contrary to the public interest and this amendment shall become effective as provided herein.

Section 717.17(b) of the regulations governing the holding of referenda on marketing quotas is amended by adding at the end thereof a new paragraph to read as follows:

§ 717.17 Holding referenda by mail ballot with respect to the 1967 and subsequent crops.

(b) \* \* \*

Notwithstanding any other provisions of this section, if two or more counties have been combined and are served by one county office, the canvassing of ballots shall be conducted by at least one member of the county committee from each county served by the county office.

(Secs. 312, 317, 336, 343, 344a, 354, 358, 375, 377, 52 Stat. 46, 55, 56, 61, 66, as amended, 55 Stat. 88, 70 Stat. 206, as amended, 79 Stat. 66, secs. 106, 112, 70 Stat. 191, 195, 79 Stat. 1197; 7 U.S.C. 1312, 1314c, 1336, 1343, 1344b, 1354, 1358, 1375, 1377, 1824, 1836)

*Effective date.* Date of filing with the Director, Office of the Federal Register.

Signed at Washington, D.C., on January 24, 1968.

H. D. GODFREY,  
Administrator, Agricultural Stabilization and Conservation Service.

[F.R. Doc. 68-1072; Filed, Jan. 26, 1968; 8:50 a.m.]

### Chapter VIII—Agricultural Stabilization and Conservation Service (Sugar), Department of Agriculture

#### SUBCHAPTER F—DETERMINATION OF NORMAL YIELDS AND ELIGIBILITY FOR ABANDONMENT AND CROP DEFICIENCY PAYMENTS

[841.5, Amdt. 1]

#### PART 841—NORMAL YIELDS; BEET SUGAR AREA

##### Amendment for 1967 and Subsequent Crops of Sugar Beets

Pursuant to the provisions of section 303 of the Sugar Act of 1948, as amended, § 841.5 of this chapter is amended by amending the introductory paragraph and paragraph (a) thereof to read as follows:

###### § 841.5 Farm normal yield.

The normal yield of commercially recoverable sugar per acre for each sugar beet farm shall be determined by the county committee for the 1967 and each subsequent crop as follows:

(a) *Farms with planted acres in 3 or more years.* For a farm on which there were planted acres in 3 or more years in the base period, the farm normal yield shall be the simple average of the annual yields of such crops for the farm: *Provided, however,* That if the normal yield so determined for any farm is less than 90 percent of the county normal yield established pursuant to paragraph (b) of § 841.4 due to the effect solely of drought, flood, insects, storm, freeze, or disease on production of planted acres in one or more of the base period years, the normal yield for such farm shall be established as follows: (1) Increase the annual yield for the farm which is less than 90 percent of the county average yield for any year in the base period solely because of drought, flood, insects, storm, freeze, or disease to the lesser of 90 percent of the county average yield or the highest annual yield for the farm in the base period; (2) add the increased yields thus determined to the annual yields for the farm for the other years in the base period in which there were planted acres on the farm and divide by the total number of such years.

#### STATEMENT OF BASES AND CONSIDERATIONS

The sugar program provides that crop deficiency payments may be made in a qualified local producing area with respect to farms on which production is less than 80 percent of production based upon normal yields established for such farms.

Under the current regulation, a normal yield of not more than 90 percent of the county normal yield is established for any farm not having a planted acreage record during any of the previous 5 years comprising the base period. In establishing such normal yield, the county committee considers the annual yields in the base period of nearby farms which are similar with respect to soil type productivity, suitability of land for growing sugar beets, and other pertinent factors which normally are 90 percent or more of the county normal yield.

For any farm having a planted acreage record in only 1 or 2 years of the base period, a normal yield is established at a level between 80 and 120 percent of the county normal yield.

For any farm having a planted acreage record in 3 or more years of the 5-year base period, the normal yield is the simple average of the annual yields of such crops for the farm. The term "planted acres" includes acreage which is either harvested for sugar or is determined to be bona fide abandoned. Hence, when acreage is abandoned and there is no sugar production therefrom or where production from the harvested acreage is adversely affected by drought, flood, storm, freeze, disease, or insects, the farm normal yield is not representative of the true production capacity of the farm. Thus, abandonment and crop deficiency payments are adversely affected. To alleviate this inequitable situation, this amendment provides that for any such farm whose normal yield is less than 90 percent of the county normal yield the county committee will increase the annual yield for the farm for any year in the base period used in determining the farm normal yield to the lesser of 90 percent of the county average yield or the highest annual yield for the farm in the base period for each year wherein a farm's production was reduced below 90 percent of the county average yield because of flood, freeze, disease, insects, storm or drought.

Accordingly, I hereby find and conclude that the foregoing regulation will effectuate the applicable provisions of the Act.

(Sec. 403, 61 Stat. 932; 7 U.S.C. 1153, Sec. 303, 61 Stat. 930; 7 U.S.C. 1133)

Effective date: Date of publication.



Signed at Washington, D.C., on January 24, 1968.

H. D. GODFREY,  
Administrator, Agricultural Stabilization and Conservation Service.

[F.R. Doc. 68-1073; Filed, Jan. 26, 1968; 8:50 a.m.]

**Chapter IX—Consumer and Marketing Service (Marketing Agreements and Orders; Fruits, Vegetables, Nuts), Department of Agriculture**

[Navel Orange Reg. 144, Amdt. 1]

**PART 907—NAVEL ORANGES GROWN IN ARIZONA AND DESIGNATED PART OF CALIFORNIA**

**Limitation of Handling**

*Findings.* (1) Pursuant to the marketing agreement, as amended, and Order No. 907, as amended (7 CFR Part 907), regulating the handling of Navel oranges grown in Arizona and designated part of California, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674), and upon the basis of the recommendations and information submitted by the Navel Orange Administrative Committee, established under the said amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of handling of such Navel oranges, as hereinafter provided, will tend to effectuate the declared policy of the act.

(2) It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rule-making procedure, and postpone the effective date of this amendment until 30 days after publication thereof in the FEDERAL REGISTER (5 U.S.C. 553) because the time intervening between the date when information upon which this amendment is based became available and the time when this amendment must become effective in order to effectuate the declared policy of the act is insufficient, and this amendment relieves restriction on the handling of Navel oranges grown in Arizona and designated part of California.

*Order, as amended.* The provisions in paragraph (b) (1) (i) and (ii) of § 907.444 (Navel Orange Reg. 144, 33 F.R. 625) are hereby amended to read as follows:

**§ 907.444 Navel Orange Regulation 144.**

(b) Order. \* \* \*

- \* \* \* \* \*
- (i) District 1: 400,000 cartons;  
(ii) District 2: 250,000 cartons.
- \* \* \* \* \*

(Secs. 1-19, 48 Stat. 31, as amended; 7 U.S.C. 601-674)

Dated: January 24, 1968.

FLOYD F. HEDLUND,  
Director, Fruit and Vegetable Division, Consumer and Marketing Service.

[F.R. Doc. 68-1074; Filed, Jan. 26, 1968; 8:50 a.m.]

[Lemon Reg. 305]

**PART 910—LEMONS GROWN IN CALIFORNIA AND ARIZONA**

**Limitation of Handling**

**§ 910.605 Lemon Regulation 305.**

(a) *Findings.* (1) Pursuant to the marketing agreement, as amended, and Order No. 910, as amended (7 CFR Part 910), regulating the handling of lemons grown in California and Arizona, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674), and upon the basis of the recommendations and information submitted by the Lemon Administrative Committee, established under the said amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of handling of such lemons, as hereinafter provided, will tend to effectuate the declared policy of the act.

(2) It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rule-making procedure, and postpone the effective date of this section until 30 days after publication hereof in the FEDERAL REGISTER (5 U.S.C. 553) because the time intervening between the date when information upon which this section is based became available and the time when this section must become effective in order to effectuate the declared policy of the act is insufficient, and a reasonable time is permitted, under the circumstances, for preparation for such effective time; and good cause exists for making the provisions hereof effective as hereinafter set forth. The committee held an open meeting during the current week, after giving due notice thereof, to consider supply and market conditions for lemons and the need for regulation; interested persons were afforded an opportunity to submit information and views at this meeting; the recommendation and supporting information for regulation during the period specified herein were promptly submitted to the Department after such meeting was held; the provisions of this section, including its effective time, are identical with the aforesaid recommendation of the committee, and information concerning such provisions and effective time has been disseminated among handlers of such lemons; it is necessary, in order to effectuate the declared policy of the act, to make this section effective during the period herein specified; and compliance with this section will not require any special preparation on the part of persons subject hereto which cannot be completed on or before the effective date hereof. Such committee meeting was held on January 23, 1968.

(b) *Order.* (1) The respective quantities of lemons grown in California and Arizona which may be handled during the period January 28, 1968, through February 3, 1968, are hereby fixed as follows:

- (i) District 1: Unlimited movement;  
(ii) District 2: 93,000 cartons;

(iii) District 3: 93,000 cartons.

(2) As used in this section, "handled," "District 1," "District 2," "District 3," and "carton" have the same meaning as when used in the said amended marketing agreement and order.

(Secs. 1-19, 48 Stat. 31, as amended; 7 U.S.C. 601-674)

Dated: January 25, 1968.

FLOYD F. HEDLUND,  
Director, Fruit and Vegetable Division, Consumer and Marketing Service.

[F.R. Doc. 68-1104; Filed, Jan. 26, 1968; 8:51 a.m.]

[Grapefruit Reg. 15]

**PART 913—GRAPEFRUIT GROWN IN INTERIOR DISTRICT IN FLORIDA**

**Limitation of Handling**

**§ 913.315 Grapefruit Regulation 15.**

(a) *Findings.* (1) Pursuant to the marketing agreement and Order No. 913 (7 CFR Part 913; 30 F.R. 15204), regulating the handling of grapefruit grown in the Interior District in Florida, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674), and upon the basis of the recommendations and information submitted by the Interior Grapefruit Marketing Committee, established under the said marketing agreement and order, and upon other available information, it is hereby found that the limitation of handling of such grapefruit, as hereinafter provided, will tend to effectuate the declared policy of the act.

(2) It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rule-making procedure, and postpone the effective date of this section until 30 days after publication hereof in the FEDERAL REGISTER (5 U.S.C. 553) because the time intervening between the date when information upon which this section is based became available and the time when this section must become effective in order to effectuate the declared policy of the act is insufficient, and a reasonable time is permitted, under the circumstances, for preparation for such effective time; and good cause exists for making the provisions hereof effective as hereinafter set forth. The committee held an open meeting during the current week, after giving due notice thereof, to consider supply and market conditions for Interior grapefruit, and the need for regulation; interested persons were afforded an opportunity to submit information and views at this meeting; the recommendation and supporting information for regulation during the period specified herein were promptly submitted to the Department after such meeting was held; the provisions of this section, including its effective time, are identical with the aforesaid recommendation of the committee; and information concerning such provisions and effective time has been disseminated



among handlers of such Interior grapefruit; it is necessary, in order to effectuate the declared policy of the act, to make this section effective during the period herein specified; and compliance with this section will not require any special preparation on the part of persons subject hereto which cannot be completed on or before the effective date hereof. Such committee meeting was held on January 25, 1968.

(b) *Order.* (1) The quantity of grapefruit grown in the Interior District which may be handled during the period January 29, 1968 through February 4, 1968, is hereby fixed at 200,000 standard packed boxes.

(2) As used in this section, "handled," "Interior District," "grapefruit," and "standard packed box" have the same meaning as when used in said marketing agreement and order.

(Secs. 1-19, 48 Stat. 31, as amended; 7 U.S.C. 601-674)

Dated: January 26, 1968.

PAUL A. NICHOLSON,  
Deputy Director, Fruit and  
Vegetable Division, Consumer  
and Marketing Service.

[F.R. Doc. 68-1141; Filed, Jan. 26, 1968;  
11:18 a.m.]

## Title 9—ANIMALS AND ANIMAL PRODUCTS

Chapter I—Agricultural Research  
Service, Department of Agriculture

SUBCHAPTER C—INTERSTATE TRANSPORTATION  
OF ANIMALS AND POULTRY

### PART 73—SCABIES IN CATTLE Areas Quarantined Because of Scabies

Pursuant to sections 1 and 3 of the Act of March 3, 1905, 33 Stat. 1264-1265, as amended, sections 4 and 5 of the Act of May 29, 1884, 23 Stat. 32, as amended, sections 1 and 2 of the Act of February 2, 1903, 32 Stat. 791-792, as amended, and sections 3 and 11 of the Act of July 2, 1962, 76 Stat. 130, 132 (21 U.S.C. 111-113, 120, 121, 123, 125, 134b, 134f), the provisions in Part 73, Title 9, Code of Federal Regulations, as amended, are hereby further amended by changing § 73.1a to read as follows:

#### § 73.1a Notice and quarantine.

Notice is hereby given that cattle in certain portions of the State of Washington specified below are affected with scabies, a contagious, infectious, and communicable disease; and, therefore, the following areas in such State are hereby quarantined because of said disease:

- (a) Benton County.
- (b) Klickitat County.
- (c) Yakima County.
- (d) Grant County.

*Effective date.* The foregoing amendment shall become effective upon issuance.

Hereafter, the restrictions pertaining to the interstate movement of cattle from and through quarantined areas as contained in 9 CFR Part 73, as amended, will apply to the quarantined areas designated herein. The amendment imposes certain restrictions necessary to prevent the spread of scabies, a communicable disease in cattle, and must be made effective immediately to accomplish its purpose in the public interest. Accordingly, under the administrative procedure provisions in 5 U.S.C. 553, it is found upon good cause that notice and other public procedure with respect to the foregoing amendment are impracticable and contrary to the public interest and good cause is found for making the amendment effective less than 30 days after publication in the FEDERAL REGISTER.

(Secs. 1, 3, 33 Stat. 1264-1265, as amended, secs. 4, 5, 23 Stat. 32, as amended, secs. 1, 2, 32 Stat. 791-792, as amended, secs. 3, 11, 76 Stat. 130, 132; 21 U.S.C. 111-113, 120, 121, 123, 125, 134b, 134f; interpret or apply secs. 2, 4, 33 Stat. 1264-1265, as amended, secs. 6, 7, 23 Stat. 32 as amended; 21 U.S.C. 115, 117, 124, 126; 29 F.R. 16210, as amended; 30 F.R. 5799, as amended)

Done at Washington, D.C., this 23d day of January 1968.

R. J. ANDERSON,  
Acting Administrator,  
Agricultural Research Service.

[F.R. Doc. 68-1053; Filed, Jan. 26, 1968;  
8:48 a.m.]

## Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Admin-  
istration, Department of Trans-  
portation

[Docket No. 67-EA-149, Amdt. 39-544]

### PART 39—AIRWORTHINESS DIRECTIVES

#### Fairchild Hiller Aircraft

The Federal Aviation Administration is amending § 39.13 of Part 39 of the Federal Aviation Regulations so as to require inspection, rework, and when necessary, replacement of the cyclic input swashplate ring in Fairchild Hiller FH-1100 Helicopters.

Cracks have been reported in the cyclic input swashplate ring, P/N 24-34205-3, in the area of the bolt holes adjacent to the two input rod attach points. Since this condition is likely to exist or develop in other helicopters of the same type design, this airworthiness directive is being issued.

Since a condition exists that requires immediate adoption of this regulation, it is found that notice and public procedure hereon are impractical and good cause exists for making this amendment effective in less than 30 days.

In consideration of the foregoing and pursuant to the authority delegated to me by the Administrator, 14 CFR 11.85 (31 F.R. 13697), § 39.13 of Part 39 of the Federal Aviation Regulations is amended

by adding the following new Airworthiness Directive:

**FAIRCHILD HILLER.** Applies to Type FH-1100 Helicopters, Serial Nos. 9 through 49. Compliance required as indicated.

To prevent fatigue failures of the Cyclic Input Swashplate Ring, P/N 24-34205-3, accomplish the following:

(a) Within the next 10 hours' time in service after the effective date of this AD, unless already accomplished, and thereafter at intervals not to exceed 25 hours' time in service from the last inspection, visually inspect the cyclic input swashplate ring, P/N 24-34205-3, in accordance with Part A (excluding paragraph 5) of Fairchild Hiller Service Information Letter No. 2 dated August 11, 1967, or later revisions approved by the Chief, Engineering and Manufacturing Branch Federal Aviation Administration, Eastern Region. Equivalent inspections may be approved by an FAA maintenance inspector.

(b) If a crack is found, remove the ring from service prior to further flight.

(c) Accomplish the following on rings that have not been reworked in accordance with Part B of Fairchild Hiller Service Information Letter No. 2 dated August 11, 1967:

(1) Remove from service or rework in accordance with Part B of the aforementioned letter rings with 75 or more hours' time in service on the effective date of this AD within the next 25 hours' time in service.

(2) Remove from service or rework in accordance with Part B of the aforementioned letter all other rings before the accumulation of 100 hours' time in service.

(d) Rings which have been modified in accordance with Part B of Fairchild Hiller Service Information Letter No. 2 dated August 11, 1967, or in accordance with any other method approved by the Chief, Engineering and Manufacturing Branch, Federal Aviation Administration, Eastern Region may be continued in service until the accumulation of 750 hours' time in service. The 25-hour repetitive inspection of (a) may be discontinued on modified rings when a satisfactory inspection for cracks has been accomplished on the ring after it has been modified, by the dye penetrant method or an equivalent approved by an FAA maintenance inspector.

This AD is effective January 27, 1968.

(Secs. 313(a), 601, 603, Federal Aviation Act of 1958; 49 U.S.C. 1354(a), 1421, 1423)

Issued in Jamaica, N.Y., on January 12, 1968.

WAYNE HENDERSHOT,  
Acting Director.

[F.R. Doc. 68-1039; Filed, Jan. 26, 1968;  
8:47 a.m.]

[Airworthiness Docket No. 68-WE-1-AD,  
Amdt. 39-545]

### PART 39—AIRWORTHINESS DIRECTIVES

#### McDonnell Douglas Model DC-9 Series Airplanes

Type Certificate Data Sheet No. A6WE, Revision 5, lists a service life limit of 47,000 landings for the Nose Gear Cylinder Assembly on all DC-9 Series airplanes.

Subsequent to the issuance of Revision 5 of DC-9 Type Certificate Data Sheet No. A6WE, McDonnell Douglas has reduced the service life limits of the Nose Landing Gear Shock Strut Restrictor Support Assembly, P/N 5958435-501 or



P/N 5920616-1, which is contained within the cylinder assembly on DC-9-10 and DC-9-30 Series airplanes respectively.

This AD decreases the time limit for replacement of the support assembly from 47,000 landings to 8,000 landings.

Since some DC-9 airplanes are approaching 8,000 landings, a situation exists that requires immediate adoption of this regulation, and it is found that notice and public procedure hereon are impracticable and good cause exists for making this amendment effective thirty (30) days after publication in the FEDERAL REGISTER.

In consideration of the foregoing and pursuant to the authority delegated to me by the Administrator (31 F.R. 13697), section 39.13 of Part 39 of the Federal Aviation Regulations is amended by adding the following new airworthiness directive:

**McDONNELL DOUGLAS.** Applies to Model DC-9 Series airplanes.

Type Certificate Data Sheet No. A6WE, Revision 5, established a service life limit of 47,000 landings for the Nose Landing Gear Shock Strut Restrictor Assembly which is a component of the Nose Landing Gear Cylinder Assembly on DC-9 Series airplanes. The Nose Landing Gear Shock Strut Restrictor Assembly is available under three (3) part numbers. P/N 5958435-501 (Models DC-9-11, -12, -13, -14, -15, and -15F) and P/N 5920616-1 (Models DC-9-31, -32, and -32F) have a 3/8-inch hole near the packing groove at the upper end of the support assembly and are affected by this AD. The third part, P/N 5958435-1 (Models DC-9-11, -12, -13, -14, -15, and -15F) which has no hole, is not affected by this AD.

As a result of further fatigue testing, McDonnell Douglas has established a new service life limit of 8,000 landings for P/N 5958435-501 and P/N 5920616-1 due to fatigue failure in the vicinity of the hole.

Later revisions of Type Certificate Data Sheet No. A6WE will list the new service life limit for these parts.

To prevent fatigue failure:

As of the effective date of this AD, the service life limit of P/N 5958435-501 and P/N 5920616-1 Nose Landing Gear Shock Strut Restrictor Support Assembly is 8,000 landings.

This amendment becomes effective on February 29, 1968.

(Secs. 313(a), 601, 603, Federal Aviation Act of 1958, as amended; 49 U.S.C. 1354(a), 1421, 1423)

Issued in Los Angeles, Calif., on January 18, 1968.

LEE E. WARREN,  
Acting Director,  
FAA Western Region.

[F.R. Doc. 68-1040; Filed, Jan. 26, 1968; 8:47 a.m.]

[Airspace Docket No. 67-SW-63]

## PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS

### Designation of Additional Control Area

On November 28, 1967, a notice of proposed rule making was published in the

FEDERAL REGISTER (32 F.R. 16221) stating that the Federal Aviation Administration was considering an amendment to Part 71 of the Federal Aviation Regulations that would designate an additional control area in the vicinity of Corona, N. Mex.

Interested persons were afforded an opportunity to participate in the proposed rule making through the submission of comments. All comments received were favorable.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective 0001 e.s.t., March 28, 1968, as hereinafter set forth.

Section 71.163 (33 F.R. 2051) is amended by adding the following:

#### CORONA, N. MEX.

That airspace extending upwards from 11,500 feet MSL, within 4 nautical miles each side of a direct line from the Holloman, N. Mex., VOR to the Corona, N. Mex., VOR extending from the arc of a 35-mile radius circle centered at lat. 32°51'04" N., long. 106°06'05" W., to the Corona VOR, excluding the airspace within R-5107B and the Corona, N. Mex., transition area.

(Sec. 307(a), Federal Aviation Act of 1958; 49 U.S.C. 1348)

Issued in Washington, D.C., on January 22, 1968.

H. B. HELSTROM,  
Chief, Airspace and Air  
Traffic Rules Division.

[F.R. Doc. 68-1041; Filed, Jan. 26, 1968; 8:47 a.m.]

[Airspace Docket No. 67-CE-123]

## PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS

### Alteration of Control Zone and Transition Area

On page 15547 of the FEDERAL REGISTER dated November 8, 1967, the Federal Aviation Administration published a notice of proposed rule making which would amend §§ 71.171 and 71.181 of Part 71 of the Federal Aviation Regulations so as to alter the control zone and transition area at Bloomington, Ill.

Interested persons were given 45 days to submit written comments, suggestions, or objections regarding the proposed amendments.

No objections have been received and the amendments as so proposed are hereby adopted, subject to the following change:

The Bloomington Normal Airport coordinates recited in the Bloomington, Ill., control zone and transition area alteration as "latitude 40°28'50" N., longitude 88°55'45" W." are changed to read "latitude 40°28'55" N., longitude 88°55'40" W."

This amendment shall be effective 0001 e.s.t., April 25, 1968.

(Sec. 307(a) of the Federal Aviation Act of 1958; 49 U.S.C. 1348)

Issued in Kansas City, Mo., on January 11, 1968.

DANIEL E. BARROW,  
Acting Director, Central Region.

(1) In § 71.171 (33 F.R. 2058), the following control zone is amended to read:

#### BLOOMINGTON, ILL.

Within a 5-mile radius of Bloomington Normal Airport (latitude 40°28'55" N., longitude 88°55'40" W.); and within 2 miles each side of the Bloomington VOR 043°, 105°, and 319° radials, extending from the 5-mile radius zone to 8 miles northeast, east, and northwest of the VOR. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

(2) In § 71.181 (33 F.R. 2137), the following transition area is amended to read:

#### BLOOMINGTON, ILL.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Bloomington Normal Airport (latitude 40°28'55" N., longitude 88°55'40" W.); and within 2 miles each side of the Bloomington VOR 043°, 105°, and 319° radials, extending from the 5-mile radius area to 8 miles northeast, east, and northwest of the VOR.

[F.R. Doc. 68-1042; Filed, Jan. 26, 1968; 8:47 a.m.]

[Airspace Docket No. 67-EA-102]

## PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS

### Designation of Federal Airway and Reporting Point

On November 18, 1967, a notice of proposed rule making was published in the FEDERAL REGISTER (32 F.R. 15118) stating that the Federal Aviation Administration was considering amendments to Part 71 of the Federal Aviation Regulations that would designate a new Federal airway from Whitesburg, Ky., 1,200 feet AGL to Newcombe, Ky., and designate the Newcombe VOR as a low altitude reporting point.

Interested persons were afforded an opportunity to participate in the proposed rule making through the submission of comments. All comments received were favorable.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective 0001 e.s.t., March 28, 1968, as hereinafter set forth.

1. In § 71.123 (33 F.R. 2009) the following is added:

V-331 From Whitesburg, Ky., 12 AGL Newcombe, Ky.

2. In § 71.203 (33 F.R. 2280) "Newcombe, Ky." is added.

(Sec. 307(a), Federal Aviation Act of 1958; 49 U.S.C. 1348)

Issued in Washington, D.C., on January 22, 1968.

H. B. HELSTROM,  
Chief, Airspace and Air  
Traffic Rules Division.

[F.R. Doc. 68-1043; Filed, Jan. 26, 1968; 8:47 a.m.]



[Airspace Docket No. 67-EA-135]

**PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS**

**Alteration of Federal Airways, Transition Area and Reporting Point**

The purpose of these amendments to Part 71 of the Federal Aviation Regulations is to change the name of the Elkins, W. Va., VORTAC to Buckhannon, W. Va., wherever it appears in the descriptions of V-4, V-35, V-37, V-38, V-103, V-162, V-174, the Elkins transition area and as a designated reporting point.

These actions are taken to preclude a possible misunderstanding between the Elkins VORTAC and the Elkins L/F Radio Range during radio voice transmission.

Since these amendments are editorial in nature and in the interest of safety the Administrator has determined that notice and public procedure thereon are impractical. However, since it is necessary to allow sufficient time to permit appropriate changes to be made on aeronautical charts, these amendments will become effective more than 30 days after publication.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective 0001 e.s.t., March 28, 1968, as hereinafter set forth.

1. Section 71.123 (33 F.R. 2009) is amended as follows:

a. In V-4 all between "12 AGL Charleston, W. Va.; and 12 AGL Kessel, W. Va.;" is deleted and "12 AGL Buckhannon, W. Va., including a 12 AGL south alternate via INT Charleston 083° and Buckhannon 228° radials;" is substituted therefor.

b. In V-35 "Elkins, W. Va., 264° radials;" is deleted and "Buckhannon, W. Va., 264° radials;" is substituted therefor.

c. In V-37 "12 AGL Elkins, W. Va.;" is deleted and "12 AGL Buckhannon, W. Va.;" is substituted therefor.

d. In V-38 "12 AGL Elkins, W. Va.;" is deleted and "12 AGL Buckhannon, W. Va.;" is substituted therefor.

e. In V-103 "12 AGL Elkins, W. Va.;" is deleted and "12 AGL Buckhannon, W. Va.;" is substituted therefor.

f. In V-162 "Elkins, W. Va., 092° radials;" is deleted and "Buckhannon, W. Va., 092° radials;" is substituted therefor.

g. In V-174 "12 AGL Elkins, W. Va.;" is deleted and "12 AGL Buckhannon, W. Va.;" is substituted therefor.

2. Section 71.181 (33 F.R. 2137) is amended as follows:

In the description of the 700-foot floor portion of the Elkins, W. Va., transition area all after "Elkins-Randolph County Airport, Elkins, W. Va.;" is deleted and "within 2 miles each side of the Buckhannon, W. Va., VORTAC 098° radial extending from the 7-mile radius area to the VORTAC; within 5 miles each side of the Buckhannon VORTAC 070° radial extending from 11 miles east to 23 miles east of the VORTAC, effective sunrise to sunset." is substituted therefor.

3. Section 71.203 (33 F.R. 2280) is amended as follows:

"Elkins, W. Va.;" is deleted and "Buckhannon, W. Va.;" is substituted therefor. (Sec. 307(a), Federal Aviation Act of 1958; 49 U.S.C. 1348)

Issued in Washington, D.C., on January 22, 1968.

H. B. HELSTROM,  
Chief, Airspace and Air  
Traffic Rules Division.

[F.R. Doc. 68-1044; Filed, Jan. 26, 1968; 8:47 a.m.]

[Airspace Docket No. 68-CE-2]

**PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS**

**Alteration of Transition Area**

The purpose of this amendment to Part 71 of the Federal Aviation Regulations is to alter the Danville, Ill., transition area.

The VOR/DME No. 2 public use instrument approach procedure for Vermillion County Airport, Danville, Ill., has been modified which changes the approach radial by 1°. In order to protect aircraft executing this altered approach procedure it is necessary to make a slight change to the Danville transition area designation. Action is taken herein to effect this change.

Since this change is minor in nature and imposes no additional burden on any person, notice and public procedure hereon are unnecessary.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended effective 0001 e.s.t., March 28, 1968, as hereinafter set forth:

In § 71.181 (33 F.R. 2137), the following transition area is amended to read:

DANVILLE, ILL.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Vermillion County Airport (latitude 40°11'55" N., longitude 87°35'40" W.); within 2 miles each side of the Danville VORTAC 196° radial extending from the 5-mile radius area to the VORTAC; and within 2 miles each side of the Danville VORTAC 198° radial, extending from the south edge of the 5-mile radius area to 18 miles south of the VORTAC.

(Sec. 307(a) of the Federal Aviation Act of 1958; 49 U.S.C. 1348)

Issued at Kansas City, Mo., on January 12, 1968.

EDWARD C. MARSH,  
Director, Central Region.

[F.R. Doc. 68-1045; Filed, Jan. 26, 1968; 8:48 a.m.]

[Airspace Docket No. 67-CE-122]

**PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS**

**Designation of Transition Area**

On pages 15547 and 15548 of the FEDERAL REGISTER dated November 8, 1967, the Federal Aviation Administration

published a notice of proposed rule making which would amend § 71.181 of Part 71 of the Federal Aviation Regulations so as to designate a transition area at Seymour, Ind.

Interested persons were given 45 days to submit written comments, suggestions, or objections regarding the proposed amendment.

No objections have been received and the amendment as so proposed is hereby adopted, subject to the following change:

The Freeman Field coordinates recited in the Seymour, Ind., transition area designation as "latitude 38°55'30" N., longitude 85°54'35" W." are changed to read "latitude 38°55'35" N., longitude 85°54'25" W."

This amendment shall be effective 0001 e.s.t., March 28, 1968.

(Sec. 307(a), Federal Aviation Act of 1958; 49 U.S.C. 1348)

Issued in Kansas City, Mo., on January 11, 1968.

DANIEL E. BARROW,  
Acting Director, Central Region.

In § 71.181 (33 F.R. 2137), the following transition area is added:

SEYMOUR, IND.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Freeman Field (latitude 38°55'35" N., longitude 85°54'25" W.); and within 2 miles each side of the 161° bearing from Freeman Field, extending from the 6-mile radius area to 8 miles south of the airport.

[F.R. Doc. 68-1046; Filed, Jan. 26, 1968; 8:48 a.m.]

[Docket No. 8679, Amdt. 183-3]

**PART 183—REPRESENTATIVES OF THE ADMINISTRATOR**

**Designations of Aviation Medical Examiners**

The purpose of this amendment to Part 183 of the Federal Aviation Regulations is to stagger the renewals of designations of Aviation Medical Examiners, all of which at present are due on or before January 1 of each year.

Before this amendment, § 183.15(a) has provided that designations of all Aviation Medical Examiners lapsed on or before January 1 of each year. It has been an undue administrative burden to reevaluate, almost simultaneously, the designations of the Aviation Medical Examiners, who now are nearly 6,900 in number.

Under § 183.15(b), renewals of designations of Flight Standards designated Representatives occur on an annual, but not a calendar year, basis. Thus, the same administrative task exists as in the case of Aviation Medical Examiners but it does not require the same concentration of effort in a very short period of time.

This amendment retains the annual renewal feature of § 183.15(a), but provides that renewal of each designation will come up on its anniversary date, the day and month when the designation was first issued to the Aviation Medical Examiner. This will provide staggered



renewals, spreading out the administrative workload over the year. It will not in any way jeopardize uniformity and effective control of the Aviation Medical Examiner program.

The renewal of designations for the calendar year 1968 has been accomplished by the issuance of 1968 identification cards. However, to adjust to the new system and afford uninterrupted authority to these representatives of the Administrator, soon after the effective date of this amendment the FAA expects to begin issuing new 1-year designations on the anniversary dates of first issuance of an identification card to each examiner. During the following 12-month period this will spread out the issuance of new identification cards fairly evenly over the calendar year. Those Aviation Medical Examiners who have not received new anniversary-date identification cards by January 1, 1969, will receive 1969 calendar-year cards for use pending receipt of anniversary-date cards under the new system.

Since this amendment is not a substantive rule, notice and public procedure thereon are not required and it may be made effective less than 30 days after publication.

In consideration of the foregoing, paragraph (a) of § 183.15 of the Federal Aviation Regulations is amended, effective January 27, 1968, to read as follows:

**§ 183.15 Duration of certificates.**

(a) Unless sooner terminated under paragraph (c) of this section, a designation as an Aviation Medical Examiner is effective for 1 year after the date it is issued, and may be renewed for additional periods of 1 year in the Federal Air Surgeon's discretion. A renewal is effected by a letter and issuance of a new identification card specifying the renewal period.

(Secs. 313(a), 314 of the Federal Aviation Act of 1958; 49 U.S.C. 1354(a), 1355)

Issued in Washington, D.C., on January 22, 1968.

D. D. THOMAS,  
Acting Administrator.

[F.R. Doc. 68-1038; Filed, Jan. 26, 1968; 8:47 a.m.]

## Title 15—COMMERCE AND FOREIGN TRADE

### Chapter I—Bureau of the Census, Department of Commerce

#### PART 50—SPECIAL SERVICES AND STUDIES BY THE BUREAU OF THE CENSUS

##### Fee Structure for Statistics for City Blocks in 1970 Censuses of Population and Housing

In accordance with the provisions of the Administrative Procedure Act, 5 U.S.C. 553, it has been found that notice postponement of the effective date thereof is impracticable and unnecessary for the reason that such procedure, be-

cause of the nature of the rules, serves no useful purpose.

In accordance with the provisions of Title 13, United States Code, section 8, authorizing the Department of Commerce to make special statistical surveys and studies, and to perform other specified services upon the payment of the cost thereof, the following fee structure is hereby established. No transcript of any record will be furnished under authority of this act which would disclose data on individual dwelling units or violate existing or future acts requiring that information furnished be held confidential.

**§ 50.40 Fee structure for statistics for city blocks in the 1970 Censuses of Population and Housing.**

(a) General: In the 1970 Censuses of Population and Housing, the Bureau of the Census will tabulate and publish data for city blocks for all cities with a population of 50,000 or more in the 1960 Census or subsequent special census conducted by the Bureau of the Census. The data include: count of population, the number of housing units, tenure, value or rent, plumbing and other facilities, the number of occupied units with Negro household head, the number of units with 1.01 or more persons per room, and other selected population and housing characteristics. Additional information on an unpublished basis may be available at cost of reproduction.

(b) Additional coverage through cooperation or contract. In addition to data for cities of 50,000 or more, the Bureau will also tabulate and publish block statistics for smaller cities and for certain other areas provided the appropriate regional planning group or local authority agrees to provide the necessary assistance or contracts for the statistics as described below for the particular type of area.

(1) Cooperation for remainder of an urbanized area of the SMSA.

(i) In addition to data for cities of 50,000 or more, the Bureau will tabulate block data for the remainder of an urbanized area of the Standard Metropolitan Statistical Area provided a metropolitan regional planning group agrees to cooperate as follows:

(a) For urbanized areas to be enumerated by mail, review the map prepared by the Bureau of the Census and help to prepare the Address Coding Guide to identify blocks.

(b) For urbanized areas not to be enumerated by mail, review the map prepared by the Bureau of the Census.

(ii) When the regional group does not provide the required cooperation, as stated above, an individual locality may do so and assure block tabulations for the area for which the assistance is provided. In such instances the local authority must sign a letter of intent by May 1, 1968, agreeing to review the maps by July 1, 1968, and the Address Coding Guide by November 1, 1968, if needed.

(iii) The Bureau will provide the cooperating organization with two copies of the machine tabulation sheets and one copy of the map. Additional copies will be provided at cost.

(iv) In urbanized areas, for cities whose last official census count was less than 50,000 but which are reported with a population of 50,000 or more in the 1970 census and where cooperation was provided, block data will also be tabulated and published.

(2) Contract block statistics for urban places outside 1970 urbanized areas.

(i) For cities with the last official population of less than 50,000 block data will be tabulated and published only if the local authorities:

(a) Submit by July 1, 1968, a signed copy of the contract furnished by the Bureau, and an advance payment of \$200 in the form of a check or money order made payable to Census—Department of Commerce.

(b) Furnish by September 1, 1968, block maps prepared according to the Bureau's specifications and assist in the preparation of the Address Coding Guide, if needed.

(c) Mail balance of fee to the Bureau by January 1, 1970.

(ii) Following is the fee structure:

Population size group	Fee
Under 10,000	\$875
10,000-14,999	1,000
15,000-19,999	1,125
20,000-24,999	1,250
25,000-29,999	1,400
30,000-34,999	1,550
35,000-39,999	1,700
40,000-44,999	1,850
45,000-49,999	1,975

(iii) The above fee covers the tabulation and publication of the data, with 100 copies of the report to be provided to the purchaser. The fee will be refunded to any city which contracts for the data and reaches a population of 50,000 or more in the 1970 Census.

(c) Determination as to 1970 urbanized areas. To determine whether a city or other area is within the anticipated limits of the 1970 urbanized area, the city should determine whether it was in the 1960 urbanized area, since the 1960 urbanized areas are automatically part of the 1970 areas. Maps of the 1960 urbanized areas are shown in the 1960 Census of Population report, Volume I, Characteristics of the Population, Part A, Number of Inhabitants. If the city was not part of the 1960 urbanized area, an inquiry should be directed to the Bureau.

(d) Directing requests and inquiries. Requests to participate in the foregoing programs should be addressed to the Director, Bureau of the Census, Washington, D.C. 20233. Inquiries as to the method of enumeration to be used for an SMSA, whether or not metropolitan planning officials have agreed to perform the required preparatory work to permit the tabulation of block statistics for urbanized areas, and other inquiries relating to the program should also be addressed to the Director.

(13 U.S.C. 8)

Dated: January 15, 1968.

A. ROSS ECKLER,  
Director, Bureau of the Census.

[F.R. Doc. 68-1022; Filed, Jan. 26, 1968; 8:45 a.m.]



**Title 32—NATIONAL DEFENSE**

**Chapter XVI—Selective Service System**

**PART 1655—REGISTRATION OF UNITED STATES CITIZENS OUTSIDE OF THE UNITED STATES AND CLASSIFICATION OF SUCH REGISTRANTS**

**Miscellaneous Amendments**

CROSS REFERENCE: For an Executive Order amending the Selective Service regulations in Part 1655 of Chapter XVI of Title 32, see Executive Order 11391, published at page 949 in the issue of Friday, January 26, 1968 (F.R. Doc. 68-1105).

**Title 16—COMMERCIAL PRACTICES**

**Chapter I—Federal Trade Commission**

**PART 15—ADMINISTRATIVE OPINIONS AND RULINGS**

**Exchanging Wage Rates Among Association Members**

§ 15.162 Exchanging wage rates among association members.

(a) The Commission rendered an advisory opinion in regard to the legality of a trade association's proposed statistical reporting plan.

(b) Specifically, the Commission was asked to rule upon the question of whether it would be permissible for the members of an association to exchange copies of their labor contracts.

(c) The Commission ruled that it had no objection to the proposed plan itself, provided it was not used for some illegal purpose. If the plan is used as a means for fixing or tampering with the price of milk, or for some other illegal purpose, the Commission stated it would of course have serious objection to the plan. Pointing to the antitrust hazards inherent in such a plan, the Commission said:

(d) "Statistical reporting plans which involve the collection and dissemination of data related to future prices are not illegal per se. However, experience in other cases indicates that an association's price reporting plan which involves future or advance prices, particularly when that plan invites an industrywide pricing policy, may provide the basis for an inference of an agreement or combination to fix prices in violation of section 5 of the FTC Act. Since labor costs represent a very significant element bearing upon the future price of milk, an agreement among competitors as to wage rates would be illegal since it would have the effect of fixing the price of milk. In essence, it is the potential danger inherent in the reporting plan which is related to future prices that prompts the

Commission to suggest that it be used with extreme care."

(38 Stat. 717, as amended; 15 U.S.C. 41-58)

Issued: January 26, 1968.

By direction of the Commission.

[SEAL] JOSEPH W. SHEA,  
*Secretary.*

[F.R. Doc. 68-1056; Filed, Jan. 26, 1968; 8:49 a.m.]

**Title 17—COMMODITY AND SECURITIES EXCHANGES**

**Chapter II—Securities and Exchange Commission**

**PART 240—GENERAL RULES AND REGULATIONS, SECURITIES EXCHANGE ACT OF 1934**

**Floor Trading Plan of American Stock Exchange**

The Securities and Exchange Commission has announced that pursuant to provisions of the Securities Exchange Act of 1934, and particularly sections 11(a), 23(a), and Rule 11a-1 (17 CFR 240.11a-1) thereunder, it has declared effective as of January 31, 1968, the amended Floor Trading Plan of the American Stock Exchange.

Prior to the amendment the American Stock Exchange rules provided an exemption from the restrictions of the floor trading plan for registered traders when they were invited by a floor official to participate in what the floor official considered to be a difficult market situation. The American Stock Exchange plan, as amended, still permits the floor official to call on the assistance of members other than registered traders in difficult market situations but, to avoid administrative and enforcement problems, eliminates the limited exemption in these situations previously available for registered floor traders. In this respect the amendment brings the American Stock Exchange floor trading plan into accord with that in effect on New York Stock Exchange.

The text of the Commission's action declaring effective the amendments to the Floor Trading Plan of the American Stock Exchange is as follows:

The Securities and Exchange Commission acting pursuant to the Securities Exchange Act of 1934, particularly sections 11(a) and 23(a) thereof, and Rule 11a-1 (17 CFR 240.11a-1) under the Act, deeming it necessary for the exercise of the functions vested in it, and having due regard for the maintenance of fair and orderly markets, for the public interest, and for the protection of investors, hereby declares the Floor Trading Plan of the American Stock Exchange, as amended by amendments filed on May 11, 1967, effective January 31, 1968. If at any time it appears to the Commission to be necessary or appropriate in the public interest, for the protection of investors, or for the maintenance of fair and orderly markets, or that floor trading activities which are not beneficial to the market have not been eliminated by the Floor Trading Plan of the American Stock Exchange, the Commission may sus-

pend or terminate the effectiveness of the plan by sending at least 60 days written notice to the American Stock Exchange. The American Stock Exchange shall have the opportunity to submit any written data, facts, arguments, or modifications in its plan within such 60-day period in such form as the Commission deems appropriate under the circumstances. The Commission has been informed that all persons subject to the Floor Trading Plan of the American Stock Exchange, as amended, have had actual notice thereof, and the Commission finds that notice and procedure pursuant to section 4 of the Administrative Procedure Act (5 U.S.C. section 553) are impracticable and unnecessary and that such Plan, as amended, may be, and is hereby, declared effective on January 31, 1968.

(Secs. 11(a) and 23(a), 48 Stat. 891, 901, as amended 15 U.S.C. 78k, 78w)

By the Commission.

[SEAL] ORVAL L. DUBOIS,  
*Secretary.*

JANUARY 22, 1968.

[F.R. Doc. 68-1032; Filed, Jan. 26, 1968; 8:46 a.m.]

**Title 38—PENSIONS, BONUSES, AND VETERANS' RELIEF**

**Chapter I—Veterans Administration**

**PART 12—DISPOSITION OF VETERAN'S PERSONAL FUNDS AND EFFECTS**

**Disposition of Personal Property and Recognition of Valid Claim Against General Post Fund**

Sections 12.22 and 12.23 are revised to read as follows:

**§ 12.22 Disposition of personal property.**

Any assets heretofore or hereafter accruing to the benefit of the General Post Fund, including stocks, bonds, checks, bank deposits, savings certificates, money orders, and similar assets, will be sold or otherwise converted into cash, except that articles of personal adornment which are obviously of sentimental value shall, if unclaimed, be retained for 5 years from the date of death of the veteran, unless for sanitary or other reasons their retention is deemed unsafe. Possession of effects other than those located on the premises of the Veterans Administration will be obtained, except that if transportation, storage, etc., is involved, determination will be made as to whether expenditure therefor is warranted. Proceeds from the conversion or sale will be deposited to the credit of the General Post Fund. Funds on deposit in Personal Funds of Patients will be transferred to the General Post Fund. Any claims against the estate of the deceased veteran will be adjudicated and paid, if valid.

**§ 12.23 Recognition of valid claim against the General Post Fund.**

Effective December 26, 1941, the assets of the estate of a veteran theretofore and thereafter deposited to the General Post Fund are subject to the valid claims of



creditors presented to the Veterans Administration within 1 year from the date of death or otherwise as provided by any applicable law. Any heir, next of kin, legatee, or other person found to be legally entitled to the personal property of the veteran may claim same within 5 years from the date of the veteran's death. If claimant is under any legal disability (as a minor, incompetent, etc.) at the date of the veteran's death, the 5-year period begins upon the termination of removal of legal disability. Such claims are for settlement by the field station which had originally made the deposit. In the event of doubt as to entitlement or the necessity of legal proceedings to obtain assets for the benefit of the General

Post Fund, the case will be referred to the Chief Attorney of jurisdiction for advice and/or appropriate action. Any necessary court costs or expenses will be paid from the appropriation, General Operating Expenses, Veterans Administration.

(72 Stat. 1114; 38 U.S.C. 210)

These VA regulations are effective the date of approval.

Approved: January 23, 1968.

By direction of the Administrator.

A. W. STRATTON,  
*Deputy Administrator.*

[F.R. Doc. 68-1055; Filed, Jan. 26, 1968;  
8:48 a.m.]



# Proposed Rule Making

## DEPARTMENT OF AGRICULTURE

Agricultural Research Service

[ 7 CFR Part 319 ]

### FRUITS AND VEGETABLES

#### Proposed Amendment of Administrative Instructions

Notice is hereby given under the administrative procedure provisions of 5 U.S.C. 553, that, pursuant to § 319.56-2 of the regulations (7 CFR 319.56-2) supplemental to the Fruit and Vegetable Quarantine (Notice of Quarantine No. 56, 7 CFR 319.56), under sections 5 and 9 of the Plant Quarantine Act of 1912 (7 U.S.C. 159, 162), it is proposed to amend the administrative instructions designated as 7 CFR 319.56-2h by changing the heading and first sentence of paragraph 319.56-2h(a)(1) to read as follows:

§ 319.56-2h Administrative instructions prescribing method of treatment of garlic from specified countries.

(a) (1) Except as otherwise provided in these administrative instructions, fumigation with methyl bromide in vacuum fumigation chambers approved by the Director of the Plant Quarantine Division is a condition of entry under permit for all shipments of garlic (*Allium sativum*) from Algeria, Austria, Czechoslovakia, Egypt, France, Greece, Hungary, Iran, Israel, Italy, Morocco, Portugal, South Africa (Republic of), Spain, Switzerland, Syria, Turkey, Union of Soviet Socialist Republics, West Germany, and Yugoslavia. \* \* \*

(Secs. 5, 9, 37 Stat. 316, 318, 7 U.S.C. 159, 162; 29 F.R. 16210, as amended, 7 CFR 319.56-2)

The proposed amendment if adopted would include Austria, Czechoslovakia, Egypt, France, Greece, Iran, Israel, Portugal, South Africa (Republic of), Switzerland, Syria, Turkey, Union of Soviet Socialist Republics, and West Germany among the countries whose exports of garlic to the United States must be fumigated as a condition of entry. Such fumigation is now required of garlic imported from Algeria, Hungary, Italy, Morocco, Spain, and Yugoslavia inasmuch as these countries are infested with *Brachycerus* spp. and *Dyspessa ulula* (Bkh.), destructive insect pests of garlic. These same pests are now reported to exist in the 14 countries herein proposed for inclusion in § 319.56-2h(a)(1). It is proposed that these countries be added to prevent the introduction of the pests into the United States.

All persons who desire to submit written data, views, or arguments in connection with this matter should file the same with the Director of the Plant

Quarantine Division, Agricultural Research Service, U.S. Department of Agriculture, Federal Center Building, Hyattsville, Md. 20782, within 45 days after the date of the publication of this notice in the FEDERAL REGISTER. All written submissions made pursuant to this notice will be made available for public inspection at such times and places and in a manner convenient to the public business (7 CFR 1.27(b)).

Done at Hyattsville, Md., this 24th day of January 1968.

[SEAL]

F. A. JOHNSTON,  
Director,  
Plant Quarantine Division.

[F.R. Doc. 68-1071; Filed, Jan. 26, 1968; 8:50 a.m.]

## DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[ 14 CFR Part 71 ]

[Airspace Docket No. 67-CE-173]

### FEDERAL AIRWAY

#### Proposed Alteration

The Federal Aviation Administration is considering an amendment to Part 71 of the Federal Aviation Regulations that would extend V-304 from Liberal, Kans., 1,200 feet above the surface to Lamar, Colo. This action would designate controlled airspace within which to provide air traffic service to aircraft operating in accordance with Instrument Flight Rules between these terminals.

Interested persons may participate in the proposed rule making by submitting such written data, views, or arguments as they may desire. Communications should identify the airspace docket number and be submitted in triplicate to the Director, Central Region, Attention: Chief, Air Traffic Division, Federal Building, Federal Aviation Administration, 601 East 12th Street, Kansas City, Mo. 64106. All communications received within 30 days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. The proposal contained in this notice may be changed in the light of comments received.

An official docket will be available for examination by interested persons at the Federal Aviation Administration, Office of the General Counsel, Attention: Rules Docket, 800 Independence Avenue SW., Washington, D.C. 20590. An informal docket also will be available for examination at the office of the Regional Air Traffic Division Chief.

This amendment is proposed under the authority of section 307(a) of the Fed-

eral Aviation Act of 1958 (49 U.S.C. 1348).

Issued in Washington, D.C., on January 19, 1968.

H. B. HELSTROM,  
Chief, Airspace and Air  
Traffic Rules Division.

[F.R. Doc. 68-1047; Filed, Jan. 26, 1968; 8:48 a.m.]

[ 14 CFR Part 71 ]

[Airspace Docket No. 67-SW-73]

### TRANSITION AREA

#### Proposed Designation

The Federal Aviation Administration is considering amending Part 71 of the Federal Aviation Regulations to designate a transition area at Ruston, La. The proposed transition area will provide airspace protection for aircraft executing approach/departure procedures proposed at Ruston Municipal Airport, Ruston, La.

Interested persons may submit such written data, views, or arguments as they may desire. Communications should be submitted in triplicate to the Chief, Air Traffic Division, Southwest Region, Federal Aviation Administration, Post Office Box 1689, Forth Worth, Tex. 76101. All communications received within 30 days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Administration officials may be made by contacting the Chief, Air Traffic Division. Any data, views, or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official docket will be available for examination by interested persons at the Office of the Regional Counsel, Southwest Region, Federal Aviation Administration, Fort Worth, Tex. An informal docket will also be available for examination at the Office of the Chief, Air Traffic Division.

It is proposed to amend Part 71 of the Federal Aviation Regulations as hereinafter set forth.

In § 71.181 (32 F.R. 2148), the following transition area is added:

RUSTON, LA.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Ruston Municipal Airport (32°30'45" N., long. 92°37'45" W.); and within 2 miles each side of the Monroe, La., VORTAC 278° (272° magnetic) radial, extending from the 5-mile radius area to 24 miles west of the VORTAC.



This amendment is proposed under the authority of section 307(a) of the Federal Aviation Act of 1958 (49 U.S.C. 1348).

Issued in Fort Worth, Tex., on January 17, 1968.

HENRY L. NEWMAN,  
Director, Southwest Region.

[F.R. Doc. 68-1049; Filed, Jan. 26, 1968;  
8:48 a.m.]

#### [ 14 CFR Part 71 ]

[Airspace Docket No. 67-SW-95]

### CONTROL ZONE

#### Proposed Alteration

The Federal Aviation Administration is considering amending Part 71 of the Federal Aviation Regulations to alter the Del Rio, Tex., control zone. This alteration will provide airspace protection for aircraft executing amended instrument approach procedures.

Interested persons may submit such written data, views, or arguments as they may desire. Communications should be submitted in triplicate to the Chief, Air Traffic Division, Southwest Region, Federal Aviation Administration, Post Office Box 1689, Fort Worth, Tex. 76101. All communications received within 30 days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Administration officials may be made by contacting the Chief, Air Traffic Division. Any data, views, or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official docket will be available for examination by interested persons at the Office of the Regional Counsel, Southwest Region, Federal Aviation Administration, Fort Worth, Tex. An informal docket will also be available for examination at the Office of the Chief, Air Traffic Division.

The Del Rio, Tex., control zone is described in § 71.171 (32 F.R. 2088).

It is proposed to amend Part 71 of the Federal Aviation Regulations as herein-after set forth.

In § 71.171 (32 F.R. 2088) the Del Rio, Tex., control zone is amended, in part, by deleting " \* \* \* 12 miles northwest of the VOR \* \* \* 8.5 miles northwest of the TACAN, \* \* \* TACAN 144° radial \* \* \* 7 miles southeast of the TACAN \* \* \* " and substituting therefor, " \* \* \* 8 miles northwest of the VOR; 8 miles northwest of the TACAN; \* \* \* TACAN 149° (139° magnetic) radial, \* \* \* 8 miles southeast of the the TACAN \* \* \* "

This amendment is proposed under the authority of section 307(a) of the Federal Aviation Act of 1958 (49 U.S.C. 1348).

Issued in Fort Worth, Tex., on January 17, 1968.

HENRY L. NEWMAN,  
Director, Southwest Region.

[F.R. Doc. 68-1050; Filed, Jan. 26, 1968;  
8:48 a.m.]

#### [ 14 CFR Part 71 ]

[Airspace Docket No. 68-WE-5]

### TRANSITION AREAS

#### Proposed Designation

The Federal Aviation Administration is considering amendments to Part 71 of the Federal Aviation Regulations which would designate controlled airspace in the Eagle and Carbondale, Colo., terminal areas.

Interested persons may participate in the proposed rule-making by submitting such written data, views, or arguments as they may desire. Communications should be submitted in triplicate to the Director, Western Region, Attention: Chief, Air Traffic Division, Federal Aviation Administration, 5651 West Manchester Avenue, Post Office Box 90007, Airport Station, Los Angeles, Calif. 90009. All communications received within 30 days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendments. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Administration officials may be made by contacting the Regional Air Traffic Division Chief. Any data, views, or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposals contained in this notice may be changed in the light of comments received.

A public docket will be available for examination by interested persons in the office of the Regional Counsel, Federal Aviation Administration, 5651 West Manchester Avenue, Los Angeles, Calif. 90045.

New instrument procedures have been developed to serve Eagle County Airport, Eagle, Colo., and Sardy Field, Aspen, Colo.

The Eagle, Colo., proposed 1,200-foot above ground floor transition area would provide controlled airspace protection for prescribed instrument approach and departure procedures at and above 1,500 feet above the surface. The 11,700-foot MSL transition area would provide controlled airspace required for the minimum holding altitude and the procedure turn area at 12,000-foot MSL. The 12,200-foot and 13,200-foot MSL transition area segments are required to protect minimum en route altitudes between the Eagle RBN and the Edwards and Sandstone intersections on the direct route between Denver and Eagle, Colo.

The Carbondale, Colo., 10,500-foot MSL transition area would provide controlled airspace protection for prescribed instrument approach and departure procedures conducted at 10,800-foot MSL and above.

The proposed 11,300-foot MSL transition area would provide controlled airspace required for the minimum holding altitude and the procedure turn area at 11,600-foot MSL. The terrain in the Aspen, Colo., area prohibits the establishment of a suitable instrument approach procedure to Sardy Field; therefore, the procedure described above was designed as an alternative.

In view of the foregoing, the FAA proposes the following airspace actions: In § 71.181 (32 F.R. 2148) the following transition areas are added:

#### EAGLE, COLO.

That airspace extending upward from 1,200 feet above the surface within 3 miles north and 2 miles south of the 083° and 263° bearings from the Eagle, Colo., RBN (latitude 39°38'37" N., longitude 106°54'36" W.) extending from 12 miles west to 3 miles east of the RBN; that airspace extending upward from 11,700 feet MSL within 5 miles south and 8 miles north of the 083° and 263° bearings from the Eagle, Colo., RBN extending from 7 miles east to 13 miles west of the RBN; that airspace extending upward from 12,200 feet MSL within 5 miles each side of the 083° bearing from the Eagle, Colo., RBN extending from 7 miles east to 16 miles east of the RBN; that airspace extending upward from 13,200 feet MSL within 5 miles each side of the 083° bearing from Eagle, Colo., RBN extending from 16 miles east to 26 miles east of the RBN.

#### CARBONDALE, COLO.

That airspace extending upward from 10,500 feet MSL within 3 miles northeast and 2 miles southwest of the 138° and 318° bearings from the Carbondale, Colo. RBN (latitude 39°24'42" N., longitude 107°09'32" W.) extending from 12 miles northwest to 3 miles southeast of the RBN; that airspace extending upward from 11,300 feet MSL within 8 miles northeast and 5 miles southwest of the 138° and 318° bearings from the Carbondale, Colo., RBN extending from 13 miles northwest to 7 miles southeast of the RBN, excluding that portion east of west longitude 107°02'00".

These amendments are proposed under the authority of section 307(a) of the Federal Aviation Act of 1958, as amended, (72 Stat. 749; 49 U.S.C. 1348).

Issued in Los Angeles, Calif., on January 18, 1968.

LEE E. WARREN,  
Acting Director, Western Region.

[F.R. Doc. 68-1057; Filed, Jan. 26, 1968;  
8:48 a.m.]

#### [ 14 CFR Part 73 ]

[Airspace Docket No. 67-CE-155]

### RESTRICTED AREA

#### Proposed Designation

The Federal Aviation Administration is considering an amendment to Part 73 of the Federal Aviation Regulations which would designate a restricted area near Rapid City, S. Dak.

Interested persons may participate in the proposed rule making by submitting such written data, views, or arguments as they may desire. Communications should identify the airspace docket number and be submitted in triplicate to the Director, Central Region, Attention:



Chief, Air Traffic Division, Federal Aviation Administration, Federal Building, 601 East 12th Street, Kansas City, Mo. 64106. All communications received within 30 days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. The proposals contained in this notice may be changed in the light of comments received.

An official docket will be available for examination by interested persons at the Federal Aviation Administration, Office of the General Counsel, Attention: Rules Docket, 800 Independence Avenue SW., Washington, D.C. 20590. An informal docket also will be available for examination at the office of the Regional Air Traffic Division Chief.

The Department of the Army has requested the establishment of a restricted area in the Badlands Bombing Range southeast of Rapid City, S. Dak. The proposed restricted area would be used annually for a 2-week period between June 1 and August 31 by the 147th Artillery, South Dakota Army National Guard for the firing of 105 mm, 155 mm, and 8-inch howitzers during their annual field training. The Department of the Army will notify the Federal Aviation Administration 90 days prior to activation of the proposed area and the time of use will be publicized by NOTAM. The altitudes required would be surface to 32,000 feet MSL.

If this action is taken, a restricted area will be designated as follows:

R-6102 BADLANDS, S. DAK.

Boundaries: Beginning at lat. 43°35'00" N., long. 102°05'00" W.; to lat. 43°35'00" N., long. 102°25'00" W.; to lat. 43°42'00" N., long. 102°25'00" W.; to lat. 43°42'00" N., long. 102°05'00" W.

Designated altitudes: Surface to 32,000 feet MSL.

Time of designation: A 2-week period annually between June 1 and August 31, to be publicized by NOTAM.

Using agency: The Adjutant General, State of South Dakota (147th Artillery Group, South Dakota Army National Guard).

This amendment is proposed under the authority of section 307(a) of the Federal Aviation Act of 1958 (49 U.S.C. 1348).

Issued in Washington, D.C., on January 19, 1968.

H. B. HELSTROM,  
Chief, Airspace and Air  
Traffic Rules Division.

[F.R. Doc. 68-1048; Filed, Jan. 26, 1968; 8:48 a.m.]

## CIVIL AERONAUTICS BOARD

[ 14 CFR Part 241 ]

[Docket No. 19452; EDR-132A]

### UNIFORM SYSTEM OF ACCOUNTS AND REPORTS FOR CERTIFICATED AIR CARRIERS

#### Identification of Nondepreciable Overhaul Values on Schedule B-43; Supplemental Notice

JANUARY 24, 1968.

The Board by publication in 32 F.R. 20880 and circulation of EDR-132, dated December 22, 1967, gave notice that it had under consideration a proposed amendment to Part 241 of the Economic Regulations which would provide for identification of nondepreciable overhaul values on schedule B-43, Inventory of

Airframes and Aircraft Engines. Interested persons were invited to participate in the rule making proceeding by submitting written comments, views, or arguments to the Docket Section of the Board on or before January 17, 1968. On January 17, six air carriers jointly requested, through the Air Transport Association, that the time for comment be extended 30 days, to February 16, 1968, to afford sufficient time to develop an industry position paper on the proposal.

The undersigned finds that good cause has been shown for an extension of time for comment. However, since it is important to resolve the issue presented in the notice in sufficient time to permit implementation of any amendments for the calendar 1967 reports, the extension will be for less time than requested. Accordingly, pursuant to § 385.20(d) of the Board's Organization Regulations, the undersigned hereby extends the time for submitting comments to February 2, 1968. All comments received on or before that date will be considered by the Board before taking action on the proposal.

Copies of communications will be available for examination by interested persons in the Docket Section, Room 710, Universal Building, 1825 Connecticut Avenue NW., Washington, D.C., upon receipt thereof.

(Sec. 204(a), Federal Aviation Act of 1958, as amended; 72 Stat. 743; 49 U.S.C. 1324)

By the Civil Aeronautics Board.

[SEAL] ARTHUR H. SIMMS,  
Associate General Counsel,  
Rules and Rates Division.

[F.R. Doc. 68-1066; Filed, Jan. 26, 1968; 8:50 a.m.]







The area described aggregates approximately 682,473 acres of public domain land.

3. Publication of this notice also has the effect of segregating the lands described below from entry or location under the general mining laws, but not the mineral leasing laws:

**SALT LAKE MERIDIAN, UTAH**

- T. 26 S., R. 5 E.  
 Sec. 34, SE $\frac{1}{4}$ SE $\frac{1}{4}$ ;  
 Sec. 35, SW $\frac{1}{4}$ , S $\frac{1}{2}$ S $\frac{1}{2}$ SE $\frac{1}{4}$ .  
 T. 27 S., R. 5 E.  
 Sec. 3, S $\frac{1}{2}$ NE $\frac{1}{4}$ , lots 1 and 2, W $\frac{1}{2}$ SE $\frac{1}{4}$ ,  
 W $\frac{1}{2}$ E $\frac{1}{2}$ SE $\frac{1}{4}$ , E $\frac{1}{2}$ SE $\frac{1}{4}$ SW $\frac{1}{4}$ ;  
 Sec. 4, S $\frac{1}{2}$ NE $\frac{1}{4}$ , N $\frac{1}{2}$ SE $\frac{1}{4}$ , SE $\frac{1}{4}$ NW $\frac{1}{4}$ ,  
 NE $\frac{1}{4}$ SW $\frac{1}{4}$ .  
 T. 27 S., R. 6 E.  
 Sec. 24, E $\frac{1}{2}$ NE $\frac{1}{4}$ SE $\frac{1}{4}$ .  
 T. 27 S., R. 7 E.  
 Sec. 19, NW $\frac{1}{4}$ SW $\frac{1}{4}$ , W $\frac{1}{2}$ NE $\frac{1}{4}$ SW $\frac{1}{4}$ , N $\frac{1}{2}$   
 S $\frac{1}{2}$ SW $\frac{1}{4}$ , E $\frac{1}{2}$ E $\frac{1}{2}$ NE $\frac{1}{4}$ ;  
 Sec. 20, S $\frac{1}{2}$ NW $\frac{1}{4}$ NW $\frac{1}{4}$ , N $\frac{1}{2}$ SW $\frac{1}{4}$ NW $\frac{1}{4}$ ,  
 NW $\frac{1}{4}$ SW $\frac{1}{4}$ .

The area described above aggregates 1,035.67 acres.

4. For a period of 60 days from date of publication of this notice in the FEDERAL REGISTER, all persons who wish to submit comments, suggestions, or objections in connection with this proposed classification may present their views in writing to the District Manager, Bureau of Land Management, 850 North Main Street, Richfield, Utah 84701, or to the State Director, Bureau of Land Management, Post Office Box 11505, Salt Lake City, Utah 84111.

5. Maps depicting these lands are on file and may be reviewed at the Bureau of Land Management district office at Richfield, Utah, and at the State office, Federal Building, Salt Lake City, Utah.

6. A public hearing on the proposed classification will be held February 14, 1968 at 1:30 p.m. in the courtroom of the Wayne County Courthouse, Loa, Utah. Statements in support of or opposition to the proposal may be presented at that time.

R. D. NIELSON,  
 State Director.

[F.R. Doc. 68-1031; Filed, Jan. 26, 1968;  
 8:46 a.m.]

## DEPARTMENT OF COMMERCE

Bureau of International Commerce

[File No. 23(67)-17]

J. L. BREALEY (LONDON) LTD.

### Notice of Related Party Determination

In the matter of J. L. Brealey (London) Ltd., Victoria House, Vernon Place, London, W.C. 1, England.

An order dated August 28, 1967, was entered by the Office of Export Control, Bureau of International Commerce, U.S. Department of Commerce against T. J. Sas & Son Ltd., T. J. Sas and T. R. Sas, of London, England, denying them all privileges of participating in any manner or capacity in exportations from the United States of commodities or technical data for an indefinite period. This

order was published in the FEDERAL REGISTER on September 6, 1967 (32 F.R. 12763).

Section 382.1(b) of the Export Regulations provides, in part, that to the extent necessary to prevent evasion of any order denying export privileges, said order may be made applicable to parties other than those named in the order with whom said named parties may then or thereafter be related by ownership, control, position of responsibility, affiliation, or other connection in the conduct of trade or related services. It has been determined by the Office of Export Control that within the purview of said section the firm J. L. Brealey (London) Ltd., located at the above address, is a related party to said T. J. Sas & Son Ltd., T. J. Sas and T. R. Sas. Under this determination the terms and restrictions of the order of August 28, 1967, are effective against said related party.

The said related party has been notified of this determination and has been advised that if it contends that the ruling is not justified, it may make application to have the ruling reconsidered or terminated. Due notice will be given of any termination or change in this related party determination.

Dated: January 22, 1968.

RAUER H. MEYER,  
 Director, Office of Export Control.

[F.R. Doc. 68-1054; Filed, Jan. 26, 1968;  
 8:48 a.m.]

### Business and Defense Services Administration

#### UNIVERSITY OF CALIFORNIA

### Notice of Decision on Application for Duty-Free Entry of Scientific Article

The following is a decision on an application for duty-free entry of a scientific article pursuant to section 6(c) of the Educational, Scientific and Cultural Materials Importation Act of 1966 (Public Law 89-651; 80 Stat. 897) and the regulations issued thereunder (32 F.R. 2433 et seq.).

A copy of the record pertaining to this decision is available for public review during ordinary business hours of the Department of Commerce, at the Office of Scientific and Technical Equipment, Department of Commerce, Room 5123, Washington, D.C. 20230.

Docket No. 68-00174-33-46040. Applicant: University of California, Department of Bacteriology, 405 Hilgard Avenue, Los Angeles, Calif. 90024. Article: Electron Microscope, Elmiskop IA with accessories. Manufacturer: Siemens and Halske Aktiengesellschaft, West Germany. Intended use of article: Examination of biological specimens, particularly bacteria and viruses, in following areas:

1. Bacteriophage structure and its genetic control.
2. Chlorophyll synthesis and formation of chromatophore structures.
3. Formation of bacterial flagella.
4. Structure and purification of *Bacillus subtilis* bacteriophages.

Comments: No comments have been received with respect to this application. Decision: Application approved. No instrument or apparatus of equivalent scientific value to the foreign article, for the purposes for which such article is intended to be used, is being manufactured in the United States. Reasons: The foreign article provides accelerating voltages of 40, 60, 30, and 100 kilovolts. The only known domestic electron microscope, the Model EMU-4 manufactured by the Radio Corporation of America (RCA), provides only 50 and 100 kilovolt accelerating voltages. It has been experimentally established that the lower accelerating voltage of the foreign article provides optimum contrast for unstained biological specimens and that the voltages intermediate between 50 and 100 kilovolts provide optimum contrast for negatively stained specimens. For the purposes for which the foreign article is intended to be used, it is necessary to obtain optimum contrast in the specimens. We therefore find the additional accelerating voltages to be pertinent.

For the foregoing reasons, we find that the RCA Model EMU-4 is not of equivalent scientific value to the foreign article for the purposes for which such article is intended to be used.

The Department of Commerce knows of no other instrument or apparatus of equivalent scientific value to the foreign article, for the purposes for which such article is intended to be used, which is being manufactured in the United States.

CHARLEY M. DENTON,  
 Director, Office of Scientific and  
 Technical Equipment, Business  
 and Defense Services Administration.

[F.R. Doc. 68-1014; Filed, Jan. 26, 1968;  
 8:45 a.m.]

### WESTERN RESERVE UNIVERSITY

### Notice of Decision On Application For Duty-Free Entry of Scientific Article

The following is a decision on an application for duty-free entry of a scientific article pursuant to section 6(c) of the Educational, Scientific, and Cultural Materials Importation Act of 1966 (Public Law 89-651; 80 Stat. 897) and the regulations issued thereunder (32 F.R. 2433 et seq.).

A copy of the record pertaining to this decision is available for public review during ordinary business hours of the Department of Commerce, at the Office of Scientific and Technical Equipment, Department of Commerce, Room 5123, Washington, D.C. 20230.

Docket No. 68-00240-33-46040. Applicant: Western Reserve University, 2220 Cummington, Cleveland, Ohio 44106. Article: Electron Microscope, Model EM6B with Plate Desiccator. Manufacturer: Associated Electrical Industries, Ltd., United Kingdom. Intended use of article: Applicant states:



Biological Research in the following areas: (1) Pathogenesis of acute inflammation of the vascular system employing high resolution electron microscopy and both current and experimental methods of cytochemistry; (2) studies of red blood cell membrane structure and the aggregation of polyribosomes under certain experimental conditions utilizing negative staining techniques requiring the ultimate in resolution for a wide range of specimens.

Comments: No comments have been received with respect to this application. Decision: Application approved. No instrument or apparatus of equivalent scientific value to the foreign article, for the purposes for which such article is intended to be used, is being manufactured in the United States. Reasons: (1) The foreign article provides a guaranteed resolution of 5 Angstroms. The only known domestic electron microscope is the Model EMU-4 manufactured by the Radio Corporation of America (RCA), which has a guaranteed resolution of 8 Angstroms. (The lower the numerical rating in terms of Angstrom units, the better the resolution.) The purposes for which the foreign article is intended to be used necessitate the best obtainable resolving power. We therefore find that the additional resolving capabilities provided by the foreign article are pertinent. (2) The foreign article offers five accelerating voltages, 30, 40, 50, 60, and 80 kilovolts, whereas the RCA Model EMU-4 offers only two accelerating voltages, 50 and 100 kilovolts. It has been experimentally established that the lower accelerating voltages of the foreign article afford optimum contrast for unstained specimens and that the voltages intermediate between 50 and 100 kilovolts afford optimum contrast for negatively stained specimens. The foreign article is intended to be used for investigation of ultrathin sections, both unstained and negatively stained. Therefore, the additional accelerating voltages offered by the foreign articles are pertinent.

For the foregoing reasons, we find that the RCA Model EMU-4 is not of equivalent scientific value to the foreign article for the purposes for which such article is intended to be used.

The Department of Commerce knows of no other instrument or apparatus of equivalent scientific value to the foreign article, for the purposes for which such article is intended to be used, which is being manufactured in the United States.

CHARLEY M. DENTON,  
*Director, Office of Scientific and  
Technical Equipment, Business  
and Defense Services  
Administration.*

[F.R. Doc. 68-1015; Filed, Jan. 26, 1968;  
8:45 a.m.]

#### UNIVERSITY OF HOUSTON

##### Notice of Decision On Application For Duty-Free Entry of Scientific Article

The following is a decision on an application for duty-free entry of a scientific

article pursuant to section 6(c) of the Educational, Scientific, and Cultural Materials Importation Act of 1966 (Public Law 89-651; 80 Stat. 897) and the regulations issued thereunder (32 F.R. 2433 et seq.).

A copy of the record pertaining to this decision is available for public review during ordinary business hours of the Department of Commerce, at the Office of Scientific and Technical Equipment, Department of Commerce, Room 5123, Washington, D.C. 20230.

Docket No. 68-00193-33-46040. Applicant: University of Houston, Department of Biology, Cullen Boulevard, Houston, Tex. 77004. Article: Electron Microscope EM6B. Manufacturer: Associated Electrical Industries International, Ltd., England. Intended use of article: Biological research and student training in visualization of ultrastructural components of ribosomes for structure and function, morphological investigations of single-stranded RNA (Ribonucleic Acid) and DNA (Deoxyribonucleic Acid) viruses, transfer mechanisms of DNA between bacterial cells, etc. Comments: No comments have been received with respect to this application. Decision: Application approved. No instrument or apparatus of equivalent scientific value to the foreign article, for the purposes for which such article is intended to be used, is being manufactured in the United States. Reasons: (1) The foreign article provides a guaranteed resolution of five Angstroms. The only known domestic electron microscope is the Model EMU-4 manufactured by the Radio Corporation of America (RCA), which has a guaranteed resolution of 8 Angstroms. (The lower the numerical rating in terms of Angstrom units, the better the resolution.) The purposes for which the foreign article is intended to be used necessitate the best obtainable resolving power. We therefore find that the additional resolving capabilities provided by the foreign article are pertinent. (2) The foreign article offers five accelerating voltages, 30, 40, 50, 60, and 80 kilovolts, whereas the RCA Model EMU-4 offers only two accelerating voltages, 50 and 100 kilovolts. It has been experimentally established that the lower accelerating voltages of the foreign article afford optimum contrast for unstained specimens and that the voltages intermediate between 50 and 100 kilovolts afford optimum contrast for negatively stained specimens. The foreign article is intended to be used for investigation of ultrathin sections, both unstained and negatively stained. Therefore, the additional accelerating voltages offered by the foreign article are pertinent.

For the foregoing reasons, we find that the RCA Model EMU-4 is not of equivalent scientific value to the foreign article for the purposes for which such article is intended to be used.

The Department of Commerce knows of no other instrument or apparatus of equivalent scientific value to the foreign article, for the purposes for which such article is intended to be used, which is

being manufactured in the United States.

CHARLEY M. DENTON,  
*Director, Office of Scientific and  
Technical Equipment, Business  
and Defense Services  
Administration.*

[F.R. Doc. 68-1016; Filed, Jan. 26, 1968;  
8:45 a.m.]

#### UNIVERSITY OF CALIFORNIA

##### Notice of Decision on Application For Duty-Free Entry of Scientific Article

The following is a decision on an application for duty-free entry of a scientific article pursuant to section 6(c) of the Educational, Scientific, and Cultural Materials Importation Act of 1966 (Public Law 89-651; 80 Stat. 897) and the regulations issued thereunder (32 F.R. 2433 et seq.).

A copy of the record pertaining to this decision is available for public review during ordinary business hours of the Department of Commerce, at the Office of Scientific and Technical Equipment, Department of Commerce, Room 5123, Washington, D.C. 20230.

Docket No. 68-00173-75-65600. Applicant: University of California, Los Alamos Scientific Laboratory, Post Office Box 990, Los Alamos, N. Mex. 87544. Article: 750-Kilovolt High Voltage Power Supply. Manufacturer: Emile Haefely Co., Ltd., Switzerland. Intended use of article: Applicant states:

The direct current high voltage power supply will be used as the preinjector which will provide 750 kev particles (protons) available to a 200 mev linear accelerator. This accelerator will accelerate these particles and inject them into a 30 bev synchrotron ring.

Comments: No comments have been received with respect to this application. Decision: Application approved. No instrument or apparatus of equivalent scientific value to the foreign article, for the purposes for which such article is intended to be used, is being manufactured in the United States. Reasons: The foreign article is intended to be used for producing 750,000 electron volts proton particles for a 200 million electron volt accelerator. A principal characteristic of the foreign article is that the ripple does not exceed 300 volts peak to peak. For the purposes for which the foreign article is intended to be used, this is a pertinent characteristic.

The Department of Commerce knows of no instrument or apparatus being manufactured in the United States, which provides the required voltage output with a ripple that does not exceed 300 volts peak to peak.

CHARLEY M. DENTON,  
*Director, Office of Scientific and  
Technical Equipment, Business  
and Defense Services  
Administration.*

[F.R. Doc. 68-1017; Filed, Jan. 26, 1968;  
8:45 a.m.]



## FLORIDA STATE UNIVERSITY

**Notice of Decision On Application  
For Duty-Free Entry of Scientific  
Article**

The following is a decision on an application for duty-free entry of a scientific article pursuant to section 6(c) of the Educational, Scientific, and Cultural Materials Importation Act of 1966 (Public Law 89-651; 80 Stat. 897) and the regulations issued thereunder (32 F.R. 2433 et seq.).

A copy of the record pertaining to this decision is available for public review during ordinary business hours of the Department of Commerce, at the Office of Scientific and Technical Equipment, Department of Commerce, Room 5123, Washington, D.C. 20230.

Docket No. 67-00098-65-46040. Applicant: Florida State University, School of Engineering Science, Tallahassee, Fla. 32306. Article: Electron Microscope, Model EM 100C. Manufacturer: Philips Electronic Instruments, The Netherlands. Intended use of article: The article will be used to instruct students of the School of Engineering Science. Comments: No comments were received with respect to this application. Decision: Application approved. No instrument or apparatus of equivalent scientific value to the foreign article, for the purposes for which such article is intended to be used, is being manufactured in the United States. Reasons: (1) The foreign article provides accelerating voltages of 40, 60, 80, and 100 kilovolts. The only known domestic electron microscope, the Model EMU-4 manufactured by Radio Corporation of America (RCA) provides only two accelerating voltages, 50 and 100 kilovolts. It has been experimentally established that the lower accelerating voltage of the foreign article affords optimum contrast for unstained specimens and that the voltages intermediate between 50 and 100 kilovolts afford the optimum contrast for negatively stained specimens. The applicant intends to use the foreign article in teaching the effect of electron beam wavelengths on contrast. Therefore, for the purposes for which the foreign article is intended to be used, the additional accelerating voltages provided by the foreign article are pertinent. (2) The foreign article provides a wide (8-inch) viewing screen, which permits a number of students to simultaneously view the results of the experiments. The RCA Model EMU-4 does not provide this characteristic. For the purposes for which the foreign article is intended to be used, the wide viewing screen is a pertinent characteristic.

For the foregoing reasons, we find that the RCA Model EMU-4 electron microscope is not of equivalent scientific value to the foreign article, for the purposes for which such article is intended to be used.

The Department of Commerce knows of no other instrument or apparatus of equivalent scientific value to the foreign article, for the purposes for which such

article is intended to be used, which is being manufactured in the United States.

CHARLEY M. DENTON,  
*Director, Office of Scientific and  
Technical Equipment, Busi-  
ness and Defense Services  
Administration.*

[F.R. Doc. 68-1018; Filed, Jan. 26, 1968;  
8:45 a.m.]

## OHIO STATE UNIVERSITY

**Notice of Decision On Application  
For Duty-Free Entry of Scientific  
Article**

The following is a decision on an application for duty-free entry of a scientific article pursuant to section 6(c) of the Educational, Scientific, and Cultural Materials Importation Act of 1966 (Public Law 89-651; 80 Stat. 897) and the regulations issued thereunder (32 F.R. 2433 et seq.).

A copy of the record pertaining to this decision is available for public review during ordinary business hours of the Department of Commerce, at the Office of Scientific and Technical Equipment, Department of Commerce, Room 5123, Washington, D.C. 20230.

Docket No. 68-00126-85-14040. Applicant: The Ohio State University, 190 North Oval Drive, Columbus, Ohio 43210. Article: Stereocomparator, Model D-PSK Precision Stereocomparator No. 516376 with accessory equipment. Manufacturer: Carl Zeiss, West Germany. Intended use of article: Applicant states: "This instrument is intended to be used in the instruction of graduate students in advanced photogrammetry." Comments: No comments have been received with respect to this application. Decision: Application approved. No instrument or apparatus of equivalent scientific value to the foreign article, for the purposes for which such article is intended to be used, is being manufactured in the United States. Reasons: The foreign article is a device used in photogrammetry, which has a large number of applications in connection with numerical procedures involved in map plotting, aerial triangulation, astronomy, ballistic trajectories, etc. These characteristics are pertinent to the purposes for which the foreign article is intended to be used.

The Department of Commerce knows of no instrument or apparatus that provides these characteristics, which is being manufactured in the United States.

CHARLEY M. DENTON,  
*Director, Office of Scientific and  
Technical Equipment, Busi-  
ness and Defense Services  
Administration.*

[F.R. Doc. 68-1019; Filed, Jan. 26, 1968;  
8:45 a.m.]

## UNIVERSITY OF PENNSYLVANIA

**Notice of Decision On Application for  
Duty-Free Entry of Scientific Article**

The following is a decision on an application for duty-free entry of a scien-

tific article pursuant to section 6(c) of the Educational, Scientific, and Cultural Materials Importation Act of 1966 (Public Law 89-651; 80 Stat. 897) and the regulations issued thereunder (32 F.R. 2433 et seq.).

A copy of the record pertaining to this decision is available for public review during ordinary business hours of the Department of Commerce, at the Office of Scientific and Technical Equipment, Department of Commerce, Room 5123, Washington, D.C. 20230.

Docket No. 68-00219-90-34040. Applicant: University of Pennsylvania, 3231 Walnut Street, Philadelphia, Pa. 19104. Article: Backward Wave Oscillator, Model CO 10 Carcinotron Tube, 290-320 GHz at 5-50 mW (Type O BWO). Manufacturer: Compagnie Generale de Telegraphie Sans Fil (CSF), France. Intended use of article: Applicant states: "Graduate research in solid state physics." Comments: No comments have been received with respect to this application. Decision: Application approved. No instrument or apparatus of equivalent scientific value to the foreign article, for the purposes for which such article is intended to be used, is being manufactured in the United States. Reasons: The foreign article is a backward oscillator tube which provides a frequency of 300 gigahertz at a power output of a few millivolts. These specifications are pertinent to the purposes for which the foreign article is intended to be used. We know of no domestic manufacturers which are able and ready to supply a backward oscillator tube with these specifications.

The Department of Commerce knows of no other instrument or apparatus of equivalent scientific value to the foreign article, for the purposes for which such article is intended to be used, which is being manufactured in the United States.

CHARLEY M. DENTON,  
*Director, Office of Scientific and  
Technical Equipment, Busi-  
ness and Defense Services  
Administration.*

[F.R. Doc. 68-1020; Filed, Jan. 26, 1968;  
8:45 a.m.]

UNIVERSITY OF WASHINGTON  
MEDICAL SCHOOL

**Notice of Decision On Application  
for Duty-Free Entry of Scientific  
Article**

The following is a decision on an application for duty-free entry of a scientific article pursuant to section 6(c) of the Educational, Scientific, and Cultural Materials Importation Act of 1966 (Public Law 89-651; 80 Stat. 897) and the regulations issued thereunder (32 F.R. 2433 et seq.).

A copy of the record pertaining to this decision is available for public review during ordinary business hours of the Department of Commerce, at the Office of Scientific and Technical Equipment, Department of Commerce, Room 5123, Washington, D.C. 20230.



Docket No. 68-00169-33-46040. Applicant: University of Washington Medical School, Department of Pathology, Seattle, Wash. 98105. Article: Electron Microscope, Model EM6-B, and Anticontamination Device. Manufacturer: Associated Electrical Industries, Ltd., United Kingdom. Intended use of article: The article will be used in research projects that include studies of amyloid fibers, morphologic variations of elementary particles of mitochondrial membranes, renal ultrastructure, various disease tissues and experimentally altered tissues. Comments: No comments have been received with respect to this application. Decision: Application approved. No instrument or apparatus of equivalent scientific value to the foreign article, for the purposes for which such article is intended to be used, is being manufactured in the United States. Reasons: (1) The foreign article provides a guaranteed resolution of 5 Angstroms. The only known comparable domestic instrument, the Model EMU-4 electron microscope manufactured by the Radio Corporation of America (RCA), provides a resolution of 8 Angstroms. (The lower the numerical rating in terms of Angstrom units, the better the resolution.) For the purposes for which the foreign article is intended to be used, the additional resolving capabilities provided by the foreign article are pertinent. (2) The foreign article provides accelerating voltages of 30, 40, 50, 60, and 80 kilovolts, whereas the RCA Model EMU-4 provides only accelerating voltages of 50 and 100 kilovolts. It has been experimentally established that the lower accelerating voltages afford optimum contrast for unstained biological specimens and that the voltages intermediate between 50 and 100 kilovolts afford optimum contrast for negatively stained specimens. For the purposes for which the foreign article is intended to be used, the additional accelerating voltages provided by the foreign article are pertinent.

We therefore find that the RCA Model EMU-4 is not of equivalent scientific value to the foreign article for the purposes for which such article is intended to be used.

The Department of Commerce knows of no other instrument or apparatus of equivalent scientific value to the foreign article, for the purposes for which such article is intended to be used, which is being manufactured in the United States.

CHARLEY M. DENTON,  
Director, Office of Scientific and  
Technical Equipment, Business  
and Defense Services  
Administration.

[F.R. Doc. 68-1021; Filed, Jan. 26, 1968;  
8:45 a.m.]

## DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Office of Education

### ADULT BASIC EDUCATION

#### Notice of Establishment of Closing Date for Receipt of Applications for Special Experimental Demonstration Projects and for Teacher Training

The Adult Education Act of 1966 provides for basic educational programs for adults to enable them to overcome English language limitations, to improve their basic education in preparation for occupational training and more profitable employment, and to become more productive and responsible citizens. Section 309 of the Act authorizes the U.S. Commissioner of Education to make grants

(1) To local educational agencies or other public or private nonprofit agencies, including educational television stations, for special experimental demonstration projects which (a) involve the use of innovative methods, systems, materials, or programs which the Commissioner determines may have national significance or be of special value in promoting effective programs under the Act or (b) involve programs of adult education, carried out in cooperation with other Federal, federally assisted, State, or local programs which the Commissioner determines have unusual promise in promoting a comprehensive or coordinated approach to the problems of persons with basic educational deficiencies; and

(2) To colleges or universities, State or local educational agencies, or other appropriate public or private nonprofit agencies or organizations, to provide training to persons engaged, or preparing to engage, as personnel in adult education programs designed to carry out the purposes of the Act.

Section 166.64 of Part 166, Title 45 of the Code of Federal Regulations states that the Commissioner may establish and announce "cut-off dates" for the receipt of applications for such grants where he deems it necessary for the efficient administration of the program.

Accordingly, notice is hereby given that the date of March 15, 1968, is established as the closing date upon which applications may be filed with and received by the U.S. Commissioner of Education for grants for special experimental demonstration and teacher-training projects.

Application forms and instructions may be obtained from the Division of Adult Education Programs, Bureau of Adult, Vocational, and Library Programs,

U.S. Office of Education, Washington, D.C. 20202.

Dated: January 19, 1968.

HAROLD HOWE II,  
U.S. Commissioner of Education.

[F.R. Doc. 68-1067; Filed, Jan. 26, 1968;  
8:50 a.m.]

## ATOMIC ENERGY COMMISSION

[Docket No. 50-289]

### METROPOLITAN EDISON CO.

#### Notice of Hearing on Application for Provisional Construction Permit

Pursuant to the Atomic Energy Act of 1954, as amended (the Act), and the regulations in Title 10, Code of Federal Regulations, Part 50, "Licensing of Production and Utilization Facilities", and Part 2, "Rules of Practice", notice is hereby given that a hearing will be held at 10 a.m., local time, on March 5, 1968, in the Middletown Moose Home, 100 Mill Street, Middletown, Pa. 17057, to consider the application filed under section 104b of the Act by Metropolitan Edison Co. (the applicant) for a provisional construction permit for a pressurized water reactor designed to operate at 2,452 megawatts (thermal) to be located at the applicant's site on Three Mile Island, an island in the Susquehanna River, in Londonderry Township, Dauphin County, Pa.

The hearing will be conducted by the Atomic Safety and Licensing Board designated by the Atomic Energy Commission consisting of Mr. Reuel C. Stratton, Hartford, Conn.; Dr. Clarke Williams, Upton, Long Island, N.Y.; and J. D. Bond, Esq., Chairman, Washington, D.C. Dr. John Henry Buck, Phoenixville, Pa., has been designated as a technically qualified alternate.

A prehearing conference will be held by the Board at 10 a.m., local time, on February 20, 1968, in the Middletown Moose Home, 100 Mill Street, Middletown, Pa., to consider the matters provided for consideration by § 2.752 of 10 CFR Part 2 and section II of appendix A to 10 CFR Part 2.

The Director of Regulation proposes to make affirmative findings on Item Nos. 1-3 and a negative finding on Item 4 specified below as the basis for the issuance of a provisional construction permit to the applicant substantially in the form proposed in appendix A.

1. Whether in accordance with the provisions of 10 CFR § 50.35(a):

(a) The applicant has described the proposed design of the facility, including, but not limited to, the principal architectural and engineering criteria for the design, and has identified the major features or components incorporated therein for the protection of the health and safety of the public;



(b) Such further technical or design information as may be required to complete the safety analysis and which can reasonably be left for later consideration, will be supplied in the final safety analysis report;

(c) Safety features or components, if any, which require research and development have been described by the applicant and the applicant has identified, and there will be conducted, a research and development program reasonably designed to resolve any safety questions associated with such features or components; and

(d) On the basis of the foregoing, there is reasonable assurance that (i) such safety questions will be satisfactorily resolved at or before the latest date stated in the application for completion of construction of the proposed facility, and (ii) taking into consideration the site criteria contained in 10 CFR Part 100, the proposed facility can be constructed and operated at the proposed location without undue risk to the health and safety of the public;

2. Whether the applicant is technically qualified to design and construct the proposed facility;

3. Whether the applicant is financially qualified to design and construct the proposed facility; and

4. Whether the issuance of a permit for the construction of the facility will be inimical to the common defense and security or to the health and safety of the public.

In the event that this proceeding is not a contested proceeding, as defined by § 2.4 of the Commission's "Rules of Practice", 10 CFR Part 2, the Board will, without conducting a de novo evaluation of the application, consider the issues of whether the application and the record of the proceeding contain sufficient information, and the review by the Commission's regulatory staff has been adequate, to support the findings proposed to be made and the provisional construction permit proposed to be issued by the Director of Regulation.

In the event that this proceeding becomes a contested proceeding, the Board will consider and initially decide, as the issues in this proceeding, Item Nos. 1 through 4 above as the basis for determining whether the provisional construction permit should be issued to the applicant.

As they become available, the application, the report of the Commission's Advisory Committee on Reactor Safeguards (ACRS) and the Safety Evaluation by the Commission's regulatory staff will be placed in the Commission's Public Document Room, 1717 H Street NW., Washington, D.C., where they will be available for inspection by members of the public. Copies of the ACRS report and the regulatory staff's Safety Evaluation may be obtained by request to the Director of the Division of Reactor Licensing, U.S. Atomic Energy Commission, Washington, D.C. 20545.

Any person who wishes to make an oral or written statement in this proceeding

setting forth his position on the issues specified, but who does not wish to file a petition for leave to intervene, may request permission to make a limited appearance pursuant to the provisions of § 2.715 of the Commission's "Rules of Practice". Limited appearances will be permitted at the time of the hearing in the discretion of the Board, within such limits and on such conditions as may be fixed by the Board. Persons desiring to make a limited appearance are requested to inform the Secretary, U.S. Atomic Energy Commission, Washington, D.C. 20545, by February 16, 1968.

Any person whose interest may be affected by the proceeding who does not wish to make a limited appearance and who wishes to participate as a party in the proceeding must file a petition for leave to intervene.

Petitions for leave to intervene, pursuant to the provisions of § 2.714 of the Commission's "Rules of Practice", must be received in the Office of the Secretary, United States Atomic Energy Commission, Germantown, Md., or the Commission's Public Document Room, 1717 H Street NW., Washington, D.C., not later than February 16, 1968, or in the event of a postponement of the prehearing conference, at such time as the Board may specify.

The petition shall set forth the interest of the petitioner in the proceeding, how that interest may be affected by Commission action and the contentions of the petitioner. A petition for leave to intervene which is not timely filed will be denied unless the petitioner shows good cause for failure to file it on time.

A person permitted to intervene becomes a party to the proceeding, and has all the rights of the applicant and the regulatory staff to participate fully in the conduct of the hearing. For example, he may examine and cross-examine witnesses. A person permitted to make a limited appearance does not become a party, but may state his position and raise questions which he would like to have answered to the extent that the questions are within the scope of the hearing as specified in the issues set out above. A member of the public does not have the right to participate unless he has been granted the right to intervene as a party or the right of limited appearance.

An answer to this notice, pursuant to the provisions of § 2.705 of the Commission's "Rules of Practice", must be filed by the applicant on or before February 16, 1968.

Papers required to be filed in this proceeding may be filed by mail or telegram addressed to the Secretary, U.S. Atomic Energy Commission, Washington, D.C. 20545, or may be filed by delivery to the Office of the Secretary, United States Atomic Energy Commission, Germantown, Md., or the Commission's Public Document Room, 1717 H Street NW., Washington, D.C. 20545.

Pending further order of the Board, parties are required to file, pursuant to the provisions of § 2.708 of the Commis-

sion's "Rules of Practice", an original and twenty conformed copies of each such paper with the Commission.

Dated at Germantown, Md., this 24th day of January 1968.

UNITED STATES ATOMIC  
ENERGY COMMISSION,  
W. B. McCool,  
Secretary.

#### APPENDIX A

METROPOLITAN EDISON CO. (THREE MILE  
ISLAND STATION, UNIT 1)

DOCKET NO. 50-289

#### PROVISIONAL CONSTRUCTION PERMIT

Construction Permit No. -----

1. Pursuant to § 104b. of the Atomic Energy Act of 1954, as amended (the Act), and Title 10, Chapter 1, Code of Federal Regulations, Part 50, "Licensing of Production and Utilization Facilities", and pursuant to the order of the Atomic Safety and Licensing Board, the Atomic Energy Commission (the Commission) hereby issues a provisional construction permit to Metropolitan Edison Co. (the applicant) for a utilization facility (the facility), designed to operate at 2,452 megawatts (thermal), described in the application and amendments thereto filed in this matter by the applicant and as more fully described in the evidence received at the public hearing upon that application. The facility, known as the Three Mile Island Station, Unit 1, will be located at the applicant's site on Three Mile Island, an island in the Susquehanna River, in Londonderry Township, Dauphin County, Pa.

2. This permit shall be deemed to contain and be subject to the conditions specified in §§ 50.34 and 50.55 of said regulations; is subject to all applicable provisions of the Act, and rules, regulations and orders of the Commission now or hereafter in effect; and is subject to the conditions specified or incorporated below:

A. The earliest date for the completion of the facility is December 1, 1970, and the latest date for completion of the facility is December 1, 1971.

B. The facility shall be constructed and located at the site as described in the application, as amended, on Three Mile Island, Londonderry Township, Dauphin County, Pa.

C. This construction permit authorizes the applicant to construct the facility described in the application and the hearing record in accordance with the principal architectural and engineering criteria set forth therein.

3. This permit is provisional to the extent that a license authorizing operation of the facility will not be issued by the Commission unless (a) the applicant submits to the Commission, by amendment to the application, the complete final safety analysis report, portions of which may be submitted and evaluated from time to time; (b) the Commission finds that the final design provides reasonable assurance that the health and safety of the public will not be endangered by the operation of the facility in accordance with procedures approved by it in connection with the issuance of said license; and (c) the applicant submits proof of financial protection and the execution of an indemnity agreement as required by § 170 of the Act.

For the Atomic Energy Commission.

[F.R. Doc. 68-1077; Filed, Jan. 26, 1968;  
8:51 a.m.]



## CIVIL AERONAUTICS BOARD

[Docket No. 9977]

### AIRLINES MUTUAL AID AGREEMENT (RENEWAL)

#### Notice of Prehearing Conference

Notice is hereby given that a prehearing conference in the above-entitled matter is assigned to be held on February 15, 1968, at 10 a.m., e.s.t., in Room 1027, Universal Building, 1825 Connecticut Avenue NW., Washington, D.C., before Examiner Arthur S. Present.

In order to facilitate the conduct of the conference interested parties are instructed to submit to the examiner and other parties on or before February 8, 1968, (1) proposed statements of issues; (2) proposed stipulations; (3) requests for information; (4) statements of positions of parties; and (5) proposed procedural dates.

Dated at Washington, D.C., January 24, 1968.

[SEAL]

THOMAS L. WRENN,  
Chief Examiner.

[F.R. Doc. 68-1060; Filed, Jan. 26, 1968;  
8:49 a.m.]

[Docket No. 19392 etc.; Order E-26269]

### BRANIFF AIRWAYS, INC.

#### Order Granting Exemption and Instituting Investigation

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 23d day of January 1968.

Application of Braniff Airways, Inc., for an exemption pursuant to section 416 (b) for nonstop service between San Antonio and Austin, on the one hand, and Washington, D.C., and New York, on the other hand, Docket 19392; Application of Braniff Airways, Inc., for amendment of its certificate of public convenience and necessity for Route 9 to authorize it to provide service between Austin and San Antonio and Washington, D.C., and New York, Docket 19391; Additional service to San Antonio and Austin investigation, Docket 19525.

On December 13, 1967, Braniff Airways Inc. (Braniff), filed an application in Docket 19392, requesting exemption authority to provide nonstop service between San Antonio and Austin, Tex., on the one hand, and Washington, D.C., and New York, on the other.<sup>1</sup> The exemption authority is sought until final disposition of San Antonio's application in Docket

<sup>1</sup> Braniff is required to make a stop at a junction point of segments 2 and 4 of its Route 9 on flights between Austin/San Antonio and Washington/New York. Moreover, condition 6 in Braniff's certificate provides that the carrier must make a stop at Nashville or Memphis, Tenn., Tulsa or Oklahoma City, Okla., or Fort Worth or Dallas, Tex., on all flights serving New York or Washington, D.C.

16626<sup>2</sup> and Braniff's application in Docket 19391.<sup>3</sup>

Braniff states in support of its application that although Eastern Air Lines, Inc. (Eastern), is currently the only air carrier authorized to provide a nonstop San Antonio-New York and San Antonio-Washington, D.C. service, Eastern is presently providing only one daily nonstop round trip between San Antonio and New York and no nonstop service between San Antonio and Washington;<sup>4</sup> that Braniff is the dominant carrier at San Antonio in terms of total passengers originated; and that, despite its more restricted authority, it ranks right behind Eastern in terms of San Antonio-New York passengers and actually ranks ahead of Eastern in the San Antonio-Washington market.<sup>5</sup> Braniff states further that on the basis of O&D traffic, in 1966 San Antonio on the average exchanged 96 and 230 passengers daily with Washington and New York, respectively; that besides normal travel growth, a substantial increase in air traffic will be generated by HemisFair 1968, a world exposition which will be held in San Antonio between April 6, 1968, and October 6, 1968; and that the resulting surge in the demand for air travel will require additional and improved service.

In support of its application to provide nonstop service between Austin, on the one hand, and Washington, D.C., and New York, on the other hand, Braniff states that as the capital of Texas, Austin has an inherent and growing community of interest with Washington; and that as a growing metropolis, it has an expanding need for improved service to major cities such as New York. Braniff claims that traffic in those markets is

<sup>2</sup> The city and Chamber of Commerce of San Antonio, Tex., has on file an application, Docket 16626, for the amendment of the certificates of public convenience and necessity held by American Airlines, Inc., and Braniff so as to authorize these carriers to provide nonstop service between San Antonio, Tex., on the one hand, and New York and Baltimore/Washington, D.C., on the other hand.

<sup>3</sup> Braniff, at the same time it filed the subject application for exemption authority, filed an application in Docket 19391 for amendment of its certificate of public convenience and necessity authorizing it to provide the same nonstop service as herein requested by way of exemption.

<sup>4</sup> In the San Antonio-New York market, while Braniff provides nine flights with two stops or less in the market, Eastern with its greater authority is operating only six such flights. In the San Antonio-Washington market, Braniff provides two daily round-trip one-stop flights in contrast to a single daily one-stop flight provided by Eastern.

<sup>5</sup> In the first quarter of 1967, Braniff carried 35 percent of the San Antonio-New York single-carrier traffic as compared to 57 percent carried by Eastern. Of the San Antonio-Washington single-carrier traffic, Braniff and Eastern carried 60 percent and 31 percent, respectively.

rapidly expanding;<sup>6</sup> that in terms of O&D passengers, Washington and New York rank third and fourth respectively among Austin's leading markets, trailing only Dallas and Houston; that Braniff's proposed schedule will result in a time saving for Austin-Washington passengers over the fastest existing schedules, which are one-stop connecting via Dallas; and that since Braniff is the predominant carrier in those markets<sup>7</sup> there would be little if any diversion of passengers from other carriers. Additionally, Braniff states that this authority will give it greater scheduling flexibility between Texas and the northeast portion of the United States, which would enable it to provide better service over this area.

The city and Chamber of Commerce of Austin and the city and Chamber of Commerce of San Antonio filed answers in support of Braniff's application, and Eastern filed an answer in opposition to the application.<sup>8</sup> Eastern contends that there are no deficiencies in the San Antonio and Washington/New York markets, and that it stands ready to provide such additional services in those markets as may be required by any additional traffic stimulated by HemisFair 1968. With respect to Austin and Washington/New York markets, Eastern claims that Braniff is already certified to provide through-plane, one-stop service in those markets, which it does not provide, and that there is no assurance that Braniff would provide improved service if it received the exemption authority. Eastern states further that Braniff's application fails to meet the statutory prerequisites for the exercise of the Board's exemption powers; that the exemption authority sought by Braniff would not be in the public interest; and that if Braniff's exemption application is granted as requested, Braniff would be able to operate one-stop service between New York and Washington, on the one hand, and Mexico City and Acapulco, on the

<sup>6</sup> The Board's competition study shows that, from 1965 to 1966, Austin-Washington local and connecting traffic grew from 10,340 to 12,340, a 19.4 percent increment; and during the first quarter of 1967 traffic averaged 42.1 passengers per day, a 28 percent increase over the same period in 1966. In the Austin-New York market, the 1965-66 increase was from 11,670 to 14,280, a 22.2 percent jump; and in the first quarter of 1967, the daily average was 41.6 passengers, a 32.5 percent rise over the same period in 1966.

<sup>7</sup> In the first quarter of 1967, in the Austin-Washington market, Braniff carried 64.7 of those passengers all the way and participated in 82.9 percent of the total passenger traffic. In the same period, in the Austin-New York market, Braniff carried 51.6 percent of those passengers all the way and participated in 76.9 percent of the total passenger traffic.

<sup>8</sup> American has not objected to Braniff's application, although American has itself requested exemption authority to provide turnaround service between San Antonio, on the one hand, and Chicago, Detroit, New York, and Washington/Baltimore on the other, Docket 19479; we will take action on American's application at a later date.



other hand, via San Antonio, which would seriously disrupt the delicate balance which was carefully negotiated between this country and Mexico concerning services between those two countries and would frustrate the Board's and the President's objectives in selecting the U.S. carrier to operate those routes.

Eastern points out that the Board, by Order E-23126, January 18, 1966, denied an application by Braniff for the same San Antonio nonstop authority.

Upon consideration of the pleadings and all the relevant facts, we have decided to grant Braniff an exemption to the extent necessary to enable it to provide nonstop service between Austin, on the one hand, and Washington, D.C., and New York, on the other hand, and to permit the carrier to provide one-stop service between San Antonio and Washington/New York via Austin. We will, however, impose a restriction prohibiting single-plane service between Washington, D.C., and New York, on the one hand, and Mexico City and Acapulco, on the other hand. This will prevent Braniff from effectively competing with Eastern in those markets.

Although Braniff has requested nonstop authority between San Antonio and Washington/New York, it has not set forth any proposed schedules indicating any immediate intention to institute such nonstop service. The schedules and estimates included in the application involve one-stop service between San Antonio and the northeast, via Austin. Therefore, we have decided not to grant this portion of Braniff's application at this time, without prejudice to a future filing by Braniff containing more detailed information and proposals from which the Board could reach conclusions as to the public benefits to be achieved, especially during the period of the HemisFair, and the impact on the carriers involved.

With respect to the portion of Braniff's application we intend granting, significant public benefits will result. Braniff's proposal will provide first single-plane service between Austin, the capital of Texas, on the one hand, and New York and Washington, on the other hand. Heretofore, passengers traveling to and from Austin in these two markets have been required to change planes at Dallas.<sup>9</sup> Despite the unavailability of single-plane service, the two Austin markets in question have grown substantially in recent periods.<sup>10</sup> Moreover, Braniff is the trunkline carrier certificated to serve Austin; and it is by far the dominant carrier in both Austin markets; and the award permits Braniff to upgrade its already existing service. Grant of the requested authority will permit Braniff to route San Antonio and Austin traffic around Love Field. The congestion at

<sup>9</sup> Although Braniff could, under existing authority, provide single-plane service in these two Austin markets via Dallas, it may be, as Braniff alleges, that Austin traffic is not large enough to warrant the provision of service to Austin as a terminal point to and from Washington via Dallas.

<sup>10</sup> See footnote 6, supra.

that airport constitutes an unusual circumstance affecting Braniff's operations which supports grant of the exemption; any amelioration of the congestion problem is in the public interest.

The relief granted herein will expire 60 days after final decision in the investigation being instituted herein.

Upon the basis of the foregoing, we find that the enforcement of section 401 and the terms, limitations, and conditions of Braniff's certificate of public convenience and necessity, to the extent that they could otherwise prevent Braniff from providing nonstop service between Austin, Tex., on the one hand, and Washington, D.C., and New York, on the other hand, and one-stop service between San Antonio, on the one hand and New York and Washington on the other hand, via Austin until 60 days after final decision in the investigation instituted herein would be an undue burden on Braniff by reason of the limited extent of and unusual circumstances affecting its operations and is not in the public interest.

We have also decided to institute an investigation to determine whether an air carrier or carriers should be awarded certificate authority to engage in nonstop service between San Antonio and Austin on the one hand and New York and Washington, on the other hand.<sup>11</sup> The investigation instituted herein will be subject to a pretrial restriction prohibiting single-plane service between Washington and New York, on the one hand, and Mexico City and Acapulco, on the other hand.

Accordingly, it is ordered,

1. That Braniff Airways, Inc., be and it hereby is temporarily exempted from section 401 of the Act and the terms, limitations, and conditions of its certificate of public convenience and necessity to the extent necessary to permit it to provide nonstop service between Austin, Tex., on the one hand, and Washington, D.C., and New York, on the other hand, and one-stop service between San Antonio, Tex., on the one hand, and New York and Washington, D.C., on the other hand, via Austin, Tex., until 60 days after final decision in the investigation instituted herein;

2. That the authority granted herein is subject to the restriction that Braniff may not provide single-plane service between Washington, D.C., or New York, on the one hand, and Mexico City or Acapulco, on the other hand;

3. That except to the extent granted herein, Braniff's application, Docket 19392, be and it hereby is denied;

4. That paragraph 1 of this order may be amended or revoked at any time at the discretion of the Board without hearing;

5. That an investigation designated Additional Service to San Antonio and Austin Investigation, be and it hereby is instituted in Docket 19525, pursuant

<sup>11</sup> We will, of course, adhere to the customary rule that services under an interim exemption are not a decisional factor in selecting a carrier for permanent certificate authority in the proceeding we are instituting.

to sections 204(a) and 401(g) of the Federal Aviation Act of 1958, as amended, to determine whether the public convenience and necessity require and the Board should order, the alteration, amendment, or modification of air carrier certificates, so as to add thereto the following segment: Between the terminal point San Antonio, Tex., the intermediate points Austin, Tex., and Washington, D.C., and the terminal point New York, N.Y.

6. That any authority granted in this proceeding shall be in the form of a separate segment;

7. That any service operated pursuant to an award in this case shall be subject to the following restrictions:

a. New turnaround service between Washington, D.C., and New York, shall not be authorized;

b. Single-plane service between Washington, D.C., or New York, on the one hand, and Mexico City or Acapulco, on the other hand, shall not be authorized;

8. That Braniff's application, Docket 19391, be and it hereby is consolidated for hearing with the investigation instituted above;

9. That motions to consolidate applications, and motions or petitions seeking modification or reconsideration of this order, shall be filed no later than 20 days after the service date of this order and answers to such pleadings shall be filed no later than 10 days thereafter;

10. That the proceeding should be set down for hearing before an examiner of the Board, at a time and place hereafter designated; and

11. That a copy of this order shall be served on Braniff Airways, Inc., and Eastern Air Lines, Inc., who are hereby made parties to this proceeding.

This order shall be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON,  
Secretary.

[F.R. Doc. 68-1063; Filed, Jan. 26, 1968;  
8:49 a.m.]

[Docket No. 19526]

## LUFTHANSA GERMAN AIRLINES

### Notice of Hearing

Notice is hereby given, pursuant to the provisions of the Federal Aviation Act of 1958, as amended, that a hearing on the above-entitled application is assigned to be held on February 2, 1968, at 10 a.m., e.s.t., in Room 211, Universal Building, 1825 Connecticut Avenue NW., Washington, D.C., before Examiner Hyman Goldberg.

Dated at Washington, D.C., January 24, 1968.

[SEAL] THOMAS L. WRENN,  
Chief Examiner.

[F.R. Doc. 68-1064; Filed, Jan. 26, 1968;  
8:49 a.m.]



## FEDERAL COMMUNICATIONS COMMISSION

[Docket No. 15094; FCC 68M-121]

### AMERICAN TELEPHONE AND TELE- GRAPH CO. AND WESTERN UNION TELEGRAPH CO.

#### Order Regarding Procedural Dates

In the matter of American Telephone and Telegraph Co. and the Western Union Telegraph Co., charges and classifications for private line telegraph and private line telephotograph services furnished to the press; Docket No. 15094.

*It is ordered,* Pursuant to the agreements reached in the prehearing conference herein of January 18, 1968; that

1. The direct affirmative presentations of the parties shall be in the form of written sworn exhibits.

2. All exhibits to be offered into evidence in the direct affirmative presentations shall be exchanged among the parties and copies supplied the hearing examiner on April 8, 1968.

3. Notification of witnesses to be called for cross-examination shall be given on or before April 22, 1968.

4. The date of hearing is continued from February 20, 1968, to May 7, 1968, commencing at 10 a.m. in the offices of the Commission at Washington, D.C.

Issued: January 19, 1968.

Released: January 23, 1968.

FEDERAL COMMUNICATIONS  
COMMISSION,  
[SEAL] BEN F. WAPLE,  
Secretary.

[F.R. Doc. 68-1061; Filed, Jan. 26, 1968;  
8:49 a.m.]

[Docket Nos. 17210 etc.; FCC 68R-24]

### GREAT RIVER BROADCASTING, INC. Memorandum Opinion and Order Enlarging Issues

In re applications of Great River Broadcasting, Inc., St. Louis, Mo. et al., for construction permits, Docket Nos. 17210, 17211, 17212, 17213, 17214, 17215, 17217, 17219, file No. BP-16749.

1. This proceeding involves eight mutually exclusive applications for construction permits to operate standard broadcast stations in St. Louis, Mo., on 1380 kHz. Presently before the Review Board is a petition to enlarge issues filed on October 12, 1967, by Great River Broadcasting, Inc., Prudential Broadcasting Co., Six-Eighty-Eight Broadcasting Co., St. Louis Broadcasting, Home State Broadcasting Corp., Archway Broadcasting Corp., and Missouri Broadcasting, Inc., requesting an issue to determine whether the proposal of Victory Broadcasting Co., Inc. (Victory),

would comply with the requirements of § 73.188 of the rules.<sup>1</sup>

2. In support of their request, petitioners point out that § 73.188(b)(2) of the rules requires standard broadcast stations to attain a minimum field intensity of 5 to 10 mv/m over the most distant residential section of the principal city to be served; and submit an affidavit from a consulting engineer to establish that Victory's proposed operation does not meet this requirement. Petitioners allege that it was not until the engineering phase of the hearing, held September 25 to 27, 1967, that it became known that Victory had not used the calculated or "theoretical" pattern filed with its application to determine proposed nighttime coverage, but instead had used an "adjusted pattern" based on the proof of performance pattern from the former KWK site. Petitioners argue that Victory's proposed coverage must be gauged on the basis of its calculated pattern, citing in support of their argument Lawrence County Broadcasting Corp., 7 FCC 2d 906, 9 RR 2d 1070 (1967); WGSB Broadcasting Co., FCC 64-761, 3 RR 2d 239; and South Central Broadcasting Corporation, 7 RR 107 (1952).

3. In opposition, Victory contends that it does not intend to restrict its radiation to theoretical values, but rather, as indicated in its application, it intends to adjust its directional antenna pattern to approximate, as closely as possible, the adjusted pattern which was actually used by the former KWK operation; and utilizing the values shown in this pattern, Victory's proposal will cover the entire city of St. Louis with a signal of 5 mv/m or greater. In an engineering statement, Victory's consulting engineer states that there are no obstructions or irregularities of terrain at the Victory site which would prevent adjustment of the pattern, within MEO values specified and in substantial agreement with the measured KWK pattern. Victory further contends that, even if it were required to compute its coverage on the basis of the theoretical values of radiation, there is no basis for the requested issue because, according to its engineering statement, only 0.412 percent of the population (3,090 persons) of St. Louis would not receive a 5 mv/m service, citing H & R Electronics, Inc., 20 RR 637 (1960); Liberty Broadcasting Co., 17 RR 1125 (1959); Birney Imes, Jr., 17 RR 419 (1959); WNAB, Inc., 17 RR 474 (1958); and Reilly and Spates, 14 RR 985 (1957). Victory alleges that the Commission has on numerous occasions granted applications with greater deviations from the rule than here and that its proposal is in substantial compliance with § 73.188 of the rules.

<sup>1</sup> Also before the Review Board are: (a) Comments of Broadcast Bureau, filed Oct. 25, 1967; (b) opposition of Victory Broadcasting Co., Inc., filed Oct. 31, 1967; and (c) reply to the opposition of Victory Broadcasting Co., Inc., filed Nov. 13, 1967, by the joint petitioners.

4. The Broadcast Bureau, in its comments, agrees with the petitioners' contentions that good cause exists for the late filing of the petition, and that Victory should have used theoretical values in depicting coverage. However, the Bureau urges that the requested issue be denied based on the contention that Victory's proposal is in substantial compliance with Rule 73.188, and therefore that the facts developed under the requested issue would not be of decisional significance. In reply, petitioners dispute the allegation that Victory's proposal would be in substantial compliance with the rule, contending (supported by another engineering affidavit) that Victory's use of ground conductivity in the direction of its null on N. 240° E., is inaccurate; and that, if the conductivity determined by the test measurements were used, Victory's 5 mv/m contour would fail to cover a considerably larger section of St. Louis, involving a population in excess of 20,000 persons.

5. Since petitioners had no knowledge of the fact that Victory had not used the calculated or theoretical pattern filed with its application to determine proposed nighttime coverage until the September 25-27, 1967 hearing, the Review Board finds that good cause exists for filing the subject petition after the expiration of the time limitations set forth in § 1.229 of the rules. The engineering affidavit submitted by the petitioners clearly shows that Victory's proposal will not comply with the requirements of § 73.188(b)(2) of the rules. Victory's contention that it can adjust its directional antenna pattern to conform with the pattern of the former KWK operation cannot be accepted based on the engineering statement before us, which merely alleges that there are no obstructions or irregularities of terrain at the Victory site which would prevent such adjustment. Nor can we accept the contention, in the absence of an evidentiary hearing, that even if the theoretical values of radiation are used, Victory's proposal is in substantial compliance with the coverage rules. The cases relied upon by Victory (see paragraph 3, supra) all involved determinations of substantial compliance after the adduction of all pertinent information at an evidentiary hearing. Moreover, the coverage figures are disputed by the parties. Under these circumstances, the Board is of the opinion that the addition of an issue to resolve this matter at the hearing is warranted.

6. Accordingly, it is ordered, That the petition to enlarge issues, filed October 12, 1967, by Great River Broadcasting, Inc., Prudential Broadcasting Co., Six-Eighty-Eight Broadcasting Co., St. Louis Broadcasting Co., Home State

<sup>2</sup> At the hearing, the Examiner rejected a portion of a Victory exhibit in which Victory calculated its coverage figure on the basis of the former KWK adjusted directional pattern (FCC 67M-1762, released Oct. 18, 1967). In a companion document, the Board is denying an appeal from the Examiner's ruling.



Broadcasting Corp., Archway Broadcasting Corp., and Missouri Broadcasting, Inc., is granted; and

7. *It is further ordered*, That the issues in this proceeding are enlarged by the addition of the following issue:

To determine whether the proposal of Victory Broadcasting Co., Inc., would provide coverage of the city sought to be served, as required by § 73.188(b) (2) of the Commission's rules, and, if not, whether circumstances exist which would warrant a waiver of said section.

8. *It is further ordered*, That the burden of proceeding and burden of proof under the issue added herein will be on Victory Broadcasting Co., Inc.

Adopted: January 18, 1968.

Released: January 24, 1968.

FEDERAL COMMUNICATIONS  
COMMISSION,<sup>3</sup>

[SEAL] BEN F. WAPLE,  
Secretary.

[F.R. Doc. 68-1062; Filed, Jan. 26, 1968;  
8:49 a.m.]

[Docket No. 17609, 17610; FCC 68M-126]

MINSHALL BROADCASTING CO., INC.,  
AND UNIVERSITY CITY TELEVISION  
CABLE CO., INC.

Order Continuing Hearing

In re applications of Minshall Broadcasting Co., Inc., Gainesville, Fla., Docket No. 17609, File No. BPCT-3879; University City Television Cable Co., Inc., Gainesville, Fla., Docket No. 17610, File No. BPCT-3939; for construction permit for new television broadcast station.

Upon verbal request by counsel for the Commission's Broadcast Bureau, and with the consent of all other parties to this proceeding: *It is ordered*, That the evidentiary hearing now scheduled for January 31, 1968, be and the same is hereby rescheduled for February 1, 1968, 9:30 a.m., in the Commission's offices, Washington, D.C.

Issued: January 22, 1968.

Released: January 23, 1968.

FEDERAL COMMUNICATIONS  
COMMISSION,

[SEAL] BEN F. WAPLE,  
Secretary.

Secretary.

[F.R. Doc. 68-1065; Filed, Jan. 26, 1968;  
8:49 a.m.]

FEDERAL MARITIME COMMISSION

[Fact Finding Investigation No. 6]

STEAMSHIP CONFERENCES

Effects on Foreign Commerce of the  
United States; Enlargement of Time  
for Filing Comments

By FEDERAL REGISTER publication of November 28, 1967 (32 F.R. 16232), the Federal Maritime Commission gave notice of the recommendations of the In-

<sup>3</sup> Board Member Nelson not participating.

vestigative Officer in Fact Finding Investigation No. 6 and invited comments thereon to be submitted on or before February 1, 1968.

Upon request, and good cause appearing, the time for filing comments is enlarged to and including February 9, 1968.

By the Commission.

[SEAL] THOMAS LISI,  
Secretary.

[F.R. Doc. 68-1075; Filed, Jan. 26, 1968;  
8:50 a.m.]

TRANSOCEAN GATEWAY CORP. AND  
TRANSAMERICAN TRAILER TRANS-  
PORT

Notice of Agreement Filed for  
Approval

Notice is hereby given that the following agreement has been filed with the Commission for approval pursuant to section 15 of the Shipping Act, 1916, as amended (39 Stat. 733, 75 Stat. 763, 46 U.S.C. 814).

Interested parties may inspect and obtain a copy of the agreement at the Washington office of the Federal Maritime Commission, 1321 H Street NW., Room 609; or may inspect agreements at the offices of the District Managers, New York, N.Y., New Orleans, La., and San Francisco, Calif. Comments with reference to an agreement including a request for hearing, if desired, may be submitted to the Secretary, Federal Maritime Commission, Washington, D.C. 20573, within 10 days after publication of this notice in the FEDERAL REGISTER. A copy of any such statement should also be forwarded to the party filing the agreement (as indicated hereinafter), and the comments should indicate that this has been done.

Notice of agreement filed for approval by:

Mr. Guy A. Luttrell, President, Transocean Gateway Corporation, 26 Broadway, New York, N.Y. 10004.

Agreement No. T-2125 between Transocean Trailer Transport (TTT) and Transocean Gateway Corp. (Transocean) is a trailership terminal contract wherein Transocean grants TTT (1) exclusive operating use of Pier 13, South side, located at Stapelton, Staten Island, N.Y., (2) exclusive use of a marshalling area, and (3) necessary use of part (not to exceed 25 percent) of a terminal consolidation shed. Transocean will provide various services and facilities and arrange for a contract stevedore to provide stevedoring for all users of the terminal. As compensation, TTT will pay Transocean a fixed annual rental plus \$250,000 per year, for construction and rehabilitation costs plus interest until such costs have been reimbursed to Transocean.

Dated January 24, 1968.

By order of the Federal Maritime  
Commission.

THOMAS LISI,  
Secretary.

[F.R. Doc. 68-1076; Filed, Jan. 26, 1968;  
8:50 a.m.]

FEDERAL POWER COMMISSION

[Docket No. RI63-170]

COASTAL STATES GAS PRODUCING  
CO.

Order Accepting Offer of Settlement,  
Requiring Filing of Contract Amend-  
ment, Severing and Terminating  
Proceeding

JANUARY 17, 1968.

On November 3, 1967, Coastal States Gas Producing Co. (Coastal) submitted an offer of settlement in this proceeding pursuant to § 1.18(e) of the Commission's rules of practice and procedure. The offer involves a proposed increased rate of 15 cents per Mcf for a sale of natural gas made to Nautral Gas Pipeline Company of America (Nautral) under Coastal's FPC Gas Rate Schedule No. 5 in Refugio County, Tex. (Texas RR. Comm. District No. 2). The proposed increased rate was suspended by order of the Commission for the statutory period and was made effective by Coastal on June 1, 1963.

Under the terms of the offer, Coastal proposes to eliminate the periodic escalation provisions from its rate schedule and to establish a 15 cents per Mcf rate for the subject sale which is the presently effective rate. No protests or objections have been filed to the offer.

The proposed settlement is consistent with the provisions of the Second Amendment to the Commission's statement of general policy No. 61-1, issued December 20, 1960, as amended (18 CFR 2.56) and its acceptance would serve the public interest.

However, we desire to make it clear that acceptance of Coastal's offer of settlement shall not be construed as approval of any future increased rate filed in accordance with its reservation of the right to file increases to cover future tax increases. Our action herein is also without prejudice to any findings or order of the Commission in any future proceedings, including area rate or other similar proceedings involving Coastal's rate and rate schedule.

The Commission finds: The proposed settlement of the above-designated proceeding, on the basis described herein, as more fully set forth in the offer of settlement filed with the Commission by Coastal on November 3, 1967, is in the public interest and appropriate to carry out the provisions of the Natural Gas Act and should be approved and made effective as hereinafter ordered.

The Commission orders:

(A) The offer of settlement filed with the Commission by Coastal on November 3, 1967, is hereby approved in accordance with the provisions of this order.

(B) Coastal shall file, within 30 days from the date of issuance of this order, an executed contractual amendment to its FPC Gas Rate Schedule No. 5, eliminating the periodic escalation provisions therefrom as specified in its offer of settlement. The contractual amendment shall be submitted in accordance with Part 154 of the Commission's regulations under the Natural Gas Act.



(C) Upon notification by the Secretary of the Commission that Coastal has complied with the terms and conditions of the order, the rate and charge of 15 cents per Mcf at 14.65 p.s.i.a., specified in its offer of settlement, shall be effective without refund obligation. Coastal shall be discharged of any refund obligation in Docket No. RI63-170, and the above designated proceeding shall be deemed terminated and severed from the consolidated area rate proceeding (Texas Gulf Coast Area) in Docket No. AR64-2 without further order of the Commission.

(D) The acceptance by the Commission of Coastal's offer of settlement is without prejudice to any findings or determinations that may be made in any proceeding now pending, or hereafter instituted by or against Coastal, including area rate or other similar proceedings.

By the Commission.

[SEAL] KENNETH F. PLUMB,  
Acting Secretary.

[F.R. Doc. 68-1023; Filed, Jan. 26, 1968;  
8:45 a.m.]

[Docket No. CP67-382]

### EL PASO NATURAL GAS CO.

#### Notice of Petition To Amend

JANUARY 18, 1968.

Take notice that on January 11, 1968, El Paso Natural Gas Co. (Petitioner), Post Office Box 1492, El Paso, Tex. 79999, filed in Docket No. CP67-382 a petition to amend the order issued in said docket on December 18, 1967, by requesting authorization to commence the operation of certain facilities for which authorization for construction was granted in the aforesaid order, all as more fully set forth in the petition to amend which is on file with the Commission and open to public inspection.

By the aforementioned order issued December 18, 1967, Petitioner was authorized to construct, but not operate approximately 5.5 miles of 16-inch O.D. pipeline, looping a segment of Petitioner's North Seattle Lateral, and related measuring facilities. The Commission withheld authorization to operate the facilities authorized to be constructed pending the determination of the availability of a sufficient supply of natural gas. The foregoing facilities were designed to provide the requirements of Washington Natural Gas Co. (Washington Natural) for natural gas service in the north Seattle, Wash., area.

Petitioner states that Washington Natural's firm requirements in the north Seattle area have increased to the extent that Petitioner's existing facilities are incapable of providing such requirements during peak hours on days of extreme cold. Petitioner further states that if its hereinbefore described North Seattle Lateral facilities are permitted to be operated upon completion of construction thereof, additional quantities of firm gas can be made available to the north Seattle area by reducing the quan-

ties of firm gas delivered to Washington Natural at one or more of eight other delivery points. Petitioner concludes that it does not propose to provide Washington Natural with firm gas supplies in addition to the supplies now under contract as a result of operation of the North Seattle Lateral facilities.

Therefore, Petitioner requests that the aforementioned order of December 18, 1967, issued in the instant docket be amended by authorizing the operation of the North Seattle Lateral facilities therein authorized to be constructed.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C. 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 to 1.10) and the regulations under the Natural Gas Act (§ 157.10) on or before February 15, 1968.

GORDON M. GRANT,  
Secretary.

[F.R. Doc. 68-1024; Filed, Jan. 26, 1968;  
8:46 a.m.]

[Project 2664]

### NIAGARA MOHAWK POWER CORP.

#### Notice of Application for License for Constructed Project

JANUARY 19, 1968.

Public notice is hereby given that application for license has been filed under the Federal Power Act (16 U.S.C. 791a-825r) by Niagara Mohawk Power Corp. (Correspondence to: Lauman Martin, Vice President and General Counsel, Niagara Mohawk Power Corp., 300 Erie Boulevard West, Syracuse, N.Y. 13202) for constructed Project No. 2664, known as High Falls, located on Beaver River in Lewis County, N.Y., in the town of Croghan, in the vicinity of Lowville and High Falls.

The existing project consists of: (1) A concrete gravity dam about 995 feet long and 45 feet high, containing an overflow spillway section about 650 feet long; (2) a reservoir covering about 180 acres at normal full pond elevation of 915 feet (U.S.G.S. datum); (3) a concrete intake structure; (4) a 12-foot diameter steel penstock 605 feet long with a manifold connection to three power units; (5) an indoor powerhouse constructed of concrete, brick and steel containing three installed generating units each rated at 1,600 kw. with provision for a fourth unit, and (6) appurtenant facilities.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C. 20426, in accordance with the rules of practice and procedure of the Commission (18 CFR 1.8 or 1.10). The last day upon which protests or petitions may be filed is March 11, 1968. The application is on file with the Commission for public inspection.

GORDON M. GRANT,  
Secretary.

[F.R. Doc. 68-1025; Filed, Jan. 26, 1968;  
8:46 a.m.]

[Docket No. CP68-196]

### SHENANDOAH GAS CO.

#### Notice of Application

JANUARY 22, 1968.

Take notice that on January 11, 1968, Shenandoah Gas Co. (Applicant), 1100 H Street NW., Washington, D.C. 20005, filed in Docket No. CP68-196 an application pursuant to section 7(c) of the Natural Gas Act for a certificate of public convenience and necessity authorizing the construction and operation of certain natural gas facilities for the transportation of natural gas in interstate commerce, all as more fully set forth in the application which is on file with the Commission and open to public inspection.

Specifically, Applicant proposes to construct and operate a 12.125 I.D. transmission pipeline that will connect with Atlantic Seaboard Corp. (Seaboard) at a new point of connection on Seaboard's 26-inch main line near Cedarville, Va. The proposed line will extend northerly approximately 16 miles through Warren, Clarke, and Frederick Counties, Va., to a point north of Wadesville, Va., and then to a point of connection with Applicant's existing main line near Clearbrook, Va.

The total estimated cost of the proposed facilities is \$1,350,000, which cost will be financed from funds furnished by Washington Gas Light Co. through open account advances.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C. 20426 in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) and the regulations under the Natural Gas Act (§ 157.10) on or before February 16, 1968.

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act and the Commission's rules of practice and procedure, a hearing will be held without further notice before the Commission on this application if no protest or petition to intervene is filed within the time required herein, if the Commission on its own review of the matter finds that a grant of the certificate is required by the public convenience and necessity. If a protest or petition for leave to intervene is timely filed, or if the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given.

Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicant to appear or be represented at the hearing.

GORDON M. GRANT,  
Secretary.

[F.R. Doc. 68-1026; Filed, Jan. 26, 1968;  
8:46 a.m.]



[Docket No. CP68-198]

**TEXAS GAS TRANSMISSION CORP.****Notice of Application**

JANUARY 19, 1968.

Take notice that on January 15, 1968, Texas Gas Transmission Corp. (Applicant), 3800 Frederica Street, Owensboro, Ky. 42301, filed in Docket No. CP68-198 an application pursuant to section 7(c) of the Natural Gas Act and § 157.7(c) of the regulations thereunder for a certificate of public convenience and necessity authorizing the construction during the 12-month period commencing March 11, 1968, and operation of unspecified measuring and regulating facilities, together with appurtenant facilities necessary for the establishment of new and additional delivery points for the sale and delivery of natural gas to existing utility customers for resale in the vicinity of Applicant's pipeline system, all as more fully set forth in the application which is on file with the Commission and open to public inspection.

The purpose of this "budget-type" application is to enable Applicant to act with reasonable dispatch in establishing new and additional delivery points for the transportation and delivery of previously authorized volumes of natural gas to existing utility customers for resale in their market areas in the vicinity of Applicant's certificated natural gas transmission system.

Applicant estimates that 10 new delivery points will be constructed and that the cost of any single delivery point will not exceed \$15,000. The total cost of the proposed facilities will not exceed \$100,000 and will be financed with funds on hand.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C. 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) and the regulations under the Natural Gas Act (§ 157.10) on or before February 16, 1968.

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act and the Commission's rules of practice and procedure, a hearing will be held without further notice before the Commission on this application if no protest or petition to intervene is filed within the time required herein, if the Commission on its own review of the matter finds that a grant of the certificate is required by the public convenience and necessity. If a protest or petition for leave to intervene is timely filed, or if the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given.

Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicant to appear or be represented at the hearing.

GORDON M. GRANT,  
Secretary.

[F.R. Doc. 68-1027; Filed, Jan. 26, 1968;  
8:46 a.m.]

[Docket No. RI68-104]

**UNION OIL COMPANY OF CALIFORNIA****Order Amending Order Accepting Contract Amendment, Providing for Hearings on and Suspension of Proposed Changes in Rates to Permit Substitute Rate Filing**

JANUARY 19, 1968.

On August 10, 1967, Union Oil Company of California (Union Oil) filed with the Commission a proposed change in rate from 18.5 cents to 21.5 cents per Mcf, designated as Supplement No. 5 to Union Oil's FPC Gas Rate Schedule No. 63, for its jurisdictional sales of natural gas from Block 49, South Marsh Island Area, Offshore Louisiana, to Transcontinental Gas Pipe Line Corp. The Commission by order issued September 1, 1967, in Docket No. RI68-104, suspended for 5 months Union Oil's rate filing until February 10, 1968, and thereafter until made effective in the manner prescribed by the Natural Gas Act.

On December 20, 1967, Union Oil submitted an amended notice of change in rate, designated as Supplement No. 1 to Supplement No. 5 to Union Oil's FPC Gas Rate Schedule No. 63, amending Supplement No. 5 to its aforementioned rate schedule to provide for a rate of 20.5 cents in lieu of 21.5 cents per Mcf and has requested that the 20.5 cents rate be substituted for the rate originally proposed and suspended in Docket No. RI68-104 so that the lesser rate may be placed into effect at the end of the suspension period provided for in said docket. The substitute rate filing reduces the annual amount suspended by \$127,310.

Union Oil's proposed 20.5 cents per Mcf rate exceeds the area ceiling of 14 cents per Mcf for the area involved as announced in the Commission's statement of general policy No. 61-1, as amended, as did the previously suspended rate in said docket. Since Union Oil's substitute rate filing reflects a decreased rate, we believe that it would be in the public interest to accept such rate filing and to amend our order issued September 1, 1967, to make such rate filing subject to the suspension proceeding in Docket No. RI68-104, with the suspension period of such substitute filing to terminate concurrently with the suspension period (Feb. 10, 1968) ordered in said docket.

Union Oil requests a retroactive effective date of July 1, 1967, for its substitute rate filing. Good cause has not been shown for waiving the 30-day notice requirement provided in section 4(d) of the Natural Gas Act to permit an earlier effective date for Union Oil's rate filing and such request is denied.

The Commission orders:

(A) The suspension order issued September 1, 1967, in Docket No. RI68-104, is amended only so far as to permit the 20.5-cent per Mcf rate contained in Supplement No. 1 to Supplement No. 5 to Union Oil's FPC Gas Rate Schedule No. 63 to be filed to supersede the 21.5-cent per Mcf rate provided by Supplement No. 5 to the aforementioned rate schedule, subject to the suspension pro-

ceeding in Docket No. RI68-104. The suspension period for such substitute filing shall terminate concurrently with the suspension period (Feb. 10, 1968) presently in effect in said docket.

(B) In all other respects, the order issued by the Commission on September 1, 1967, in Docket No. RI68-104, shall remain unchanged and in full force and effect.

By the Commission.

[SEAL] GORDON M. GRANT,  
Secretary.

[F.R. Doc. 68-1028; Filed, Jan. 26, 1968;  
8:46 a.m.]

**SECURITIES AND EXCHANGE COMMISSION****INTERAMERICAN INDUSTRIES, LTD.****Order Suspending Trading**

JANUARY 23, 1968.

It appearing to the Securities and Exchange Commission that the summary suspension of trading in the capital stock of Interamerican Industries, Ltd., Calgary, Alberta, Canada, being traded in the United States otherwise than on a national securities exchange is required in the public interest and for the protection of investors;

It is ordered, Pursuant to section 15(c) (5) of the Securities Exchange Act of 1934, that trading in the United States in such securities otherwise than on a national securities exchange be summarily suspended, this order to be effective for the period January 24, 1968, through February 2, 1968, both dates inclusive.

By the Commission.

[SEAL] ORVAL L. DUBOIS,  
Secretary.

[F.R. Doc. 68-1033; Filed, Jan. 26, 1968;  
8:46 a.m.]

[70-4578]

**NEW ENGLAND ELECTRIC SYSTEM ET AL.****Notice Regarding Issue and Sale of Promissory Notes**

JANUARY 23, 1968.

Notice is hereby given that an application-declaration has been filed with this Commission pursuant to the Public Utility Holding Company Act of 1935 ("Act") by New England Electric System ("NEES"), 441 Stuart Street, Boston, Mass. 02116, a registered holding company and certain of its public-utility subsidiary companies ("the borrowing companies"), namely, Central Massachusetts Gas Co. ("Central"), Granite State Electric Co. ("Granite"), Lawrence Gas Co. ("Lawrence"), Lynn Gas Co. ("Lynn"), Massachusetts Electric Co. ("Mass Electric"), Mystic Valley Gas Co. ("Mystic Valley"), The Narragansett Electric Co. ("Narragansett"), North Shore Gas Co. ("North Shore"), Northampton Gas Light Co. ("Northampton"),



Norwood Gas Co. ("Norwood"), and Wachusett Gas Co. ("Wachusett"). NEES and the borrowing companies have designated sections 6(a), 7, 9(a), 10, and 12 of the Act and Rules 42(b)(2), and 45 (b)(1) promulgated thereunder as applicable to the proposed transactions. All interested persons are referred to the application-declaration, which is summarized below, for a complete statement of the proposed transactions.

The borrowing companies propose to issue, from time to time through December 31, 1968, unsecured short-term promissory notes to banks and/or to NEES in the maximum aggregate amount of \$72,110,000 to be outstanding at any one time. The proceeds of the proposed borrowings are to be used by each borrowing company to pay its then outstanding notes payable to banks and/or to NEES at or prior to maturity thereof, and to provide new money for construction expenditures or reimburse its treasury therefor. At January 1, 1968, such outstanding notes of the borrowing companies aggregated approximately \$86,035,000.

Each proposed note will bear interest at not in excess of the prime rate in effect at the time of issue, will mature in less than 1 year from the date of issue and in any event not later than March 29, 1969, and will be prepayable at any time, in whole or in part, without premium.

The following table shows for each borrowing company the estimated maximum amount of notes to be outstanding with banks and/or with NEES at any one time.

Borrowing companies	Estimated maximum short-term notes to be outstanding (in thousands)	
	To banks	To banks and/or NEES
Central Granite	\$2,025	\$4,900
Lawrence	4,850	70
Lynn	3,675	22,000
Mass. Electric		1,000
		400
		500
		500
		600
Mystic Valley	10,125	2,000
Narragansett		6,500
		3,500
North Shore	3,975	1,425
Northampton		1,880
Norwood		
Wachusett	2,185	
Total	26,835	45,275

<sup>1</sup> First National City Bank, New York, N.Y.

<sup>2</sup> The First National Bank of Boston, Mass.

<sup>3</sup> Worcester County National Bank, Worcester, Mass.

<sup>4</sup> Guaranty Bank & Trust Co., Worcester, Mass.

<sup>5</sup> The Mechanics National Bank of Worcester, Mass.

<sup>6</sup> South Shore National Bank, Quincy, Mass.

<sup>7</sup> Middlesex County National Bank, Everett, Mass.

<sup>8</sup> National Bank of Lebanon, Lebanon, N.H.

<sup>9</sup> Industrial National Bank of Rhode Island, Providence, R.I.

<sup>10</sup> Rhode Island Hospital Trust Co., Providence, R.I.

<sup>11</sup> NEES only.

The filing states the total amount of loans by NEES to all of its subsidiary companies to be outstanding at any one time will not exceed \$35 million.

The borrowing companies may prepay their notes to NEES, in whole or in part, with borrowings from banks, or vice versa. Any note issued to NEES for such prepayment of a note to a bank will bear interest at the prime rate or the interest rate on the note being prepaid, whichever is lower, but at the prime rate after the maturity date of the note being prepaid. In the case of a note issued to a bank for such prepayment of a note to NEES, if the interest rate on the new note being issued exceeds that of the note being prepaid, NEES will credit the company involved with an amount equal to the difference between such interest payments for the period from the date of the issuance of such new note to the maturity date of the note being prepaid.

In the event of any permanent financing by any of the borrowing companies the proceeds therefrom, in excess of amounts used for refunding other securities at par or the principal amount thereof, will be applied to payment of its short-term note indebtedness then outstanding, and, except in the case of Mass Electric, the maximum of short-term note indebtedness to be outstanding at any one time proposed herein will be reduced by the amount of such payment.

Incidental services in connection with the proposed note issues will be performed, at cost, by New England Power Service Co., an affiliated service company; such cost is estimated not to exceed \$150 for each applicant-declarant, an aggregate of \$1,800.

Appropriate action has been taken by the Public Utilities Commission of New Hampshire with respect to the notes proposed to be issued by Granite. It is represented that no further action by any regulatory commission, other than this Commission, is necessary to carry out the proposed transactions.

Notice is further given that any interested person may, not later than February 16, 1968, request in writing that a hearing be held on such matter, stating the nature of his interest, the reasons for such request, and the issues of fact or law raised by said application-declaration which he desires to controvert; or he may request that he be notified if the Commission should order a hearing thereon. Any such request should be addressed: Secretary, Securities and Exchange Commission, Washington, D.C. 20549. A copy of such request should be served personally or by mail (airmail if the person being served is located more than 500 miles from the point of mailing) upon New England Electric System at the above-stated address, and proof of service (by affidavit or, in case of an attorney at law, by certificate) should be filed with the request. At any time after said date, the application-declaration, as filed or as it may be amended, may be granted and permitted to become effective as provided in Rule 23 of the general rules and regulations promulgated under the Act, or the Commission may grant exemption from its rules under the Act as provided in Rules 20(a) and 100 thereof or take such other action as it may deem appro-

priate. Persons who request a hearing or advice as to whether a hearing is ordered, will receive notice of further developments in this matter, including the date of the hearing (if ordered) and any postponements thereof.

For the Commission (pursuant to delegated authority).

ORVAL L. DUBOIS,  
Secretary.

[F.R. Doc. 68-1034; Filed, Jan. 26, 1968;  
8:46 a.m.]

[70-4577]

## SOUTHERN CO. ET AL.

### Notice of Proposed Issue and Sale of Notes

JANUARY 23, 1968.

Notice is hereby given that The Southern Co. ("Southern"), 3390 Peachtree Road NE., Atlanta, Ga. 30326, a registered holding company, and three of its electric utility subsidiary companies, Alabama Power Co. ("Alabama"), 600 North 18th Street, Birmingham, Ala. 35202, Georgia Power Co. ("Georgia"), 270 Peachtree Street, Atlanta, Ga. 30303, and Gulf Power Co. ("Gulf"), Post Office Box 1151, Pensacola, Fla. 32502, have filed a joint application-declaration with this Commission pursuant to the Public Utility Holding Company Act of 1935 ("Act"), designating sections 6(a), 6(b), 7, 9(a), 10, and 12(f) of the Act and Rules 43 and 50 promulgated thereunder as applicable to proposed transactions. All interested persons are referred to the application-declaration, which is summarized below, for a complete statement of the proposed transactions.

Southern proposes to issue and sell its unsecured notes to banks and to a dealer in commercial paper, from time to time prior to November 1, 1969, up to an aggregate principal amount of \$35 million outstanding at any one time. Alabama proposes to issue and sell unsecured notes, including commercial paper, from time to time prior to December 31, 1968, up to an aggregate principal amount of \$37 million outstanding at any one time (including approximately \$33,400,000 which may be borrowed pursuant to the exemption provided by the first sentence of section 6(b) of the Act and of which there has heretofore been borrowed an aggregate of \$12,495,000 at an annual interest rate of 6 percent). Georgia proposes to issue and sell its unsecured promissory notes, including commercial paper, from time to time prior to December 31, 1968, up to an aggregate principal amount of \$65 million outstanding at any one time (including approximately \$40 million which may be borrowed pursuant to the exemption provided by the first sentence of section 6(b) of the Act and of which there has heretofore been borrowed an aggregate of \$30,080,000 at an annual interest rate of 6 percent. All of the above-mentioned bank notes, to be dated as of the date of issue and to



mature not more than 1 year thereafter, will bear interest at the prime rate (currently 6 percent per annum), and in effect at the lending bank on the date of issue. Each company may prepay its bank notes, in whole or in part, without penalty or premium.

Southern, as indicated, also proposes, from time to time prior to November 1, 1969, to issue, reissue, and sell commercial paper in the form of short-term promissory notes to a dealer in commercial paper ("dealer") in an aggregate face amount not to exceed \$15 million at any one time outstanding. Alabama and Georgia also propose, from time to time prior to December 31, 1968, to issue, reissue, and sell commercial paper in the form of short-term promissory notes to a dealer in commercial paper ("dealer") in respective aggregate face amounts of not to exceed \$10 million and \$14 million at any one time outstanding.

The commercial paper notes of each company will be issued in denominations of not less than \$50,000 and not more than \$5 million with varying maturities not to exceed 270 days and none will be prepayable prior to maturity. The commercial paper will be sold by the issuing company directly to the dealer at a discount rate per annum prevailing at the date of issuance for prime commercial paper of comparable quality of the particular maturity sold by issuers thereof by commercial paper dealers. Generally, the effective interest cost to the issuing company will not exceed the prime commercial bank rate which the company could obtain at the date of issue.

It is stated that no commission or fee will be payable in connection with the issuance and sale of commercial paper. The dealer, as principal, will reoffer the commercial paper at a discount rate of one-eighth of 1 percent per annum less than the prevailing discount rate to the issuing company. The commercial paper of each issuing company will be reoffered to not more than 100 customers of the dealer identified and designated in each case in a nonpublic list prepared in advance by the dealer. Each such list will include commercial banks, insurance companies, corporate pension funds, investment trusts, foundations, colleges and universities, municipal and State benefit funds, eleemosynary and nonfinancial corporations which invest surplus funds in commercial paper. No additions will be made to such list of customers. It is expected that the commercial paper of each issuing company will be held by customers to maturity, but, if they wish to resell prior thereto, the dealer, pursuant to a verbal repurchase agreement, will repurchase the commercial paper and reoffer the same to others on the customers list for such issuer.

The filing states that, historically, Southern assists in the financing of the construction programs of its electric utility subsidiary companies by making additional investments from time to time as required in the common stocks of its electric utility subsidiary companies. Southern has temporarily financed such investments in the past through short-

term borrowings, thereafter repaid, out of retained earnings and proceeds from the sale to the public of its common stock. The most recent sale of common stock by Southern was in February 1967 when 1,825,000 shares were sold to underwriters for \$50,331,675. Because of the large costs necessarily incurred in connection with sales of common stock to the public, economies can be achieved by selling common stock less frequently and using interim financing. It is further stated that such interim financing will permit earnings to accrue on new facilities and be reflected in the price at which the additional stock will be sold. Thus Southern proposes to obtain short-term funds through loans which are to be repaid out of the proceeds of common stock financing, which it expects to sell in 1969.

Southern, Alabama, and Georgia will apply the net proceeds of any long-term public financing effected by any of them, including any sale by Southern of shares of its common stock, prior to the maturity of their respective notes or commercial paper authorized hereunder to pay in full or reduce the principal amount of their respective notes and commercial paper outstanding. The maximum amount of indebtedness which may be incurred by each such company pursuant to the authority hereby requested will be reduced by an amount equal to its net proceeds of such long-term public financing.

Southern proposes to use proceeds of the proposed bank loans and sales of commercial paper notes, together with treasury funds, to make, additional investments in the common stocks of its subsidiary companies. The investments proposed to be made in 1968 are as follows: \$10 million for the purchase of 100,000 additional shares of the common stock of Alabama, \$24 million for the purchase of 240,000 additional shares of the common stock of Georgia, and \$2 million for the purchase of 20,000 additional shares of the common stock of Gulf. Alabama, Georgia, and Gulf each propose to issue and sell to Southern from time to time during 1968 the additional shares of their respective common stocks as described above. A separate

application will be filed with respect to additional investments in common stocks of subsidiaries proposed to be made by Southern in 1969.

The total estimated construction expenses of Alabama, Georgia, and Gulf for 1968 are \$80,196,000, \$139,411,000 and \$14,024,000, respectively. Alabama, Georgia, and Gulf will use their cash on hand in excess of operating requirements, interest, and dividends (including in the case of Alabama and Georgia the proceeds from their bank loans and commercial paper referred to above), the proceeds from the sales of their common stocks as set forth above, and the proceeds from the proposed sales during 1968 to the public of \$25 million of first mortgage bonds and \$5 million of preferred stock of Alabama; and \$50 million of first mortgage bonds and \$10 million of preferred stock of Georgia to finance their 1968 construction programs, to pay short-term notes to banks (and in the case of Alabama and Georgia outstanding commercial paper notes) incurred for such purposes, and for other lawful purposes.

Southern, Alabama, and Georgia request an exception from the competitive bidding requirements of Rule 50 in connection with the sale of commercial paper notes pursuant to clause (a) (5) (B) thereof. It is stated, in this connection, that the commercial paper notes which they propose to issue and sell will have a maturity not in excess of 270 days; and will be issued generally at a discount rate per annum not in excess of the prime commercial bank rate at which the issuing company could at the time effect bank borrowings hereunder. It is further stated that it is not practical to invite bids for the sale of commercial paper notes and that current rates for commercial paper for such prime borrowers as Southern, Alabama, and Georgia are published daily in financial publications.

The filing states that no commissions have been or will be paid in connection with the proposed transactions. Fees and expenses paid or incurred, or to be paid or incurred, directly or indirectly, in connection with the proposed transactions are estimated as follows:

	Southern	Alabama	Georgia	Gulf	Total
Legal Fees.....	\$1,000	\$750	\$750		\$2,500
Miscellaneous.....	700	700	700	\$300	2,400
Total.....	1,700	1,450	1,450	300	4,900

It is further stated that the issuance and sale of additional shares of common stock by Alabama, Georgia, and Gulf require the respective authorizations from the Alabama Public Service Commission, the Georgia Public Service Commission, and the Florida Public Service Commission, and that no other State commission and no Federal commission, other than this Commission, has jurisdiction over the proposed transactions.

Notice is further given that any interested person may, not later than February 15, 1968, request in writing that a hearing be held on such matter, stating

the nature of his interest, the reasons for such request, and the issues of fact or law raised by said application-declaration which he desires to controvert; or he may request that he be notified if the Commission should order a hearing thereon. Any such request should be addressed: Secretary, Securities and Exchange Commission, Washington, D.C. 20549. A copy of such request should be served personally or by mail (airmail if the person being served is located more than 500 miles from the point of mailing) upon the applicants-declarants at the above-stated addresses, and proof of



service (by affidavit or, in case of an attorney at law, by certificate) should be filed with the request. At any time after said date, the joint application-declaration, as filed or as it may be amended, may be granted and permitted to become effective as provided in Rule 23 of the general rules and regulations promulgated under the Act, or the Commission may grant exemption from such rules as provided in Rules 20(a) and 100 thereof or take such other action as it may deem appropriate. Persons who request a hearing or advice as to whether a hearing is ordered, will receive notice of further developments in this matter, including the date of the hearing (if ordered) and any postponements thereof.

For the Commission (pursuant to delegated authority).

ORVAL L. DuBOIS,  
Secretary.

[F.R. Doc. 68-1035; Filed, Jan. 26, 1968;  
8:47 a.m.]

### Order Suspending Trading WYOMING NUCLEAR CORP.

JANUARY 23, 1968.

It appearing to the Securities and Exchange Commission that the summary suspension of trading in the common stock of Wyoming Nuclear Corp., North Hollywood, Calif., otherwise than on a national securities exchange is required in the public interest and for the protection of investors;

It is ordered, Pursuant to section 15(c)(5) of the Securities Exchange Act of 1934, that trading in such securities otherwise than on a national securities exchange be summarily suspended, this order to be effective for the period commencing January 24, 1968, through February 2, 1968, both dates inclusive.

By the Commission.

[SEAL] ORVAL L. DuBOIS,  
Secretary.

[F.R. Doc. 68-1036; Filed, Jan. 26, 1968;  
8:47 a.m.]

## SMALL BUSINESS ADMINISTRATION

[Declaration of Disaster Loan Area 650]

### MAINE

#### Declaration of Disaster Loan Area

Whereas, it has been reported that during the month of January 1968, because of the effects of certain disasters, damage resulted to residences and business property located in the town of Fort Fairfield, Maine;

Whereas, the Small Business Administration has investigated and has received other reports of investigations of conditions in the area affected;

Whereas, after reading and evaluating reports of such conditions, I find that the conditions in such area constitute a catastrophe within the purview of the Small Business Act, as amended.

Now, therefore, as Acting Associate Administrator of the Small Business Administration, I hereby determine that:

1. Applications for disaster loans under the provisions of section 7(b)(1) of the Small Business Act, as amended, may be received and considered by the office below indicated from persons or firms whose property, situated in the aforesaid town, suffered damage or destruction resulting from fire occurring on January 17, 1968.

#### OFFICE

Small Business Administration Regional Office, 40 Western Avenue, Augusta, Maine 04330.

2. Applications for disaster loans under the authority of this declaration will not be accepted subsequent to July 31, 1968.

Dated: January 22, 1968.

HOWARD W. ROGERSON,  
Acting Associate Administrator.

[F.R. Doc. 68-1037; Filed, Jan. 26, 1968;  
8:47 a.m.]

## INTERSTATE COMMERCE COMMISSION

### FOURTH SECTION APPLICATION FOR RELIEF

JANUARY 24, 1968.

Protests to the grating of an application must be prepared in accordance with Rule 1100.40 of the general rules of practice (49 CFR 1100.40) and filed within 15 days from the date of publication of this notice in the FEDERAL REGISTER.

#### LONG-AND-SHORT HAUL

FSA No. 41215—Chlorine from Calvert, Ky. Filed by O. W. South, Jr., agent (No. A5077), for interested rail carriers. Rates on chlorine, in tank carloads, in multiple-car lots, subject to an aggregate minimum weight of 550,000 pounds, from Calvert, Ky., to Charleston, W. Va., group points.

Grounds for relief—Market competition.

Tariff—Supplement 64 to Southern Freight Association, agent, tariff ICC S-578.

By the Commission.

[SEAL] H. NEIL GARSON,  
Secretary.

[F.R. Doc. 68-1057; Filed, Jan. 26, 1968;  
8:49 a.m.]

[Notice 534]

### MOTOR CARRIER TEMPORARY AUTHORITY APPLICATIONS

JANUARY 24, 1968.

The following are notices of filing of applications for temporary authority under section 210a(a) of the Interstate Commerce Act provided for under the new rules of Ex Parte No. MC 67 (49 CFR Part 340) published in the FEDERAL REGISTER, issue of April 27, 1965, effective July 1, 1965. These rules provide that protests to the granting of an application must be filed with the field official

named in the FEDERAL REGISTER publication, within 15 calendar days after the date of notice of the filing of the application is published in the FEDERAL REGISTER. One copy of such protests must be served on the applicant, or its authorized representative, if any, and the protests must certify that such service has been made. The protests must be specific as to the service which such protestant can and will offer, and must consist of a signed original and six copies.

A copy of the application is on file, and can be examined at the Office of the Secretary, Interstate Commerce Commission, Washington, D.C., and also in the field office to which protests are to be transmitted.

#### MOTOR CARRIERS OF PROPERTY

No. MC 97699 (Sub-No. 25 TA), filed January 18, 1968. Applicant: BARBER TRANSPORTATION CO., 321 Sixth Street, Rapid City, S. Dak. 57701. Applicant's representative: Leslie R. Kehl, Suite 420, Denver Club Building, Denver, Colo. 80202. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: General commodities (except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading), serving Jefferson, Iowa, unrestricted as an intermediate point on applicant's presently authorized route between Chicago, Ill., and Sioux City, Iowa. NOTE: Applicant may tack in connection with its present authority in MC 97699, Sub 4, paragraph 1. Further it proposes to interline traffic at Jefferson with Crouse Cartage Co. and other carriers. Supporting shippers: There are approximately 83 statements of support attached to the application, which may be examined here at the Interstate Commerce Commission in Washington, D.C., or copies thereof which may be examined at the field office named below. Send protests to: J. L. Hammond, District Supervisor, Interstate Commerce Commission, Bureau of Operations, Room 369, Federal Building, Pierre, S. Dak. 57501.

No. MC 103993 (Sub-No. 317 TA), filed January 19, 1968. Applicant: MORGAN DRIVE-AWAY, INC., 2800 West Lexington Avenue, Elkhart, Ind. 46514. Applicant's representative: Ralph H. Miller (same address as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Trailers, designed to be drawn by passenger automobiles, in initial movements, from points in Franklin County, Va., to points in Virginia, West Virginia, Tennessee, and North Carolina, for 180 days. Supporting shipper: Fleetwood Enterprises, Inc., Post Office Box 7638, Riverside, Calif. 92503. Send protests to: District Supervisor J. H. Gray, Bureau of Operations, Interstate Commerce Commission, 308 Federal Building, Fort Wayne, Ind. 46802.

No. MC 107107 (Sub-No. 388 TA), filed January 19, 1968. Applicant: ALTERMAN TRANSPORT LINES, INC., 2424 Northwest 46th Street, Post Office Box



458, Allapattah Station, Miami, Fla. 33142. Applicant's representative: Ford W. Sewell (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Shelving, accessories, and installation materials*, from Milan and Chicago, Ill., to points in Florida, for 180 days. NOTE: Applicant states it intends to tack with Chicago Tri Cities Motor Freight at Chicago, Ill. Supporting shipper: All South Building Specialties, Post Office Box 6631, Orlando, Fla. 32803. Send protests to: Joseph B. Teichert, District Supervisor, Inter-Commerce Commission, Bureau of Operations, Room 1226, 51 Southwest First Avenue, Miami, Fla. 33130.

No. MC 113784 (Sub-No. 23 TA), filed January 19, 1968. Applicant: CANAL CARTAGE LIMITED, Post Office Box 368, Station C, Hamilton, Ontario, Canada. Applicant's representative: William J. Hirsch, 43 Niagara Street, Buffalo, N.Y. 14202. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Silicon carbide and abrasive refuse*, in bulk, in dump vehicles, from the port of entry on the international boundary line between the United States and Canada at Buffalo, N.Y., to New Castle, Pa., for 150 days. Supporting shippers: The Exolon Co. of Canada Ltd., Thorold, Ontario, Canada, and Abrasive Products Co., New Castle, Pa. Send protests to: George M. Parker, District Supervisor, Interstate Commerce Commission, 518 Federal Office Building, 121 Ellicott Street, Buffalo, N.Y. 14203.

No. MC 117815 (Sub-No. 134 TA), filed January 19, 1968. Applicant: PULLEY FREIGHT LINES, INC., 405 Southeast 20th Street, Des Moines, Iowa 50317. Applicant's representative: John P. Burroughs (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Vegetable oil shortenings, cooking and salad oils, and matches*, in containers, and *canned goods*, from the plantsites and storage facilities utilized by Hunt-Wesson Foods, Inc., at Chicago and Northlake, Ill., to points in Iowa, for 180 days. Supporting shipper: Hunt-Wesson Foods, Inc., Fullerton, Calif. Send protests to: Ellis L. Annett, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 677 Federal Building, Des Moines, Iowa 50309.

No. MC 121561 (Sub-No. 1 TA), filed January 18, 1968. Applicant: DONALD E. MILLER and NORMA H. MILLER, doing business as MILLER TRANSFER, Box 217, Ceresco, Nebr. 68017. Applicant's representative: A. James McArthur, 4100 Cornhusker Highway, Lincoln, Nebr. 68504. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except those requiring special equipment), between Omaha, Nebr., and Ceresco, Nebr., and points within a 15-mile radius of Ceresco, Nebr., for 180 days. NOTE: Applicant intends to interline at Omaha and Lincoln, Nebr. Sup-

porting shippers: There are approximately 11 statements of support attached to the application, which may be examined here at the Interstate Commerce Commission in Washington, D.C., or copies thereof which may be examined at the filed office named below. Send protests to: District Supervisor, Max H. Johnston, Bureau of Operations, Interstate Commerce Commission, 315 Post Office Building, Lincoln, Nebr. 68508.

No. MC 127164 (Sub-No. 2 TA), filed January 19, 1968. Applicant: ELMER MILLER, doing business as MILLER TRUCKING CO., 509 Jackson Street, Archbold, Ohio 43502. Applicant's representative: Lewis S. Witherspoon, 101 North High Street, Columbus, Ohio 43215. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Salt*, between points in Ohio, on the one hand, and, on the other, points in Ohio, Indiana, and Michigan, for 180 days. Supporting shippers: Morton Salt Co., 10335 Flora Street, Detroit, Mich. 48217, and Diamond Crystal Salt Co., St. Clair, Mich. 48079. Send protests to: Keith D. Warner, District Supervisor, Bureau of Operations, Interstate Commerce Commission, 5234 Federal Office Building, 234 Summit Street, Toledo, Ohio 43604.

No. MC 129653 TA, filed January 19, 1968. Applicant: SAM B. PAINE, doing business as PAINE BROTHERS TRUCKING COMPANY, 290 Strathmore Circle East, Memphis, Tenn. 38112. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lightweight aggregate*, from England and Lehi, Ark., to points in Arkansas, Mississippi, Missouri, and Tennessee, for 180 days. Supporting shipper: Arkansas Lightweight Aggregate Corp., Post Office Box 99, England, Ark. (Mr. John C. Mahan). Send protests to: W. W. Garland, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 390 Federal Building, Memphis, Tenn. 38103.

By the Commission.

[SEAL] H. NEIL GARSON,  
Secretary.

[F.R. Doc. 68-1058; Filed, Jan. 26, 1968;  
8:49 a.m.]

[Notice 79]

### MOTOR CARRIER TRANSFER PROCEEDINGS

JANUARY 24, 1968.

Synopses of orders entered pursuant to section 212(b) of the Interstate Commerce Act, and rules and regulations prescribed thereunder (49 CFR Part 279), appear below:

As provided in the Commission's special rules of practice any interested person may file a petition seeking reconsideration of the following numbered proceedings within 20 days from the date of publication of this notice. Pursuant to section 17(8) of the Interstate Commerce Act, the filing of such a petition will postpone the effective date of the order in that proceeding pending its disposi-

tion. The matters relied upon by petitioners must be specified in their petitions with particularity.

No. MC-FC-35415. By order of January 17, 1968, the Transfer Board approved the lease to G. R. Stewart Transportation Co., a corporation, 747 Ceralvo, San Antonio, Tex., of the certificate of registration in No. MC-121587 issued November 30, 1966, to Gulf Coast Transportation, Inc., Winnie, Tex., and evidencing a right of the holder to engage in transportation in interstate or foreign commerce corresponding in scope to the service authorized in Specialized Motor Carrier Certificate No. 5217 dated September 8, 1964, reissued pursuant to transfer by the railroad commission of Texas, covering the transportation of commodities designated under the headings "oilfield equipment and pipe, pipe, and trenching machines," between all points in Texas.

No. MC-FC-70102. By order of January 17, 1968, the Transfer Board approved the transfer to Robert E. Weaver, doing business as Morrellville Transit Co., Windber, Pa., of the operating rights in certificate No. MC-49437 issued March 26, 1963, to Gorman T. Cray Co., a corporation, Pittsburgh, Pa., authorizing the transportation of household goods, as defined by the Commission, between points in Allegheny County, Pa., on the one hand, and, on the other, points in New York, Maryland, West Virginia, New Jersey, Ohio, Indiana, Illinois, Michigan, Kentucky, Tennessee, and the District of Columbia. John M. Musselman, 400 North Third Street, Harrisburg, Pa. 17108, attorney for applicants.

No. MC-FC-70119. By order of January 17, 1968, the Transfer Board approved the transfer to Vann Express, Inc., Attalla, Ala., of the operating rights evidenced by certificate of registration No. MC-85621 (Sub-No. 1), and those in certificate No. MC-85621 (Sub-No. 3) issued April 17, 1964, and May 17, 1965, respectively, to G. H. Vann, doing business as Vann Express, Attalla, Ala., the certificate of registration evidencing a right to engage in transportation corresponding in scope to the authority granted in Alabama certificate No. 1844, October 21, 1947, as amended June 5, 1953, and November 2, 1961, issued by the Alabama Public Service Commission, and the certificate authorizing the transportation of motion and sound picture films, equipment, and supplies used in the maintenance of theaters, and newspapers and newsprint stock, and other specified commodities, between points in Alabama. R. Kent Henslee, Post Office Box 246, Gadsden, Ala. 35902, attorney for applicants.

No. MCXFC-70136. By order of January 19, 1968, the Transfer Board approved the transfer to Ritz Trucking, Inc., Framingham, Mass., of the certificate of registration in No. MC-98420 (Sub-No. 1) issued January 13, 1964, to Arthur V. Ritz and Ellen S. Ritz, a partnership, doing business as Ritz Trucking Service, Framingham Center, Mass., evidencing a right to engage in transportation in interstate or foreign commerce corresponding to the irregular







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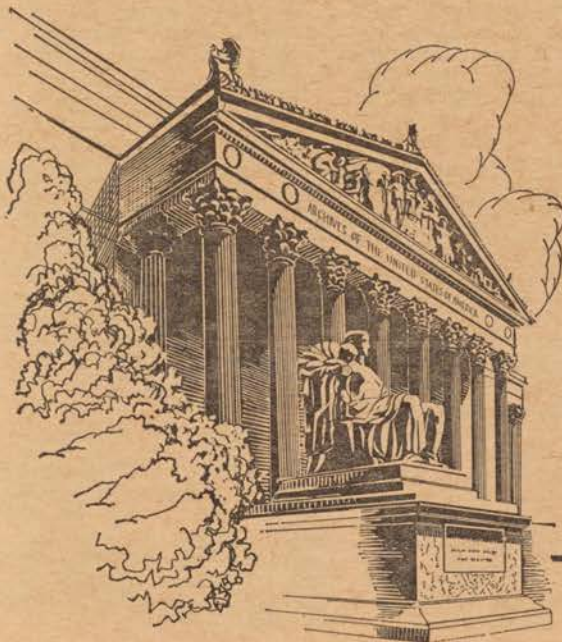
VOLUME 33 • NUMBER 19

Saturday, January 27, 1968 • Washington, D.C.

PART II

Department of Transportation  
U.S. Coast Guard

•  
Oceanographic Vessels;  
Inspection and Certification





## Title 46—SHIPPING

### Chapter I—Coast Guard, Department of Transportation

[CGFR 67-83]

#### OCEANOGRAPHIC VESSELS

#### INSPECTION AND CERTIFICATION

1. This amendment to the shipping regulations in 46 CFR Chapter I adds a new Subchapter U (Oceanographic Vessels), consisting of Parts 188 to 198, inclusive. It implements the provisions of the act of July 30, 1965 (Public Law 89-99, 79 Stat. 424, 46 U.S.C. 441-445), with respect to inspection and certification of those vessels which the Coast Guard finds are " \* \* \* being employed exclusively in instruction in oceanography or limnology, or both, or exclusively in oceanographic research \* \* \* " as defined in section 441 of 46 U.S. Code. Additionally, the descriptions of applicability of vessel inspection and certification regulations to various categories of vessels in other subchapters are amended to show the establishment of a new category of vessels designated "oceanographic vessels."

2. The notice of proposed rule making regarding inspection and certification of oceanographic vessels, together with the proposed rules and regulations, was published in Part II of the FEDERAL REGISTER of October 1, 1966 (31 F.R. 12860-12912). Pursuant thereto the Merchant Marine Council held a public hearing on November 21, 1966, in Washington, D.C. Over 368 written comments were received. Approximately 36 persons, representing associations, unions, public and private research organizations, universities, and corporations were present and nine persons submitted oral comments. The general areas to which the comments were directed may be described as follows:

- (a) Permission to use unusual or non-standard vessel design.
- (b) Permission to allow crew members of various departments to be quartered together.
- (c) Permission to use special types of railings.
- (d) Allowance for bulkhead penetrations for ventilation ducts.
- (e) Permission to substitute inflatable liferafts for lifeboats.
- (f) Permission to use special davits for rescue boats.
- (g) Permission to allow on-deck stowage of explosives.
- (h) Allowance of portable laboratories on deck.
- (i) Identification of oceanographic vessels under the Federal Boating Act of 1958 as numbered vessels.
- (j) The ventilation, fire protection, structure and location requirements for chemical and scientific laboratories.
- (k) Requirements for weight handling gear and their application to scientific type equipment.
- (l) Application of regulations to barges over 100 gross tons and less than 300 gross tons.

3. Following the Public Hearing the Coast Guard met with various interested

groups and held informal discussions regarding revisions of the proposed regulations. The Research Vessel Operators' Council submitted for consideration a draft of proposed regulations.

4. The actions and recommendations of the Merchant Marine Council with respect to comments and views received and changes in proposals are hereby adopted.

5. By virtue of the authority vested in me as Commandant, U.S. Coast Guard, by section 632 of Title 14, United States Code, and 49 CFR 1.4(a)(2) to promulgate regulations in accordance with the laws cited with the regulations below, the proposed regulations published in the FEDERAL REGISTER of October 1, 1966 (31 F.R. 12860-12912), as amended by this document, are hereby adopted and shall be in effect on and after March 1, 1968: *Provided*, That the regulations in Subchapter U may be complied with during the interim period prior to the effective date specified in lieu of existing requirements. The changes to the rules and regulations published October 1, 1966, are in this document.

#### SUBCHAPTER U—OCEANOGRAPHIC VESSELS

##### PART 188—GENERAL PROVISIONS

6. The authority note for Part 188 is revised to show transfer of functions from Treasury Department to Department of Transportation.

##### SUBPART 188.01—AUTHORITY AND PURPOSE

7. With respect to manning, shipment, and discharge of seamen, § 188.01-3 *Scope of regulations* is revised by deleting paragraph (c) (including subparagraphs (1) and (2)).

8. To show assignment of functions under the Department of Transportation Act, § 188.01-5 is revised.

##### SUBPART 188.05—APPLICATION

9. Table 188.05-1(a) in § 188.05-1 *Vessels subject to requirements of this subchapter* is amended by adding a reference to footnote 8 to the heading of column 6; by redesignating footnote "8" as "9" and footnote "9" as "8"; and by changing the first entry in column 7 from "All vessels engaged in oceanographic research" to "None."

10. Section 188.05-2 is amended by deleting the following phrase from the end of paragraph (a) "so long as the vessel complies with the applicable requirements in this subchapter," and by adding a paragraph (c).

11. To show the revised effective date, § 188.05-3 *New vessels and existing vessels for the purpose of application of regulations in this subchapter* is amended by changing the date from "March 1, 1967" to "March 1, 1968" in paragraph (a) (3 times), in paragraph (b) (1 time), and in paragraph (c) (3 times), and by changing in paragraph (c), first sentence, the phrase from "used in another trade" to "used in trade."

##### SUBPART 188.10—DEFINITION OF TERMS USED IN THIS SUBCHAPTER

12. Subpart 188.10 is amended by inserting after § 188.10-5 a new § 188.10-6 defining "Captain of the Port."

13. Section 188.10-7 *Chemical stores* is amended by adding the following phrase at the end thereof "and is further defined in § 194.05-3."

14. Section 188.10-11 *Chemistry laboratory* is amended by deleting the first sentence and by changing the phrase from "The term" to "This term" at the beginning of the second sentence.

15. Section 188.10-33 *Headquarters* is amended by adding the zip number "20591" at the end thereof.

16. Subpart 188.10 is amended by inserting a new definition designated § 188.10-52 *Oceanographic research*.

17. The definition of "Oceanographic vessel" designated as a second § 188.10-15 is redesignated as § 188.10-53 and revised.

18. Subpart 188.10 is amended by inserting after § 188.10-55 a new § 188.10-57.

19. Section 188.10-75 *Undocumented vessel* is amended by changing the phrase from "by the Bureau of Customs" to "issued by the U.S. Coast Guard."

#### PART 189—INSPECTION AND CERTIFICATION

20. The authority note for Part 189 is revised to show transfer of functions from Treasury Department to Department of Transportation.

##### SUBPART 189.20—INITIAL INSPECTION

21. Section 189.20-15(b) is amended by changing subparagraph (1) and by adding a new subparagraph (2).

22. Section 189.20-25(a) is revised.

##### SUBPART 189.25—INSPECTION FOR CERTIFICATION

23. Section 189.25-10(c)(1) is revised.

24. Section 189.25-25(a)(3) is revised.

##### SUBPART 189.27—REINSPECTION

25. Section 189.27-5 *Scope* is amended by deleting paragraph (a) and redesignating (b) as (a).

##### SUBPART 189.35—WEIGHT HANDLING GEAR

26. The heading for Subpart 189.35 is changed from "Inspection of weight handling gear" to "Weight handling gear."

27. The text of Subpart 189.35, consisting of 189.35-1 to 189.35-7, inclusive, is revised.

##### SUBPART 189.40—DRYDOCKING

28. Section 189.40-1 *When required* is amended by changing in paragraph (a)(1) the phrase from "18 months" to "24 months" and the phrase from "9 months in the 18-month period" to "12 months in the 24-month period," and in paragraph (a)(4) by changing the phrase from "operates in salt water" to "operates exclusively in fresh water or if it operates in salt water."

##### SUBPART 189.55—PLAN APPROVAL

29. Section 189.55-5 is amended by deleting paragraphs (b)(14), (b)(15), (c)(6), and (j) and by revising paragraph (b)(13) and (c)(3).

30. Section 189.55-10 *Plans required for alterations of existing vessels* is amended by deleting the last sentence in paragraph (a).



SUBPART 189.60—CERTIFICATES UNDER INTERNATIONAL CONVENTIONS FOR SAFETY OF LIFE AT SEA, 1960

31. Section 189.60-45 *American Bureau of Shipping* is amended by deleting from the last sentence of paragraph (a) the phrase "from March 1, 1967."

PART 190—CONSTRUCTION AND ARRANGEMENT

32. The authority note following § 190.01-5 is amended by deleting reference to Treasury Department Order 167-48, and the authority note for Part 190 is revised to read as follows:

**AUTHORITY:** The provisions of this Part 190 issued under R.S. 4405, as amended, 4462, as amended, sec. 5, 79 Stat. 424; 46 U.S.C. 375, 416, 445. Interpret or apply R.S. 4417, as amended, 4418, as amended, 4488, as amended, sec. 10, 35 Stat. 428, as amended, 41 Stat. 305, as amended, secs. 1, 2, 49 Stat. 1544, 1545, as amended, sec. 6(b)(1), 80 Stat. 938; 46 U.S.C. 391, 392, 481, 395, 363, 367, 49 U.S.C. 1655(b); E.O. 11239, July 31, 1965, 30 F.R. 9671, 3 CFR, 1965 Supp.; 49 CFR 1.4(a)(2); unless otherwise noted.

SUBPART 190.01—HULL STRUCTURE

33. Section 190.01-1 *Application* is amended by changing in paragraphs (a) and (b) the date from "March 1, 1967" to "March 1, 1968."

34. Section 190.01-90 is amended by changing the date in the heading from "March 1, 1967" to "March 1, 1968" so that the headnote reads: "Vessels contracted for prior to March 1, 1968."

SUBPART 190.05—GENERAL FIRE PROTECTION

35. Section 190.05-1 is amended by adding a paragraph (b).

SUBPART 190.07—STRUCTURAL FIRE PROTECTION

37. Section 190.07-1 is revised.

38. Section 190.07-10 is amended by revising paragraph (b), by adding paragraphs (c) (1) and (c) (2), and by revising paragraph (d) (4).

39. Section 190.07-90 is amended by changing the date in the heading from "March 1, 1967" to "March 1, 1968" so that the headnote reads: "Vessels contracted for prior to March 1, 1968."

SUBPART 190.10—MEANS OF ESCAPE

40. Section 190.10-1 is revised to exempt nonself-propelled vessels of less than 300 gross tons from these requirements and by changing the date from "March 1, 1967" to "March 1, 1968" so that it reads as follows:

41. Section 190.10-90 is revised by changing the date in the heading from "March 1, 1967" to "March 1, 1968" so that the headnote reads: "Vessels contracted for prior to March 1, 1968."

SUBPART 190.15—VENTILATION

42. Section 190.15-1 is revised to exempt non-self-propelled vessels from these requirements and by changing the date from "March 1, 1967" to "March 1, 1968".

43. Section 190.15-5 *Vessels using fuel having a flashpoint of 110° F. or lower* is revised by changing in paragraph (g) the phrase from "of rigid permanent

construction of fireproof material" to "of steel construction."

44. Section 190.15-90 is revised by changing the date in the heading from "March 1, 1967" to "March 1, 1968" so that the headnote reads: "Vessels contracted for prior to March 1, 1968."

SUBPART 190.20—ACCOMMODATIONS FOR OFFICERS, CREW, AND SCIENTIFIC PERSONNEL

45. Section 190.20-1 *Application* is amended by changing the date in paragraphs (a) and (b) from "March 1, 1967" to "March 1, 1968."

46. Section 190.20-10 *Location of crew spaces* is amended by changing in the proviso at the end of paragraph (b) the phrase from "shall be deck head" to "shall the deck head."

47. Section 190.20-35 is amended by changing paragraph (a) and adding a new paragraph (f).

48. Section 190.20-90 is amended by changing the date in the heading from "March 1, 1967" to "March 1, 1968" so that the headnote reads: "Vessels contracted for prior to March 1, 1968."

SUBPART 190.25—RAILS AND GUARDS

49. Section 190.25-1 *Application* is amended by changing the date in paragraphs (a) and (b) from "March 1, 1967" to "March 1, 1968."

50. Section 190.25-90 is amended by changing the date in the heading from "March 1, 1967" to "March 1, 1968" so that the headnote reads: "Vessels contracted for prior to March 1, 1968."

PART 191—SUBDIVISION AND STABILITY

51. The authority note for Part 191 is revised to show transfer of functions from Treasury Department to Department of Transportation and reads as follows:

**AUTHORITY:** The provisions of this Part 191 issued under R.S. 4405, as amended, 4462, as amended, sec. 5, 79 Stat. 424; 46 U.S.C. 375, 416, 445. Interpret or apply R.S. 4417, as amended, 4418, as amended, 4488, as amended, sec. 10, 35 Stat. 428, as amended, 41 Stat. 305, as amended, sec. 2, 45 Stat. 1493, as amended, sec. 2, 49 Stat. 888, as amended, secs. 1, 2, 49 Stat. 1544, 1545, as amended, sec. 6(b)(1), 80 Stat. 938; 46 U.S.C. 391, 392, 481, 395, 363, 85a, 88a, 367, 49 U.S.C. 1655(b); E.O. 11239, July 31, 1965, 30 F.R. 9671, 3 CFR 1965 Supp.; 49 CFR 1.4(a)(2).

SUBPART 191.01—APPLICATION

52. Section 191.01-1 is amended to exempt non-self-propelled vessels of less than 300 gross tons from these requirements and by changing the date from "March 1, 1967" to "March 1, 1968".

SUBPART 191.05—DEFINITIONS

53. Section 191.05-4 *Breadth of the vessel* is amended by deleting the last sentence in paragraph (a).

54. Section 191.05-16 is amended by redesignating paragraphs (b), (c), and (d) as subparagraphs (1), (2), and (3) of paragraph (b), by redesignating paragraphs (e) and (f) as paragraphs (c) and (d), respectively, and by adding introductory text to paragraph (b).

55. Section 191.05-30 *Openings in vessel's sides below the bulkhead deck* is amended by changing in paragraph

(b) (1), first sentence, the phrase from "a 'tween deck, sills of any port lights" to "in a 'tween deck, sills or any port lights," and by changing in paragraph (d), first sentence, the phrase from "Gangway, stowing and coaling ports" to "Gangway, loading ports."

56. Section 191.10-35 *Watertight integrity above the margin line* is amended by deleting subparagraph (b) (2) and by redesignating subparagraph (b) (3) as (b) (2).

SUBPART 191.20—STABILITY STANDARDS

57. Section 191.20-15 *Damaged stability standards* is amended by changing the subparagraph (b) (5) by inserting in the first sentence after the phrase "for symmetrical flooding" and before the word "or" a comma (,) and by deleting the comma after the phrase "unsymmetrical flooding."

SUBPART 191.25—BALLAST

58. Section 191.25-10 *Liquid ballast* is amended by changing in paragraph (b) the phrase from "as defined in the Oil Pollution Act, 1961 (33 U.S.C. 1011)" to "as described in 33 CFR Part 151."

SUBPART 191.30—STABILITY INSTRUCTIONS FOR OPERATING PERSONNEL

59. Section 191.30-15 *Type of instructions* is amended by changing in paragraph (a), first sentence the phrase "all ships" to "all vessels."

SUBPART 191.90—VESSELS CONTRACTED FOR PRIOR TO MARCH 1, 1968

60. The heading for Subpart 191.90 is revised by changing the date from "March 1, 1967" to "March 1, 1968" so that it reads as set forth above.

61. Section 191.90-1 *Requirements* is amended by changing the date from "March 1, 1967" to "March 1, 1968" in paragraphs (a) and (b) (2 times), and by changing in paragraph (b) first sentence the phrase from "for those vessels" to "vessels."

62. Section 191.90-5 *Stability information* is amended by changing in paragraph (a) the date from "March 1, 1967" to "March 1, 1968."

63. Section 191.90-10 *Stability letter* is amended by changing in paragraph (b) the date from "March 1, 1967" to "March 1, 1968."

PART 192—LIFESAVING EQUIPMENT

64. The authority note for Part 192 is revised to show transfer of functions from Treasury Department to Department of Transportation.

SUBPART 192.01—APPLICATION

65. Section 192.01-1 is amended to exempt non-self-propelled vessels of less than 300 gross tons from these requirements.

SUBPART 192.10—LIFEBOATS, LIFERAFTS, LIFEBOATS, BUOYANT APPARATUS, AND RESCUE BOATS

66. Section 192.10-1 *Application* is amended by changing in paragraphs (a) and (b) the date from "March 1, 1967" to "March 1, 1968."



67. Section 192.10-5 *Type of lifeboats, liferafts, lifeboats, buoyant apparatus, and rescue boats required* is amended by changing in paragraph (a) (4) (i), first sentence the phrase from "launched with their full under tension" to "released simultaneously under tension."

68. Section 192.10-90 is amended by changing in the heading and in paragraph (a) the date from "March 1, 1967" to "March 1, 1968," and the headnote will read "vessels contracted for prior to March 1, 1968."

**SUBPART 192.15—STOWAGE AND MARKING OF LIFEBOATS, LIFERAFTS, LIFEBOATS, AND BUOYANT APPARATUS**

69. Section 192.15-1 *Application* is amended by changing in paragraphs (a) and (b) the date from "March 1, 1967" to "March 1, 1968."

70. Section 192.15-90 is amended by changing in the heading and in paragraph (a) the date from "March 1, 1967" to "March 1, 1968" so the headnote will read "vessels contracted for prior to March 1, 1968."

**SUBPART 192.20—EQUIPMENT FOR LIFEBOATS, LIFERAFTS, LIFEBOATS, AND BUOYANT APPARATUS**

71. Section 192.20-1 *Application* is amended by changing in paragraphs (a) and (b) the date from "March 1, 1967" to "March 1, 1968."

72. Section 192.20-90 is amended by changing the date in the heading and in paragraph (a) from "March 1, 1967" to "March 1, 1968" so the headnote will read "vessels contracted for prior to March 1, 1968."

**SUBPART 192.25—DAVITS FOR LIFEBOATS**

73. Section 192.25-1 *Application* is amended by changing in paragraphs (a) and (b) the dates from "March 1, 1967" to "March 1, 1968."

74. Section 192.25-5 *General* is amended by deleting the phrase "in sheltered waters" from the last sentence in paragraph (g).

75. Section 192.25-10 *Approved davits and lifelines for davit spans* is amended by changing in paragraph (a) the word "Commandant" to "Officer in Charge, Marine Inspection."

76. Section 192.25-90 is amended by changing the date in the heading and in paragraph (a) from "March 1, 1967" to "March 1, 1968" so the heading will read "vessels contracted for prior to March 1, 1968."

**SUBPART 192.30—LIFEBOAT WINCHES**

77. Section 192.30-1 *Application* is amended by changing in paragraphs (a) and (b) the date from "March 1, 1967" to "March 1, 1968."

78. Section 192.30-90 is amended by changing in the heading in paragraph (a) the date from "March 1, 1967" to "March 1, 1968" so the heading will read "vessels contracted for prior to March 1, 1968."

**SUBPART 192.33—BLOCKS AND FALLS FOR LIFEBOATS**

79. Section 192.33-1 *Application* is amended by changing in paragraphs (a)

and (b) the date from "March 1, 1967" to "March 1, 1968."

80. Section 192.33-90 is amended by changing in the heading and paragraph (a) the date from "March 1, 1967" to "March 1, 1968" so the headnote will read "vessels contracted for prior to March 1, 1968."

**SUBPART 192.40-1—LIFE PRESERVERS**

81. Section 192.40-1 *Application* is amended by changing in paragraphs (a) and (b) the date from "March 1, 1967" to "March 1, 1968."

82. Section 192.40-10 *Number required* is amended by inserting in paragraph (a) after the word "vessels" the phrase "including non-self-propelled vessels of less than 300 gross tons," by deleting paragraph (b) and by redesignating paragraph (c) as (b).

83. Section 192.40-90 is amended by changing in the heading and in paragraph (a) the date from "March 1, 1967" to "March 1, 1968" so the headnote will read "vessels contracted for prior to March 1, 1968."

**SUBPART 192.43—RING LIFE BUOYS AND WATER LIGHTS**

84. Section 192.43-1 *Application* is amended by changing in paragraphs (a) and (b) the date from "March 1, 1967" to "March 1, 1968."

85. Section 192.43-90 is amended by changing in the heading and in paragraph (a) the date from "March 1, 1967" to "March 1, 1968" so the headnote will read "Vessels contracted for prior to March 1, 1968."

**SUBPART 192.45—LINE-THROWING APPLIANCES**

86. Section 192.45-1 *Application* is amended by changing in paragraphs (a) and (b) the date from "March 1, 1967" to "March 1, 1968."

87. Section 192.45-90 is amended by changing in the heading and in paragraph (a) the date from "March 1, 1967" to "March 1, 1968" so the headnote will read "Vessels contracted for prior to March 1, 1968."

**SUBPART 192.50—EMBARKATION AIDS**

88. Section 192.50-1 *Application* is amended by changing in paragraphs (a) and (b) the date from "March 1, 1967" to "March 1, 1968."

89. Section 192.50-90 is amended by changing in the heading and in paragraph (a) the date from "March 1, 1967" to "March 1, 1968" so the headnote will read "Vessels contracted for prior to March 1, 1968."

**PART 193—FIRE PROTECTION EQUIPMENT**

90. The authority note for Part 193 is revised to show transfer of functions from Treasury Department to Department of Transportation.

**SUBPART 193.01—APPLICATION**

91. Section 193.01-1 is revised to exempt non-self-propelled vessels of less than 300 gross tons from these requirements.

92. Section 193.01-5 *Equipment installed but not required* is amended by

changing in paragraph (a) the phrase from "Where fire detecting or extinguishing systems on" to "On all vessels, including non-self-propelled vessels of less than 300 gross tons, where fire detecting or extinguishing systems or."

**SUBPART 193.05—FIRE DETECTING AND EXTINGUISHING EQUIPMENT, WHERE REQUIRED**

93. Section 193.05-1 *Fire detecting, manual alarm, and supervised patrol systems* is amended by deleting paragraph (b).

94. Section 193.05-5 is amended by redesignating paragraph (b) as (c) and by inserting a new paragraph (b), reading inserting a new paragraph (b).

95. Section 193.05-10(e) is revised.

**SUBPART 193.10—FIRE MAIN SYSTEM, DETAILS**

96. Section 193.10-1 *Application* is amended in paragraphs (a) and (b) by changing the date from "March 1, 1967" to "March 1, 1968", and by changing the reference in paragraph (b) from "§ 193.10-1(b)" to "§ 193.10-90".

97. Section 193.10-5 is revised by correcting the spelling of the word "nozzle" in footnote 2 to Table 193.10-5(a) and by changing the text of paragraph (a) (but not Table 193.10-5(a)).

98. Section 193.10-10 *Fire hydrants and hose* is amended by inserting a new second sentence in paragraph (d) reading "At least one hydrant and hose with a fog applicator shall be located outside and in the immediate vicinity of each laboratory."

99. Section 193.10-90 is amended by changing in the heading and in paragraph (a) the date from "March 1, 1967" to "March 1, 1968" so the headnote will read "Installations contracted for prior to March 1, 1968."

**SUBPART 193.15—CARBON DIOXIDE EXTINGUISHING SYSTEMS, DETAILS**

100. Section 193.15-1 *Application* is amended by changing in paragraphs (a) and (b) the date from "March 1, 1967" to "March 1, 1968."

101. Section 193.15-90 is amended by changing in the heading and in paragraph (a) the date from "March 1, 1967" to "March 1, 1968" so the headnote will read "Installations contracted for prior to March 1, 1968."

**SUBPART 193.50—HAND PORTABLE FIRE EXTINGUISHERS AND SEMI-PORTABLE FIRE EXTINGUISHING SYSTEMS, ARRANGEMENTS AND DETAILS**

102. Section 193.50-1 *Application* is amended by changing in paragraphs (a) and (b) the date from "March 1, 1967" to "March 1, 1968" and by changing in paragraph (a) the phrase from "other than unmanned barges" to "including non-self-propelled vessels of less than 300 gross tons."

103. Section 193.50-90 is amended by changing in the heading and in paragraph (a) the date from "March 1, 1967" to "March 1, 1968" so the headnote will read "Vessels contracted for prior to March 1, 1968."



SUBPART 193.60—FIRE AXES

104. Section 193.60-5 *Number required* is amended by changing in Table 193.60-5(a) in paragraph (a) the first number in the second column from "30" to "50".

PART 194—HANDLING, USE AND CONTROL OF EXPLOSIVES AND OTHER DANGEROUS ARTICLES

105. The authority note for Part 194 is revised to show transfer of functions from Treasury Department to Department of Transportation.

SUBPART 194.01—APPLICATION

106. Section 194.01-1 is revised to exempt nonself-propelled vessels of less than 300 gross tons from these requirements and by changing the effective date from "March 1, 1967" to "March 1, 1968".

SUBPART 194.05—STOWAGE AND MARKING

107. Section 194.05-3 *Chemical Stores* is amended by changing in paragraph (a) the phrase from "stores which possess one or more of the following properties shall" to "stores are those chemicals which possess one or more of the following properties and shall."

108. Section 194.05-5 *Chemicals in the chemistry laboratory* is amended by changing in the first sentence of paragraph (a) the introductory phrase from "Chemical stores once removed from the approved shipping container and in small working quantities in the chemistry laboratory as reagents" to "Small working quantities of chemical stores in the chemistry laboratory which have been removed from the approved shipping container", and by changing in the first sentence of paragraph (b) the phrase from "variety of chemicals" to "variety of chemical stores."

109. Section 194.05-7 *Explosives—Detail requirements* is amended by changing in paragraph (d)(1) the phrase from "location protected from" to "location reasonably protected from the full force of" and by adding at the end of paragraphs (c)(2) and (d)(4) the sentence "Reduction of this distance to allow for special configurations will be permitted only if specifically approved by the Commandant."

SUBPART 194.10—MAGAZINES

110. Section 194.10-5 *Type and location* is amended by changing in paragraphs (b)(1) (last sentence) and (c)(4) (last sentence) the phrase from "radio apparatus" to "unshielded radio apparatus."

111. Section 194.10-25 *Ventilation* is amended by deleting footnote 1 and reference thereto in the text of paragraph (a)(1) and by changing in paragraph (b)(2) (last sentence) the phrase from "vanned cowls" to "weather cowls."

112. Section 194.10-30 *Magazine Sprinklers* is amended by changing the designation of footnote from "2" to "1" and by adding at the end thereof the sentence: "This specification may also be examined at the Office of the Commandant (M), U.S. Coast Guard, Washington, D.C., or at the Office of any Coast Guard District Commander or

Officer in Charge, Marine Inspection."; by changing in paragraph (a)(1) the phrase from "Specification MIL-F-17501" insofar" to "Specification MIL-V-17501" insofar"; and by changing in paragraph (b)(2) the phrase from "be increased to provide a coverage of 0.8 gallon" to "be sufficient to provide a coverage of 0.4 gallon".

113. Section 194.10-35 *Labeling* is amended by changing the inscription from "Keep Lights and Fire Away" to "Keep Open Lights and Fire Away" in paragraphs (b), (c), and (d).

SUBPART 194.15—CHEMISTRY LABORATORY AND SCIENTIFIC LABORATORY

114. Section 194.15-1 is revised to allow maximum flexibility in the use of spaces on board vessels while providing a safe working space for performance of scientific work involving chemical stores.

115. Section 194.15-5 is revised to provide ventilation in accordance with the usage of the laboratory.

116. Section 194.15-7 is revised to provide greater flexibility in usage of fixed and semiportable firefighting systems.

117. Section 194.15-9 *Storage* is amended by changing in paragraphs (a) and (b) the word from "Chemicals" to "Chemical stores," and by deleting subparagraphs (1) and (2) in paragraph (c).

118. Section 194.15-11 is revised to allow greater flexibility in the types of installations provided for working spaces.

119. Section 194.15-15 *Chemicals other than compressed gases* is amended in paragraph (a) by inserting a comma (,) after the word "Chemicals" and after the word "chapter", and by changing the phrase from "used in the chemistry laboratory and specifically mentioned" to "including those listed."

120. Section 194.15-17 *Compressed gases* is amended by adding the phrase "other than inert gases" to the headnote so it reads "Compressed gases other than inert gases."

121. Section 194.15-19 *Electrical* is amended in paragraph (a) by inserting in the first sentence after the phrase "of the deck" the phrase "of the chemical laboratory."

SUBPART 194.20—CHEMICAL STORES AND/OR STOREROOMS

122. Section 194.20-1 is revised to clarify the intent and scope of the requirements by changing paragraphs (a)(1) and (2), and paragraphs (c), (e), and (g).

123. Section 194.20-5 is revised to allow maximum flexibility in the use of spaces and providing adequate ventilation.

124. Section 194.20-7 *Fire protection* is amended in paragraph (a) by changing the phrase from "an independent, fixed" to "a fixed", and by deleting the last sentence.

125. Section 194.20-11 is revised to allow greater flexibility in the usage of storerooms.

126. Section 194.20-17 *Compressed gases* is amended by deleting from the proviso in paragraph (a) the phrase

"three (3) cylinders of the same gas nor more than."

SUBPART 194.90—VESSELS CONTRACTED FOR PRIOR TO MARCH 1, 1968

127. The heading for Subpart 194.90 is amended by changing the date from "March 1, 1967" to "March 1, 1968" so that it reads as set forth above.

128. Section 194.90-1 *Requirements* is amended by changing in paragraph (a) the date from "March 1, 1967" to "March 1, 1968."

PART 195—VESSEL CONTROL AND MISCELLANEOUS SYSTEMS AND EQUIPMENT

129. The authority note for Part 195 is revised to show transfer of functions from Treasury Department to Department of Transportation.

SUBPART 195.07—ANCHORS, CHAINS, AND HAWSERS

130. Section 195.07-1 *Application* is amended by changing in paragraphs (a) and (b) the phrase from "vessels contracted" to "vessels other than unmanned barges contracted" and the date from "March 1, 1967" to "March 1, 1968."

131. Section 195.07-90 is amended by changing in the heading and paragraph (a) the date from "March 1, 1967" to "March 1, 1968" so that the headnote reads "Vessels contracted for prior to March 1, 1968."

SUBPART 195.09—SCIENTIFIC EQUIPMENT

132. Section 195.09-5 is amended to clarify the standards required to be met by changing paragraph (a).

133. Subpart 195.11, consisting of §§ 195.11-1 to 195.11-25, inclusive, is revised so that requirements apply to portable vans and tanks only.

SUBPART 195.20—NAVIGATION AND SHAPES, SIGNAL LIGHTS, WHISTLES, FOGHORNS, FOG BELLS, AND GONGS

134. The heading for Subpart 195.20 is amended by inserting after "Shapes" the phrase "signal lights" so that it reads as set forth above.

135. Section 195.20-1 *Vessels operating on waters governed by the International Rules of the Road* is amended by inserting in paragraph (a) the phrase "signal lights" after the phrase "lights and shapes."

136. Section 195.20-10 *Vessels operating on waters governed by the Inland, Great Lakes, or Western Rivers Rules of the Road* is amended by inserting in paragraph (a) the phrase "signal lights" after the phrase "lights and shapes."

SUBPART 195.27—SOUNDING EQUIPMENT

137. Section 195.27-1(a) is revised by expanding the application of requiring all mechanically propelled vessels of 500 gross tons and over to have sounding equipment.

SUBPART 195.30—PROTECTION FROM REFRIGERANTS

138. Section 195.30-1 *Application* is amended by changing in paragraphs (a) and (b) the date from "March 1, 1967" to "March 1, 1968".



139. Section 195.30-90 is amended by changing in the heading and paragraph (a) the date from "March 1, 1967" to "March 1, 1968" so that the headnote reads "Vessels contracted for prior to March 1, 1968."

**SUBPART 195.35—FIREMAN'S OUTFIT**

140. Section 195.35-1 *Application* is amended by changing in paragraphs (a) and (b) the date from "March 1, 1967" to "March 1, 1968."

141. Section 195.35-90 is amended by changing in the heading and paragraph (a) the date from "March 1, 1967" to "March 1, 1968" so that the headnote reads "Vessels contracted for prior to March 1, 1968."

**PART 196—OPERATIONS**

142. The authority notes with various subparts in Part 196 are revised by deleting references to Treasury Department Orders, and the authority note for Part 196 is revised to show transfer of functions from Treasury Department to Department of Transportation.

**SUBPART 196.15—TEST, DRILLS, AND INSPECTIONS**

143. Section 196.15-20 *Hatches and other openings* is amended by changing in paragraph (e) the phrase from "his vessel, her crew or cargo" to "his vessel, equipment or persons on board."

**SUBPART 196.35—LOGBOOK ENTRIES**

144. Section 196.35-3 is revised by changing paragraph (b) to allow the use of logbooks furnished by the owner rather than the official logbook furnished gratuitously by the Coast Guard.

145. Section 196.35-5 is revised by adding to paragraph (a) subparagraphs (10) and (11) regarding logging of actions about portable vans and weight handling gear.

146. Section 196.40-5 is revised to show transfer of functions from the Bureau of Customs to the Coast Guard.

147. Section 196.40-10 *Draft marks* is amended to show that it applies to both documented vessels and undocumented vessels by changing in paragraph (a) the

phrase from "vessels 50 gross tons and over" to "documented vessels and all undocumented vessels."

**SUBPART 196.75—PREVENTION OF OIL POLLUTION**

148. Section 196.75-1 *Prohibited zones* is amended by changing the reference to prohibited zones in paragraph (a) by changing the phrase from "set forth in the Oil Pollution Act, 1961 (33 U.S.C. 1001-1015)" to "as described in 33 CFR Part 151."

**SUBCHAPTER A—PROCEDURES APPLICABLE TO THE PUBLIC**

**PART 2—VESSEL INSPECTIONS**

**SUBPART 2.01—INSPECTING AND CERTIFYING OF VESSELS**

149. Section 2.01-7 *Classes of vessels (including motorboats) examined or inspected and certificated* is amended by changing in paragraph (a) Table 2.01-7 (a) so that the text thereof is identical with Table 188.05-1(a) in § 188.05-1.

**SUBCHAPTER C—UNINSPECTED VESSELS**

**PART 24—GENERAL PROVISIONS**

**SUBPART 24.05—APPLICATION**

150. Section 24.05-1 *Vessels subject to the requirements of this subchapter* is amended by changing in paragraph (a) Table 24.05-1(a) so that the text thereof is identical with Table 188.05-1(a) in § 188.05-1.

**SUBCHAPTER D—TANK VESSELS**

**PART 30—GENERAL PROVISIONS**

**SUBPART 30.01—ADMINISTRATION**

151. Section 30.01-5 *Application of regulations—TB/ALL* is amended by changing in paragraph (d) Table 30.01-5(d) so that the text thereof is identical with Table 188.05-1(a) in § 188.05-1.

**SUBCHAPTER H—PASSENGER VESSELS**

**PART 70—GENERAL PROVISIONS**

**SUBPART 70.05—APPLICATION**

152. Section 70.05-1 *U.S.-flag vessels subject to the requirements of this subchapter* is amended by changing in paragraph (a) Table 70.05-1(a) so that the

text thereof is identical with Table 188.05-1(a) in § 188.05-1.

**SUBCHAPTER I—CARGO AND MISCELLANEOUS VESSELS**

**PART 90—GENERAL PROVISIONS**

**SUBPART 90.05—APPLICATION**

153. Section 90.05-1 *Vessels subject to requirements of this subchapter* is amended by changing in paragraph (a) Table 90.05-1(a) so that the text thereof is identical with Table 188.05-1(a) in § 188.05-1.

**SUBCHAPTER J—ELECTRICAL ENGINEERING**

**PART 110—GENERAL PROVISIONS**

**SUBPART 110.05—APPLICATION**

154. Section 110.05-1 *Vessels subject to the requirements of this subchapter* is amended by changing in paragraph (a) Table 110.05-1(a) so that the text thereof is identical with Table 188.05-1(a) in § 188.05-1.

**SUBCHAPTER T—SMALL PASSENGER VESSELS (UNDER 100 GROSS TONS)**

**PART 175—GENERAL PROVISIONS**

**SUBPART 175.05—APPLICATION**

155. Section 175.05-1 *Vessels subject to the requirements of this subchapter* is amended by changing in paragraph (a) Table 175.05-1(a) so that the text thereof is identical with Table 188.05-1(a) in § 188.05-1.

Dated: January 18, 1968.

W. J. SMITH,  
Admiral, U.S. Coast Guard,  
Commandant.

**SUBCHAPTER A—PROCEDURES APPLICABLE TO PUBLIC**

**PART 2—VESSEL INSPECTIONS**

**Subpart 2.01—Inspecting and Certifying Vessels**

1. Section 2.01-7(a) is amended by changing Table 2.01-7(a) to read as follows:

§ 2.01-7 *Classes of vessels (including motorboats) examined or inspected and certificated.*

(a) \* \* \*



TABLE 2.01-7(a)

Method of propulsion	Size or other limitations <sup>1</sup>	Classes of vessels (including motorboats) examined or inspected under various Coast Guard regulations <sup>1</sup>				
		Vessels inspected and certificated under Subchapter D—Tank Vessels <sup>2</sup>	Vessels inspected and certificated under either Subchapter H—Passenger Vessels <sup>2, 3, 4, 5</sup> or Subchapter T—Small Passenger Vessels <sup>2, 3, 4</sup>	Vessels inspected and certificated under Subchapter I—Cargo and Miscellaneous Vessels <sup>2, 3</sup>	Vessels subject to provisions of Subchapter C—Uninspected Vessels <sup>2, 3, 6, 7, 8</sup>	Vessels subject to provisions of Subchapter U—Oceanographic Vessels <sup>2, 3, 6, 7, 8</sup>
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7
Steam.....	Vessels not over 65 feet in length.	All vessels carrying combustible or flammable liquid cargo in bulk.	All vessels carrying more than 6 passengers. <sup>7</sup>	All tugboats and towboats.	All vessels except those covered by columns 3, 4, 5, and 7.	None.
	Vessels over 65 feet in length.	All vessels carrying combustible or flammable liquid cargo in bulk. <sup>1</sup>	<ol style="list-style-type: none"> <li>All vessels carrying more than 12 passengers on an international voyage, except yachts.</li> <li>All vessels of not over 15 gross tons which carry more than 6 passengers.<sup>7</sup></li> <li>All other vessels carrying passengers,<sup>7</sup> except:                             <ol style="list-style-type: none"> <li>Yachts.</li> <li>Documented cargo or tank vessels issued a permit to carry not more than 16 persons in addition to the crew.</li> <li>Towing and fishing vessels, in other than ocean and coastwise service, may carry persons on the legitimate business of the vessel<sup>1</sup> in addition to crew, but not to exceed one for each net ton of the vessel.</li> </ol> </li> </ol>	All vessels except those covered by columns 3 and 4.	None.....	All vessels engaged in oceanographic research.
Motor.....	Vessels not over 15 gross tons.	All vessels carrying combustible or flammable liquid cargo in bulk.	All vessels carrying more than 6 passengers. <sup>7</sup>	Those vessels carrying dangerous cargoes when required by 46 CFR Part 98 or 146.	All vessels except those covered by columns 3, 4, 5, and 7.	None.
	Vessels over 15 gross tons except seagoing motor vessels of 300 gross tons and over.	All vessels carrying combustible or flammable liquid cargo in bulk. <sup>1</sup>	<ol style="list-style-type: none"> <li>All vessels carrying more than 12 passengers on an international voyage, except yachts.</li> <li>All vessels not over 65 feet in length which carry more than 6 passengers.<sup>7</sup></li> <li>All other vessels of over 65 feet in length carrying passengers for hire except documented cargo or tank vessels issued a permit to carry not more than 16 persons in addition to the crew.</li> </ol>	All vessels carrying freight for hire except those covered by columns 3 and 4.	All vessels except those covered by columns 3, 4, 5, and 7.	None.
	Seagoing motor vessels of 300 gross tons and over.	All vessels carrying combustible or flammable liquid cargo in bulk. <sup>1</sup>	<ol style="list-style-type: none"> <li>All vessels carrying more than 12 passengers on an international voyage, except yachts.</li> <li>All other vessels carrying passengers,<sup>7</sup> except:                             <ol style="list-style-type: none"> <li>Yachts.</li> <li>Documented cargo or tank vessels issued a permit to carry not more than 16 persons in addition to the crew.</li> </ol> </li> </ol>	All vessels except those covered by columns 3 and 4, and those engaged in the fishing, oystering, clamming, crabbing, or any other branch of the fishery, kelp, or sponge industry.	All vessels except those covered by columns 3, 4, 5, and 7.	All vessels engaged in oceanographic research.
Sail.....	Vessels not over 700 gross tons.	All vessels carrying combustible or flammable liquid cargo in bulk.	All vessels carrying more than 6 passengers. <sup>7</sup>	Those vessels carrying dangerous cargoes when required by 46 CFR Part 98 or 146.	None.....	None.
	Vessels over 700 gross tons.	All vessels carrying combustible or flammable liquid cargo in bulk.	All vessels carrying passengers for hire.	Those vessels carrying dangerous cargoes when required by 46 CFR Part 98 or 146.	None.....	None.

See footnotes at end of table.



TABLE 2.01-7(a)—Continued

Method of propulsion	Size or other limitations <sup>1</sup>	Classes of vessels (including motorboats) examined or inspected under various Coast Guard regulations <sup>1</sup>				
		Vessels inspected and certificated under Subchapter D—Tank Vessels <sup>2</sup>	Vessels inspected and certificated under either Subchapter H—Passenger Vessels <sup>3 4 5</sup> or Subchapter T—Small Passenger Vessels <sup>2 4 4</sup>	Vessels inspected and certificated under Subchapter I—Cargo and Miscellaneous Vessels <sup>2 3</sup>	Vessels subject to provisions of Subchapter C—Uninspected Vessels <sup>2 3 6 7 8</sup>	Vessels subject to provisions of Subchapter U—Oceanographic Vessels <sup>2 4 7 9</sup>
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7
Non-self-propelled.	Vessels less than 100 gross tons.	All vessels carrying combustible or liquid cargo in bulk.	All vessels carrying more than 6 passengers. <sup>7</sup>	Those vessels carrying dangerous cargoes when required by 46 CFR Part 98 or 146.	All barges carrying passengers except those covered by column 4.	None.
	Vessels 100 gross tons or over.	All vessels carrying combustible or flammable liquid cargo in bulk.	All vessels carrying passengers for hire.	All seagoing barges except those covered by columns 3 and 4; and those inland barges carrying dangerous cargoes when required by 46 CFR Part 98 or 146.	All barges carrying passengers except those covered by columns 4 and 7.	All seagoing barges engaged in oceanographic research.

<sup>1</sup> Where length is used in this table it means the length measured from end to end over the deck, excluding sheer. This expression means a straight line measurement of the overall length from the foremost part of the vessel to the aftermost part of the vessel, measured parallel to the centerline.

<sup>2</sup> Subchapters E (Load Lines), F (Marine Engineering), J (Electrical Engineering), and N (Dangerous Cargoes) of this chapter may also be applicable under certain conditions. The provisions of 46 U.S.C. 170 and Subchapter N (Dangerous Cargoes) of this chapter apply whenever explosives or dangerous articles or substances are on board vessels (including motorboats), except when specifically exempted by law.

<sup>3</sup> Public nautical schoolships, other than vessels of the Navy and Coast Guard, shall meet the requirements of Part 167 of Subchapter R (Nautical Schools) of this chapter. Civilian nautical schoolships, as defined by 46 U.S.C. 1331, shall meet the requirements of Subchapter H (Passenger Vessels) and Part 168 of Subchapter R (Nautical Schools) of this chapter.

<sup>4</sup> Subchapter H (Passenger Vessels) of this chapter covers only those vessels of 100 gross tons or more. Subchapter T (Small Passenger Vessels) of this chapter covers only those vessels of less than 100 gross tons.

<sup>5</sup> Vessels covered by Subchapter H (Passenger Vessels) or I (Cargo and Miscellaneous Vessels) of this chapter, where the principal purpose or use of the vessel is not for the carriage of liquid cargo, may be granted a permit to carry a limited amount

of flammable or combustible liquid cargo in bulk. The portion of the vessel used for the carriage of the flammable or combustible liquid cargo shall meet the requirements of Subchapter D (Tank Vessels) in addition to the requirements of Subchapter H (Passenger Vessels) or I (Cargo and Miscellaneous Vessels) of this chapter.

<sup>6</sup> Any vessel on an international voyage is subject to the requirements of the International Convention for Safety of Life at Sea, 1960.

<sup>7</sup> The meaning of the term "passenger" is as defined in the Act of May 10, 1956 (Sec. 1, 70 Stat. 151; 46 U.S.C. 390). On oceanographic vessels scientific personnel on board shall not be deemed to be passengers nor seamen, but for calculations of lifesaving equipment, etc., shall be counted as persons.

<sup>8</sup> Boilers and machinery are subject to examination on vessels over 40 feet in length.

<sup>9</sup> Under 46 U.S.C. 441 an "oceanographic research vessel" is a vessel " \* \* \* being employed exclusively in instruction in oceanography or limnology, or both, or exclusively in oceanographic research, \* \* \*." Under 46 U.S.C. 443, "an oceanographic research vessel shall not be deemed to be engaged in trade or commerce." If or when an oceanographic vessel engages in trade or commerce, such vessel cannot operate under its certificate of inspection as an oceanographic vessel, but shall be inspected and certificated for the service in which engaged, and the scientific personnel aboard then become persons employed in the business of the vessel.

**SUBCHAPTER C—UNINSPECTED VESSELS**  
**PART 24—GENERAL PROVISIONS**  
**Subpart 24.05—Application**

2. Section 24.05-1(a) is amended by changing Table 24.05-1(a) to read as follows:

**§ 24.05-1 Vessels subject to the requirements of this subchapter.**

(a) \* \* \*

TABLE 24.05-1(a)

Method of propulsion	Size or other limitations <sup>1</sup>	Classes of vessels (including motorboats) examined or inspected under various Coast Guard regulations <sup>1</sup>				
		Vessels inspected and certificated under Subchapter D—Tank Vessels <sup>2</sup>	Vessels inspected and certificated under either Subchapter H—Passenger Vessels <sup>3 4 5</sup> or Subchapter T—Small Passenger Vessels <sup>2 4 4</sup>	Vessels inspected and certificated under Subchapter I—Cargo and Miscellaneous Vessels <sup>2 3</sup>	Vessels subject to provisions of Subchapter C—Uninspected Vessels <sup>2 3 6 7 8</sup>	Vessels subject to provisions of Subchapter U—Oceanographic Vessels <sup>2 4 7 9</sup>
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7
Steam.....	Vessels not over 65 feet in length.	All vessels carrying combustible or flammable liquid cargo in bulk.	All vessels carrying more than 6 passengers. <sup>7</sup>	All tugboats and towboats.	All vessels except those covered by columns 3, 4, 5, and 7.	None.
	Vessels over 65 feet in length.	All vessels carrying combustible or flammable liquid cargo in bulk. <sup>3</sup>	1. All vessels carrying more than 12 passengers on an international voyage, except yachts. 2. All vessels of not over 15 gross tons which carry more than 6 passengers. <sup>7</sup> 3. All other vessels carrying passengers, <sup>7</sup> except: a. Yachts. b. Documented cargo or tank vessels issued a permit to carry not more than 16 persons in addition to the crew. c. Towing and fishing vessels, in other than ocean and coastwise service, may carry persons on the legitimate business of the vessel, in addition to crew, but not to exceed one for each net ton of the vessel.	All vessels except those covered by columns 3 and 4.	None.....	All vessels engaged in oceanographic research.

See footnotes at end of table.



TABLE 24.05-1(a)—Continued

Method of propulsion	Size or other limitations <sup>1</sup>	Classes of vessels (including motorboats) examined or inspected under various Coast Guard regulations <sup>1</sup>				
		Vessels inspected and certificated under Subchapter D—Tank Vessels <sup>2</sup>	Vessels inspected and certificated under either Subchapter H—Passenger Vessels <sup>2,3,4,5</sup> or Subchapter T—Small Passenger Vessels <sup>2,3,4</sup>	Vessels inspected and certificated under Subchapter I—Cargo and Miscellaneous Vessels <sup>2,3</sup>	Vessels subject to provisions of Subchapter C—Uninspected Vessels <sup>2,3,4,5</sup>	Vessels subject to provisions of Subchapter U—Oceanographic Vessels <sup>2,3,4,5,6</sup>
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7
Motor.....	Vessels not over 15 gross tons.	All vessels carrying combustible or flammable liquid cargo in bulk.	All vessels carrying more than 6 passengers. <sup>7</sup>	Those vessels carrying dangerous cargoes when required by 46 CFR Part 98 or 146.	All vessels except those covered by columns 3, 4, 5, and 7.	None.
	Vessels over 15 gross tons except seagoing motor vessels of 300 gross tons and over.	All vessels carrying combustible or flammable liquid cargo in bulk. <sup>3</sup>	1. All vessels carrying more than 12 passengers on an international voyage, except yachts. 2. All vessels not over 65 feet in length which carry more than 6 passengers. <sup>7</sup> 3. All other vessels of over 65 feet in length carrying passengers for hire except documented cargo or tank vessels issued a permit to carry not more than 16 persons in addition to the crew.	All vessels carrying freight for hire except those covered by columns 3 and 4.	All vessels except those covered by columns 3, 4, 5, and 7.	None.
	Seagoing motor vessels of 300 gross tons and over.	All vessels carrying combustible or flammable liquid cargo in bulk. <sup>3</sup>	1. All vessels carrying more than 12 passengers on an international voyage, except yachts. 2. All other vessels carrying passengers, <sup>7</sup> except: a. Yachts. b. Documented cargo or tank vessels issued a permit to carry not more than 16 persons in addition to the crew.	All vessels except those covered by columns 3 and 4, and those engaged in the fishing, oystering, clamming, crabbing, or any other branch of the fishery, kelp, or sponge industry.	All vessels except those covered by columns 3, 4, 5, and 7.	All vessels engaged in oceanographic research.
Sail.....	Vessels not over 700 gross tons.	All vessels carrying combustible or flammable liquid cargo in bulk.	All vessels carrying more than 6 passengers. <sup>7</sup>	Those vessels carrying dangerous cargoes when required by 46 CFR Part 98 or 146.	None.....	None.
	Vessels over 700 gross tons.	All vessels carrying combustible or flammable liquid cargo in bulk.	All vessels carrying passengers for hire.	Those vessels carrying dangerous cargoes when required by 46 CFR Part 98 or 146.	None.....	None.
Non-self-propelled.	Vessels less than 100 gross tons.	All vessels carrying combustible or liquid cargo in bulk.	All vessels carrying more than 6 passengers. <sup>7</sup>	Those vessels carrying dangerous cargoes when required by 46 CFR Part 98 or 146.	All barges carrying passengers except those covered by column 4.	None.
	Vessels 100 gross tons or over.	All vessels carrying combustible or flammable liquid cargo in bulk.	All vessels carrying passengers for hire.	All seagoing barges except those covered by columns 3 and 4; and those inland barges carrying dangerous cargoes when required by 46 CFR Part 98 or 146.	All barges carrying passengers except those covered by columns 4 and 7.	All seagoing barges engaged in oceanographic research.

<sup>1</sup> Where length is used in this table it means the length measured from end to end over the deck, excluding sheer. This expression means a straight line measurement of the overall length from the foremost part of the vessel to the aftermost part of the vessel, measured parallel to the centerline.

<sup>2</sup> Subchapters E (Load Lines), F (Marine Engineering), J (Electrical Engineering), and N (Dangerous Cargoes) of this chapter may also be applicable under certain conditions. The provisions of 46 U.S.C. 170 and Subchapter N (Dangerous Cargoes) of this chapter apply whenever explosives or dangerous articles or substances are on board vessels (including motorboats), except when specifically exempted by law.

<sup>3</sup> Public nautical schoolships, other than vessels of the Navy and Coast Guard, shall meet the requirements of Part 167 of Subchapter R (Nautical Schools) of this chapter. Civilian nautical schoolships, as defined by 46 U.S.C. 1331, shall meet the requirements of Subchapter H (Passenger Vessels) and Part 168 of Subchapter R (Nautical Schools) of this chapter.

<sup>4</sup> Subchapter H (Passenger Vessels) of this chapter covers only those vessels of 100 gross tons or more. Subchapter T (Small Passenger Vessels) of this chapter covers only those vessels of less than 100 gross tons.

<sup>5</sup> Vessels covered by Subchapter H (Passenger Vessels) or I (Cargo and Miscellaneous Vessels) of this chapter, where the principal purpose or use of the vessel is not for the carriage of liquid cargo, may be granted a permit to carry a limited amount

of flammable or combustible liquid cargo in bulk. The portion of the vessel used for the carriage of the flammable or combustible liquid cargo shall meet the requirements of Subchapter D (Tank Vessels) in addition to the requirements of Subchapter H (Passenger Vessels) or I (Cargo and Miscellaneous Vessels) of this chapter.

<sup>6</sup> Any vessel on an international voyage is subject to the requirements of the International Convention for Safety of Life at Sea, 1960.

<sup>7</sup> The meaning of the term "passenger" is as defined in the Act of May 10, 1956 (Sec. 1, 70 Stat. 151; 46 U.S.C. 300). On oceanographic vessels scientific personnel on board shall not be deemed to be passengers nor seamen, but for calculations of lifesaving equipment, etc., shall be counted as persons.

<sup>8</sup> Boilers and machinery are subject to examination on vessels over 40 feet in length.  
<sup>9</sup> Under 46 U.S.C. 441 an "oceanographic research vessel" is a vessel " \* \* \* being employed exclusively in instruction in oceanography or limnology, or both, or exclusively in oceanographic research. \* \* \* " Under 46 U.S.C. 443, "an oceanographic research vessel shall not be deemed to be engaged in trade or commerce." If or when an oceanographic vessel engages in trade or commerce, such vessel cannot operate under its certificate of inspection as an oceanographic vessel, but shall be inspected and certificated for the service in which engaged, and the scientific personnel aboard then become persons employed in the business of the vessel.



## RULES AND REGULATIONS

## SUBCHAPTER D—TANK VESSELS

## PART 30—GENERAL PROVISIONS

## Subpart 30.01—Administration

3. Section 30.01-5(d) is amended by changing Table 30.10-5(d) to read as follows:

## § 30.01-5 Application of regulations—TB/ALL.

(d) \* \* \*

TABLE 30.01-5(d)

Method of propulsion	Size or other limitations <sup>1</sup>	Classes of vessels (including motorboats) examined or inspected under various Coast Guard regulations <sup>1</sup>				
		Vessels inspected and certificated under Subchapter D—Tank Vessels <sup>2</sup>	Vessels inspected and certificated under either Subchapter H—Passenger Vessels <sup>3,4,5</sup> or Subchapter T—Small Passenger Vessels <sup>3,4</sup>	Vessels inspected and certificated under Subchapter I—Cargo and Miscellaneous Vessels <sup>6,7</sup>	Vessels subject to provisions of Subchapter C—Uninspected Vessels <sup>2,3,6,7,8</sup>	Vessels subject to provisions of Subchapter U—Oceanographic Vessels <sup>2,3,6,7,8</sup>
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7
Steam.....	Vessels not over 65 feet in length.	All vessels carrying combustible or flammable liquid cargo in bulk.	All vessels carrying more than 6 passengers. <sup>7</sup>	All tugboats and towboats.	All vessels except those covered by columns 3, 4, 5, and 7.	None.
	Vessels over 65 feet in length.	All vessels carrying combustible or flammable liquid cargo in bulk. <sup>4</sup>	1. All vessels carrying more than 12 passengers on an international voyage, except yachts. 2. All vessels of not over 15 gross tons which carry more than 6 passengers. <sup>7</sup> 3. All other vessels carrying passengers, <sup>7</sup> except: a. Yachts. b. Documented cargo or tank vessels issued a permit to carry not more than 16 persons in addition to the crew. c. Towing and fishing vessels, in other than ocean and coastwise service, may carry persons on the legitimate business of the vessel, in addition to crew, but not to exceed one for each net ton of the vessel.	All vessels except those covered by columns 3 and 4.	None.....	All vessels engaged in oceanographic research.
Motor.....	Vessels not over 15 gross tons.	All vessels carrying combustible or flammable liquid cargo in bulk.	All vessels carrying more than 6 passengers. <sup>7</sup>	Those vessels carrying dangerous cargoes when required by 46 CFR Part 98 or 146.	All vessels except those covered by columns 3, 4, 5, and 7.	None.
	Vessels over 15 gross tons except seagoing motor vessels of 300 gross tons and over.	All vessels carrying combustible or flammable liquid cargo in bulk. <sup>3</sup>	1. All vessels carrying more than 12 passengers on an international voyage, except yachts. 2. All vessels not over 65 feet in length which carry more than 6 passengers. <sup>7</sup> 3. All other vessels of over 65 feet in length carrying passengers for hire except documented cargo or tank vessels issued a permit to carry not more than 16 persons in addition to the crew.	All vessels carrying freight for hire except those covered by columns 3 and 4.	All vessels except those covered by columns 3, 4, 5, and 7.	None.
	Seagoing motor vessels of 300 gross tons and over.	All vessels carrying combustible or flammable liquid cargo in bulk. <sup>3</sup>	1. All vessels carrying more than 12 passengers on an international voyage, except yachts. 2. All other vessels carrying passengers, <sup>7</sup> except: a. Yachts. b. Documented cargo or tank vessels issued a permit to carry not more than 16 persons in addition to the crew.	All vessels except those covered by columns 3 and 4, and those engaged in the fishing, oystering, clamming, crabbing, or any other branch of the fishery, kelp, or sponge industry.	All vessels except those covered by columns 3, 4, 5, and 7.	All vessels engaged in oceanographic research.
Sail.....	Vessels not over 700 gross tons.	All vessels carrying combustible or flammable liquid cargo in bulk.	All vessels carrying more than 6 passengers. <sup>7</sup>	Those vessels carrying dangerous cargoes when required by 46 CFR Part 98 or 146.	None.....	None.
	Vessels over 700 gross tons.	All vessels carrying combustible or flammable liquid cargo in bulk.	All vessels carrying passengers for hire.	Those vessels carrying dangerous cargoes when required by 46 CFR Part 98 or 146.	None.....	None.

See footnotes at end of table.



TABLE 30.01-5(d)-Continued

Method of propulsion	Size or other limitations <sup>1</sup>	Classes of vessels (including motorboats) examined or inspected under various Coast Guard regulations <sup>1</sup>				
		Vessels inspected and certificated under Subchapter D—Tank Vessels <sup>2</sup>	Vessels inspected and certificated under either Subchapter H—Passenger Vessels <sup>2,3,4</sup> or Subchapter T—Small Passenger Vessels <sup>2,3,4</sup>	Vessels inspected and certificated under Subchapter I—Cargo and Miscellaneous Vessels <sup>2,3</sup>	Vessels subject to provisions of Subchapter C—Uninspected Vessels <sup>2,3,7,8</sup>	Vessels subject to provisions of Subchapter U—Oceanographic Vessels <sup>2,3,7,8</sup>
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7
Non-self-propelled.	Vessels less than 100 gross tons.	All vessels carrying combustible or liquid cargo in bulk.	All vessels carrying more than 6 passengers. <sup>7</sup>	Those vessels carrying dangerous cargoes when required by 46 CFR Part 98 or 146.	All barges carrying passengers except those covered by column 4.	None.
	Vessels 100 gross tons or over.	All vessels carrying combustible or flammable liquid cargo in bulk.	All vessels carrying passengers for hire.	All seagoing barges except those covered by columns 3 and 4; and those inland barges carrying dangerous cargoes when required by 46 CFR Part 98 or 146.	All barges carrying passengers except those covered by columns 4 and 7.	All seagoing barges engaged in oceanographic research.

<sup>1</sup> Where length is used in this table it means the length measured from end to end over the deck, excluding sheer. This expression means a straight line measurement of the overall length from the foremost part of the vessel to the aftermost part of the vessel, measured parallel to the centerline.

<sup>2</sup> Subchapters E (Load Lines), F (Marine Engineering), J (Electrical Engineering), and N (Dangerous Cargoes) of this chapter may also be applicable under certain conditions. The provisions of 46 U.S.C. 170 and Subchapter N (Dangerous Cargoes) of this chapter apply whenever explosives or dangerous articles or substances are on board vessels (including motorboats), except when specifically exempted by law.

<sup>3</sup> Public nautical schoolships, other than vessels of the Navy and Coast Guard, shall meet the requirements of Part 167 of Subchapter R (Nautical Schools) of this chapter. Civilian nautical schoolships, as defined by 46 U.S.C. 1331, shall meet the requirements of Subchapter H (Passenger Vessels) and Part 168 of Subchapter R (Nautical Schools) of this chapter.

<sup>4</sup> Subchapter H (Passenger Vessels) of this chapter covers only those vessels of 100 gross tons or more. Subchapter T (Small Passenger Vessels) of this chapter covers only those vessels of less than 100 gross tons.

<sup>5</sup> Vessels covered by Subchapter H (Passenger Vessels) or I (Cargo and Miscellaneous Vessels) of this chapter, where the principal purpose or use of the vessel is not for the carriage of liquid cargo, may be granted a permit to carry a limited amount

of flammable or combustible liquid cargo in bulk. The portion of the vessel used for the carriage of the flammable or combustible liquid cargo shall meet the requirements of Subchapter D (Tank Vessels) in addition to the requirements of Subchapter H (Passenger Vessels) or I (Cargo and Miscellaneous Vessels) of this chapter.

<sup>6</sup> Any vessel on an international voyage is subject to the requirements of the International Convention for Safety of Life at Sea, 1960.

<sup>7</sup> The meaning of the term "passenger" is as defined in the Act of May 10, 1956 (Sec. 1, 70 Stat. 151; 46 U.S.C. 390). On oceanographic vessels scientific personnel on board shall not be deemed to be passengers nor seamen, but for calculations of lifesaving equipment, etc., shall be counted as persons.

<sup>8</sup> Boilers and machinery are subject to examination on vessels over 40 feet in length.

<sup>9</sup> Under 46 U.S.C. 441 an "oceanographic research vessel" is a vessel " \* \* \* being employed exclusively in instruction in oceanography or limnology, or both, or exclusively in oceanographic research, \* \* \* ." Under 46 U.S.C. 443, "an oceanographic research vessel shall not be deemed to be engaged in trade or commerce." If or when an oceanographic vessel engages in trade or commerce, such vessel cannot operate under its certificate of inspection as an oceanographic vessel, but shall be inspected and certificated for the service in which engaged, and the scientific personnel aboard then become persons employed in the business of the vessel.

**SUBCHAPTER H—PASSENGER VESSELS**  
**PART 70—GENERAL PROVISIONS**  
**Subpart 70.05—Application**

4. Section 70.05-1(a) is amended by changing Table 70.05-1(a) to read as follows:

§ 70.05-1 U.S.-flag vessels subject to the requirements of this subchapter.  
 (a) \* \* \*

TABLE 70.05-1(a)

Method of propulsion	Size or other limitations <sup>1</sup>	Classes of vessels (including motorboats) examined or inspected under various Coast Guard regulations <sup>1</sup>				
		Vessels inspected and certificated under Subchapter D—Tank Vessels <sup>2</sup>	Vessels inspected and certificated under either Subchapter H—Passenger Vessels <sup>2,3,4</sup> or Subchapter T—Small Passenger Vessels <sup>2,3,4</sup>	Vessels inspected and certificated under Subchapter I—Cargo and Miscellaneous Vessels <sup>2,3</sup>	Vessels subject to provisions of Subchapter C—Uninspected Vessels <sup>2,3,7,8</sup>	Vessels subject to provisions of Subchapter U—Oceanographic Vessels <sup>2,3,7,8</sup>
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7
Steam.....	Vessels not over 65 feet in length.	All vessels carrying combustible or flammable liquid cargo in bulk.	All vessels carrying more than 6 passengers. <sup>7</sup>	All tugboats and towboats.	All vessels except those covered by columns 3, 4, 5, and 7.	None.
	Vessels over 65 feet in length.	All vessels carrying combustible or flammable liquid cargo in bulk. <sup>3</sup>	1. All vessels carrying more than 12 passengers on an international voyage, except yachts. 2. All vessels of not over 15 gross tons which carry more than 6 passengers. <sup>7</sup> 3. All other vessels carrying passengers, <sup>7</sup> except: a. Yachts. b. Documented cargo or tank vessels issued a permit to carry not more than 16 persons in addition to the crew. c. Towing and fishing vessels, in other than ocean and coastwise service, may carry persons on the legitimate business of the vessel, in addition to crew, but not to exceed one for each net ton of the vessel.	All vessels except those covered by columns 3 and 4.	None.....	All vessels engaged in oceanographic research.

See footnotes at end of table.



TABLE 70.05-1(a)—Continued

Method of propulsion	Size or other limitations <sup>1</sup>	Classes of vessels (including motorboats) examined or inspected under various Coast Guard regulations <sup>1</sup>				
		Vessels inspected and certificated under Subchapter D—Tank Vessels <sup>2</sup>	Vessels inspected and certificated under either Subchapter H—Passenger Vessels <sup>2,3,4,5</sup> or Subchapter T—Small Passenger Vessels <sup>2,4</sup>	Vessels inspected and certificated under Subchapter I—Cargo and Miscellaneous Vessels <sup>2,4</sup>	Vessels subject to provisions of Subchapter C—Uninspected Vessels <sup>2,3,6,7,8</sup>	Vessels subject to provisions of Subchapter U—Oceanographic Vessels <sup>2,4,7,9</sup>
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7
Motor.....	Vessels not over 15 gross tons.	All vessels carrying combustible or flammable liquid cargo in bulk.	All vessels carrying more than 6 passengers. <sup>7</sup>	Those vessels carrying dangerous cargoes when required by 46 CFR Part 98 or 146.	All vessels except those covered by columns 3, 4, 5, and 7.	None.
	Vessels over 15 gross tons except seagoing motor vessels of 300 gross tons and over.	All vessels carrying combustible or flammable liquid cargo in bulk. <sup>3</sup>	1. All vessels carrying more than 12 passengers on an international voyage, except yachts. 2. All vessels not over 65 feet in length which carry more than 6 passengers. <sup>7</sup> 3. All other vessels of over 65 feet in length carrying passengers for hire except documented cargo or tank vessels issued a permit to carry not more than 16 persons in addition to the crew.	All vessels carrying freight for hire except those covered by columns 3 and 4.	All vessels except those covered by columns 3, 4, 5, and 7.	None.
	Seagoing motor vessels of 300 gross tons and over.	All vessels carrying combustible or flammable liquid cargo in bulk. <sup>3</sup>	1. All vessels carrying more than 12 passengers on an international voyage, except yachts. 2. All other vessels carrying passengers, <sup>7</sup> except: a. Yachts. b. Documented cargo or tank vessels issued a permit to carry not more than 16 persons in addition to the crew.	All vessels except those covered by columns 3 and 4, and those engaged in the fishing, oystering, clamming, crabbing, or any other branch of the fishery, kelp, or sponge industry.	All vessels except those covered by columns 3, 4, 5, and 7.	All vessels engaged in oceanographic research.
Sail.....	Vessels not over 700 gross tons.	All vessels carrying combustible or flammable liquid cargo in bulk.	All vessels carrying more than 6 passengers. <sup>7</sup>	Those vessels carrying dangerous cargoes when required by 46 CFR Part 98 or 146.	None.....	None.
	Vessels over 700 gross tons.	All vessels carrying combustible or flammable liquid cargo in bulk.	All vessels carrying passengers for hire.	Those vessels carrying dangerous cargoes when required by 46 CFR Part 98 or 146.	None.....	None.
Non-self-propelled.	Vessels less than 100 gross tons.	All vessels carrying combustible or liquid cargo in bulk.	All vessels carrying more than 6 passengers. <sup>7</sup>	Those vessels carrying dangerous cargoes when required by 46 CFR Part 98 or 146.	All barges carrying passengers except those covered by column 4.	None.
	Vessels 100 gross tons or over.	All vessels carrying combustible or flammable liquid cargo in bulk.	All vessels carrying passengers for hire.	All seagoing barges except those covered by columns 3 and 4; and those inland barges carrying dangerous cargoes when required by 46 CFR Part 98 or 146.	All barges carrying passengers except those covered by columns 4 and 7.	All seagoing barges engaged in oceanographic research.

<sup>1</sup> Where length is used in this table it means the length measured from end to end over the deck, excluding sheer. This expression means a straight line measurement of the overall length from the foremost part of the vessel to the aftermost part of the vessel, measured parallel to the centerline.

<sup>2</sup> Subchapters E (Load Lines), F (Marine Engineering), J (Electrical Engineering), and N (Dangerous Cargoes) of this chapter may also be applicable under certain conditions. The provisions of 46 U.S.C. 170 and Subchapter N (Dangerous Cargoes) of this chapter apply whenever explosives or dangerous articles or substances are on board vessels (including motorboats), except when specifically exempted by law.

<sup>3</sup> Public nautical schoolships, other than vessels of the Navy and Coast Guard, shall meet the requirements of Part 167 of Subchapter R (Nautical Schools) of this chapter. Civilian nautical schoolships, as defined by 46 U.S.C. 1331, shall meet the requirements of Subchapter H (Passenger Vessels) and Part 168 of Subchapter R (Nautical Schools) of this chapter.

<sup>4</sup> Subchapter H (Passenger Vessels) of this chapter covers only those vessels of 100 gross tons or more. Subchapter T (Small Passenger Vessels) of this chapter covers only those vessels of less than 100 gross tons.

<sup>5</sup> Vessels covered by Subchapter H (Passenger Vessels) or I (Cargo and Miscellaneous Vessels) of this chapter, where the principal purpose or use of the vessel is not for the carriage of liquid cargo, may be granted a permit to carry a limited amount

of flammable or combustible liquid cargo in bulk. The portion of the vessel used for the carriage of the flammable or combustible liquid cargo shall meet the requirements of Subchapter D (Tank Vessels) in addition to the requirements of Subchapter H (Passenger Vessels) or I (Cargo and Miscellaneous Vessels) of this chapter.

<sup>6</sup> Any vessel on an international voyage is subject to the requirements of the International Convention for Safety of Life at Sea, 1960.

<sup>7</sup> The meaning of the term "passenger" is as defined in the Act of May 10, 1956 (Sec. 1, 70 Stat. 151; 46 U.S.C. 390). On oceanographic vessels scientific personnel on board shall not be deemed to be passengers nor seamen, but for calculations of lifesaving equipment, etc., shall be counted as persons.

<sup>8</sup> Boilers and machinery are subject to examination on vessels over 40 feet in length.  
<sup>9</sup> Under 46 U.S.C. 441 an "oceanographic research vessel" is a vessel " \* \* \* being employed exclusively in instruction in oceanography or limnology, or both, or exclusively in oceanographic research, \* \* \*." Under 46 U.S.C. 443, "an oceanographic research vessel shall not be deemed to be engaged in trade or commerce." If or when an oceanographic vessel engages in trade or commerce, such vessel cannot operate under its certificate of inspection as an oceanographic vessel, but shall be inspected and certificated for the service in which engaged, and the scientific personnel aboard then become persons employed in the business of the vessel.



SUBCHAPTER I—CARGO AND MISCELLANEOUS VESSELS

PART 90—GENERAL PROVISIONS

Subpart 90.05—Application

5. Section 90.05-1(a) is amended by changing Table 90.05-1(a) to read as follows:

§ 90.05-1 Vessels subject to requirements of this subchapter.

(a) \* \* \*

TABLE 90.05-1(a)

Method of propulsion	Size or other limitations <sup>1</sup>	Classes of vessels (including motorboats) examined or inspected under various Coast Guard regulations <sup>1</sup>				
		Vessels inspected and certificated under Subchapter D—Tank Vessels <sup>2</sup>	Vessels inspected and certificated under either Subchapter H—Passenger Vessels <sup>2, 3, 4</sup> or Subchapter T—Small Passenger Vessels <sup>2, 4</sup>	Vessels inspected and certificated under Subchapter I—Cargo and Miscellaneous Vessels <sup>2, 3</sup>	Vessels subject to provisions of Subchapter C—Uninspected Vessels <sup>2, 3, 7, 8</sup>	Vessels subject to provisions of Subchapter U—Oceanographic Vessels <sup>2, 3, 7, 8</sup>
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7
Steam.....	Vessels not over 65 feet in length.	All vessels carrying combustible or flammable liquid cargo in bulk.	All vessels carrying more than 6 passengers. <sup>7</sup>	All tugboats and towboats.	All vessels except those covered by columns 3, 4, 5, and 7.	None.
	Vessels over 65 feet in length.	All vessels carrying combustible or flammable liquid cargo in bulk. <sup>3</sup>	<ol style="list-style-type: none"> <li>1. All vessels carrying more than 12 passengers on an international voyage, except yachts.</li> <li>2. All vessels of not over 15 gross tons which carry more than 6 passengers.<sup>7</sup></li> <li>3. All other vessels carrying passengers,<sup>7</sup> except:                             <ol style="list-style-type: none"> <li>a. Yachts.</li> <li>b. Documented cargo or tank vessels issued a permit to carry not more than 16 persons in addition to the crew.</li> <li>c. Towing and fishing vessels, in other than ocean and coastwise service, may carry persons on the legitimate business of the vessel, in addition to crew, but not to exceed one for each net ton of the vessel.</li> </ol> </li> </ol>	All vessels except those covered by columns 3 and 4.	None.....	All vessels engaged in oceanographic research.
Motor.....	Vessels not over 15 gross tons.	All vessels carrying combustible or flammable liquid cargo in bulk.	All vessels carrying more than 6 passengers. <sup>7</sup>	Those vessels carrying dangerous cargoes when required by 46 CFR Part 98 or 146.	All vessels except those covered by columns 3, 4, 5, and 7.	None.
	Vessels over 15 gross tons except seagoing motor vessels of 300 gross tons and over.	All vessels carrying combustible or flammable liquid cargo in bulk. <sup>3</sup>	<ol style="list-style-type: none"> <li>1. All vessels carrying more than 12 passengers on an international voyage, except yachts.</li> <li>2. All vessels not over 65 feet in length which carry more than 6 passengers.<sup>7</sup></li> <li>3. All other vessels of over 65 feet in length carrying passengers for hire except documented cargo or tank vessels issued a permit to carry not more than 16 persons in addition to the crew.</li> </ol>	All vessels carrying freight for hire except those covered by columns 3 and 4.	All vessels except those covered by columns 3, 4, 5, and 7.	None.
	Seagoing motor vessels of 300 gross tons and over.	All vessels carrying combustible or flammable liquid cargo in bulk. <sup>3</sup>	<ol style="list-style-type: none"> <li>1. All vessels carrying more than 12 passengers on an international voyage, except yachts.</li> <li>2. All other vessels carrying passengers,<sup>7</sup> except:                             <ol style="list-style-type: none"> <li>a. Yachts.</li> <li>b. Documented cargo or tank vessels issued a permit to carry not more than 16 persons in addition to the crew.</li> </ol> </li> </ol>	All vessels except those covered by columns 3 and 4, and those engaged in the fishing, oystering, clamming, crabbing, or any other branch of the fishery, kelp, or sponge industry.	All vessels except those covered by columns 3, 4, 5, and 7.	All vessels engaged in oceanographic research.
Sail.....	Vessels not over 700 gross tons.	All vessels carrying combustible or flammable liquid cargo in bulk.	All vessels carrying more than 6 passengers. <sup>7</sup>	Those vessels carrying dangerous cargoes when required by 46 CFR Part 98 or 146.	None.....	None.
	Vessels over 700 gross tons.	All vessels carrying combustible or flammable liquid cargo in bulk.	All vessels carrying passengers for hire.	Those vessels carrying dangerous cargoes when required by 46 CFR Part 98 or 146.	None.....	None.

See footnotes at end of table.



TABLE 90.05-1(a)—Continued

Method of propulsion	Size or other limitations <sup>1</sup>	Classes of vessels (including motorboats) examined or inspected under various Coast Guard regulations <sup>1</sup>				
		Vessels inspected and certificated under Subchapter D—Tank Vessels <sup>2</sup>	Vessels inspected and certificated under either Subchapter H—Passenger Vessels <sup>2, 3, 4, 5</sup> or Subchapter T—Small Passenger Vessels <sup>2, 3, 4</sup>	Vessels inspected and certificated under Subchapter I—Cargo and Miscellaneous Vessels <sup>2, 4</sup>	Vessels subject to provisions of Subchapter C—Uninspected Vessels <sup>2, 3, 6, 7, 8</sup>	Vessels subject to provisions of Subchapter U—Oceanographic Vessels <sup>2, 3, 6, 7, 8</sup>
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7
Non-self-propelled.	Vessels less than 100 gross tons.	All vessels carrying combustible or liquid cargo in bulk.	All vessels carrying more than 6 passengers. <sup>7</sup>	Those vessels carrying dangerous cargoes when required by 46 CFR Part 98 or 146.	All barges carrying passengers except those covered by column 4.	None.
	Vessels 100 gross tons or over.	All vessels carrying combustible or flammable liquid cargo in bulk.	All vessels carrying passengers for hire.	All seagoing barges except those covered by columns 3 and 4; and those inland barges carrying dangerous cargoes when required by 46 CFR Part 98 or 146.	All barges carrying passengers except those covered by columns 4 and 7.	All seagoing barges engaged in oceanographic research.

<sup>1</sup> Where length is used in this table it means the length measured from end to end over the deck, excluding sheer. This expression means a straight line measurement of the overall length from the foremost part of the vessel to the aftermost part of the vessel, measured parallel to the centerline.

<sup>2</sup> Subchapters E (Load Lines), F (Marine Engineering), J (Electrical Engineering), and N (Dangerous Cargoes) of this chapter may also be applicable under certain conditions. The provisions of 46 U.S.C. 170 and Subchapter N (Dangerous Cargoes) of this chapter apply whenever explosives or dangerous articles or substances are on board vessels (including motorboats), except when specifically exempted by law.

<sup>3</sup> Public nautical schoolships, other than vessels of the Navy and Coast Guard, shall meet the requirements of Part 167 of Subchapter R (Nautical Schools) of this chapter. Civilian nautical schoolships, as defined by 46 U.S.C. 1331, shall meet the requirements of Subchapter H (Passenger Vessels) and Part 168 of Subchapter R (Nautical Schools) of this chapter.

<sup>4</sup> Subchapter H (Passenger Vessels) of this chapter covers only those vessels of 100 gross tons or more. Subchapter T (Small Passenger Vessels) of this chapter covers only those vessels of less than 100 gross tons.

<sup>5</sup> Vessels covered by Subchapter H (Passenger Vessels) or I (Cargo and Miscellaneous Vessels) of this chapter, where the principal purpose or use of the vessel is not for the carriage of liquid cargo, may be granted a permit to carry a limited amount

of flammable or combustible liquid cargo in bulk. The portion of the vessel used for the carriage of the flammable or combustible liquid cargo shall meet the requirements of Subchapter D (Tank Vessels) in addition to the requirements of Subchapter H (Passenger Vessels) or I (Cargo and Miscellaneous Vessels) of this chapter.

<sup>6</sup> Any vessel on an international voyage is subject to the requirements of the International Convention for Safety of Life at Sea, 1960.

<sup>7</sup> The meaning of the term "passenger" is as defined in the Act of May 10, 1956 (Sec. 1, 70 Stat. 151; 46 U.S.C. 300). On oceanographic vessels scientific personnel on board shall not be deemed to be passengers nor seamen, but for calculations of lifesaving equipment, etc., shall be counted as persons.

<sup>8</sup> Boilers and machinery are subject to examination on vessels over 40 feet in length.

<sup>9</sup> Under 46 U.S.C. 441 an "oceanographic research vessel" is a vessel " \* \* \* being employed exclusively in instruction in oceanography or limnology, or both, or exclusively in oceanographic research, \* \* \*". Under 46 U.S.C. 443, "an oceanographic research vessel shall not be deemed to be engaged in trade or commerce." If or when an oceanographic vessel engages in trade or commerce, such vessel cannot operate under its certificate of inspection as an oceanographic vessel, but shall be inspected and certificated for the service in which engaged, and the scientific personnel aboard then become persons employed in the business of the vessel.

**SUBCHAPTER J—ELECTRICAL ENGINEERING**  
**PART 110—GENERAL PROVISIONS**  
**Subpart 110.05—Application**

6. Section 110.05-1(a) is amended by changing Table 110.05-1(a) to read as follows:

**§ 110.05-1 Vessels subject to the requirements of this subchapter.**

(a) \* \* \*

TABLE 110.05-1(a)

Method of propulsion	Size or other limitations <sup>1</sup>	Classes of vessels (including motorboats) examined or inspected under various Coast Guard regulations <sup>1</sup>				
		Vessels inspected and certificated under Subchapter D—Tank Vessels <sup>2</sup>	Vessels inspected and certificated under either Subchapter H—Passenger Vessels <sup>2, 3, 4, 5</sup> or Subchapter T—Small Passenger Vessels <sup>2, 3, 4</sup>	Vessels inspected and certificated under Subchapter I—Cargo and Miscellaneous Vessels <sup>2, 4</sup>	Vessels subject to provisions of Subchapter C—Uninspected Vessels <sup>2, 3, 6, 7, 8</sup>	Vessels subject to provisions of Subchapter U—Oceanographic Vessels <sup>2, 3, 6, 7, 8</sup>
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7
Steam.....	Vessels not over 65 feet in length.	All vessels carrying combustible or flammable liquid cargo in bulk.	All vessels carrying more than 6 passengers. <sup>7</sup>	All tugboats and towboats.	All vessels except those covered by columns 3, 4, 5, and 7.	None.
	Vessels over 65 feet in length.	All vessels carrying combustible or flammable liquid cargo in bulk. <sup>5</sup>	1. All vessels carrying more than 12 passengers on an international voyage, except yachts. 2. All vessels of not over 15 gross tons which carry more than 6 passengers. <sup>7</sup> 3. All other vessels carrying passengers, <sup>7</sup> except: a. Yachts. b. Documented cargo or tank vessels issued a permit to carry not more than 16 persons in addition to the crew. c. Towing and fishing vessels, in other than ocean and coastwise service, may carry persons on the legitimate business of the vessel, in addition to crew, but not to exceed one for each net ton of the vessel.	All vessels except those covered by columns 3 and 4.	None.....	All vessels engaged in oceanographic research.

See footnotes at end of table.



TABLE 110.05-1(a)—Continued

Method of propulsion	Size or other limitations <sup>1</sup>	Classes of vessels (including motorboats) examined or inspected under various Coast Guard regulations <sup>1</sup>				
		Vessels inspected and certificated under Subchapter D—Tank Vessels <sup>2</sup>	Vessels inspected and certificated under either Subchapter H—Passenger Vessels <sup>2,3,4</sup> or Subchapter T—Small Passenger Vessels <sup>2,3,4</sup>	Vessels inspected and certificated under Subchapter I—Cargo and Miscellaneous Vessels <sup>2,5</sup>	Vessels subject to provisions of Subchapter C—Uninspected Vessels <sup>2,6,7,8</sup>	Vessels subject to provisions of Subchapter U—Oceanographic Vessels <sup>2,6,7,9</sup>
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7
Motor.....	Vessels not over 15 gross tons.	All vessels carrying combustible or flammable liquid cargo in bulk.	All vessels carrying more than 6 passengers. <sup>7</sup>	Those vessels carrying dangerous cargoes when required by 46 CFR Part 98 or 146.	All vessels except those covered by columns 3, 4, 5, and 7.	None.
	Vessels over 15 gross tons except seagoing motor vessels of 300 gross tons and over.	All vessels carrying combustible or flammable liquid cargo in bulk. <sup>4</sup>	1. All vessels carrying more than 12 passengers on an international voyage, except yachts. 2. All vessels not over 65 feet in length which carry more than 6 passengers. <sup>7</sup> 3. All other vessels of over 65 feet in length carrying passengers for hire except documented cargo or tank vessels issued a permit to carry not more than 16 persons in addition to the crew.	All vessels carrying freight for hire except those covered by columns 3 and 4.	All vessels except those covered by columns 3, 4, 5, and 7.	None.
	Seagoing motor vessels of 300 gross tons and over.	All vessels carrying combustible or flammable liquid cargo in bulk. <sup>4</sup>	1. All vessels carrying more than 12 passengers on an international voyage, except yachts. 2. All other vessels carrying passengers, <sup>7</sup> except: a. Yachts. b. Documented cargo or tank vessels issued a permit to carry not more than 16 persons in addition to the crew.	All vessels except those covered by columns 3 and 4, and those engaged in the fishing, oystering, clamming, crabbing, or any other branch of the fishery, kelp, or sponge industry.	All vessels except those covered by columns 3, 4, 5, and 7.	All vessels engaged in oceanographic research.
Sail.....	Vessels not over 700 gross tons.	All vessels carrying combustible or flammable liquid cargo in bulk.	All vessels carrying more than 6 passengers. <sup>7</sup>	Those vessels carrying dangerous cargoes when required by 46 CFR Part 98 or 146.	None.....	None.
	Vessels over 700 gross tons.	All vessels carrying combustible or flammable liquid cargo in bulk.	All vessels carrying passengers for hire.	Those vessels carrying dangerous cargoes when required by 46 CFR Part 98 or 146.	None.....	None.
Non-self-propelled.	Vessels less than 100 gross tons.	All vessels carrying combustible or liquid cargo in bulk.	All vessels carrying more than 6 passengers. <sup>7</sup>	Those vessels carrying dangerous cargoes when required by 46 CFR Part 98 or 146.	All barges carrying passengers except those covered by column 4.	None.
	Vessels 100 gross tons or over.	All vessels carrying combustible or flammable liquid cargo in bulk.	All vessels carrying passengers for hire.	All seagoing barges except those covered by columns 3 and 4; and those inland barges carrying dangerous cargoes when required by 46 CFR Part 98 or 146.	All barges carrying passengers except those covered by columns 4 and 7.	All seagoing barges engaged in oceanographic research.

<sup>1</sup> Where length is used in this table it means the length measured from end to end over the deck, excluding sheer. This expression means a straight line measurement of the overall length from the foremost part of the vessel to the aftermost part of the vessel, measured parallel to the centerline.

<sup>2</sup> Subchapters E (Lond Lines), F (Marine Engineering), J (Electrical Engineering), and N (Dangerous Cargoes) of this chapter may also be applicable under certain conditions. The provisions of 46 U.S.C. 170 and Subchapter N (Dangerous Cargoes) of this chapter apply whenever explosives or dangerous articles or substances are on board vessels (including motorboats), except when specifically exempted by law.

<sup>3</sup> Public nautical schoolships, other than vessels of the Navy and Coast Guard, shall meet the requirements of Part 167 of Subchapter R (Nautical Schools) of this chapter. Civilian nautical schoolships, as defined by 46 U.S.C. 1331, shall meet the requirements of Subchapter H (Passenger Vessels) and Part 168 of Subchapter R (Nautical Schools) of this chapter.

<sup>4</sup> Subchapter H (Passenger Vessels) of this chapter covers only those vessels of 100 gross tons or more. Subchapter T (Small Passenger Vessels) of this chapter covers only those vessels of less than 100 gross tons.

<sup>5</sup> Vessels covered by Subchapter H (Passenger Vessels) or I (Cargo and Miscellaneous Vessels) of this chapter, where the principal purpose or use of the vessel is not for the carriage of liquid cargo, may be granted a permit to carry a limited amount

of flammable or combustible liquid cargo in bulk. The portion of the vessel used for the carriage of the flammable or combustible liquid cargo shall meet the requirements of Subchapter D (Tank Vessels) in addition to the requirements of Subchapter H (Passenger Vessels) or I (Cargo and Miscellaneous Vessels) of this chapter.

<sup>6</sup> Any vessel on an international voyage is subject to the requirements of the International Convention for Safety of Life at Sea, 1960.

<sup>7</sup> The meaning of the term "passenger" is as defined in the Act of May 10, 1956 (Sec. 1, 70 Stat. 151; 46 U.S.C. 390). On oceanographic vessels scientific personnel on board shall not be deemed to be passengers nor seamen, but for calculations of lifesaving equipment, etc., shall be counted as persons.

<sup>8</sup> Boilers and machinery are subject to examination on vessels over 40 feet in length.

<sup>9</sup> Under 46 U.S.C. 441 an "oceanographic research vessel" is a vessel " \* \* \* being employed exclusively in instruction in oceanography or limnology, or both, or exclusively in oceanographic research, \* \* \*." Under 46 U.S.C. 443, "an oceanographic research vessel shall not be deemed to be engaged in trade or commerce." If or when an oceanographic vessel engages in trade or commerce, such vessel cannot operate under its certificate of inspection as an oceanographic vessel, but shall be inspected and certificated for the service in which engaged, and the scientific personnel aboard then become persons employed in the business of the vessel.



RULES AND REGULATIONS

SUBCHAPTER T—SMALL PASSENGER VESSELS

(UNDER 100 GROSS TONS)

PART 175—GENERAL PROVISIONS

Subpart 175.05—Application

7. Section 175.05-1(a) is amended by changing Table 175.05-1(a) to read as follows:

§ 175.05-1 Vessels subject to the requirements of this subchapter.

(a) \* \* \*

TABLE 175.05-1(a)

Method of propulsion	Size or other limitations <sup>1</sup>	Classes of vessels (including motorboats) examined or inspected under various Coast Guard regulations <sup>1</sup>				
		Vessels inspected and certificated under Subchapter D—Tank Vessels <sup>2</sup>	Vessels inspected and certificated under either Subchapter H—Passenger Vessels <sup>2, 3, 4, 5</sup> or Subchapter T—Small Passenger Vessels <sup>2, 3, 4</sup>	Vessels inspected and certificated under Subchapter I—Cargo and Miscellaneous Vessels <sup>2, 3</sup>	Vessels subject to provisions of Subchapter C—Uninspected Vessels <sup>2, 3, 6, 7, 8</sup>	Vessels subject to provisions of Subchapter U—Oceanographic Vessels <sup>2, 3, 6, 7, 8, 9</sup>
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7
Steam.....	Vessels not over 65 feet in length.	All vessels carrying combustible or flammable liquid cargo in bulk.	All vessels carrying more than 6 passengers. <sup>7</sup>	All tugboats and towboats.	All vessels except those covered by columns 3, 4, 5, and 7.	None.
	Vessels over 65 feet in length.	All vessels carrying combustible or flammable liquid cargo in bulk. <sup>5</sup>	<ol style="list-style-type: none"> <li>1. All vessels carrying more than 12 passengers on an international voyage, except yachts.</li> <li>2. All vessels of not over 15 gross tons which carry more than 6 passengers.<sup>7</sup></li> <li>3. All other vessels carrying passengers,<sup>7</sup> except:                             <ol style="list-style-type: none"> <li>a. Yachts.</li> <li>b. Documented cargo or tank vessels issued a permit to carry not more than 16 persons in addition to the crew.</li> <li>c. Towing and fishing vessels, in other than ocean and coastwise service, may carry persons on the legitimate business of the vessel, in addition to crew, but not to exceed one for each net ton of the vessel.</li> </ol> </li> </ol>	All vessels except those covered by columns 3 and 4.	None.....	All vessels engaged in oceanographic research.
Motor.....	Vessels not over 15 gross tons.	All vessels carrying combustible or flammable liquid cargo in bulk.	All vessels carrying more than 6 passengers. <sup>7</sup>	Those vessels carrying dangerous cargoes when required by 46 CFR Part 98 or 146.	All vessels except those covered by columns 3, 4, 5, and 7.	None.
	Vessels over 15 gross tons except seagoing motor vessels of 300 gross tons and over.	All vessels carrying combustible or flammable liquid cargo in bulk. <sup>5</sup>	<ol style="list-style-type: none"> <li>1. All vessels carrying more than 12 passengers on an international voyage, except yachts.</li> <li>2. All vessels not over 65 feet in length which carry more than 6 passengers.<sup>7</sup></li> <li>3. All other vessels of over 65 feet in length carrying passengers for hire except documented cargo or tank vessels issued a permit to carry not more than 16 persons in addition to the crew.</li> </ol>	All vessels carrying freight for hire except those covered by columns 3 and 4.	All vessels except those covered by columns 3, 4, 5, and 7.	None.
	Seagoing motor vessels of 300 gross tons and over.	All vessels carrying combustible or flammable liquid cargo in bulk. <sup>5</sup>	<ol style="list-style-type: none"> <li>1. All vessels carrying more than 12 passengers on an international voyage, except yachts.</li> <li>2. All other vessels carrying passengers,<sup>7</sup> except:                             <ol style="list-style-type: none"> <li>a. Yachts.</li> <li>b. Documented cargo or tank vessels issued a permit to carry not more than 16 persons in addition to the crew.</li> </ol> </li> </ol>	All vessels except those covered by columns 3 and 4, and those engaged in the fishing, oystering, clamming, crabbing, or any other branch of the fishery, kelp, or sponge industry.	All vessels except those covered by columns 3, 4, 5, and 7.	All vessels engaged in oceanographic research.
Sail.....	Vessels not over 700 gross tons.	All vessels carrying combustible or flammable liquid cargo in bulk.	All vessels carrying more than 6 passengers. <sup>7</sup>	Those vessels carrying dangerous cargoes when required by 46 CFR Part 98 or 146.	None.....	None.
	Vessels over 700 gross tons.	All vessels carrying combustible or flammable liquid cargo in bulk.	All vessels carrying passengers for hire.	Those vessels carrying dangerous cargoes when required by 46 CFR Part 98 or 146.	None.....	None.

See footnotes at end of table.



TABLE 175.05-1(a)—Continued

Method of propulsion	Size or other limitations <sup>1</sup>	Classes of vessels (including motorboats) examined or inspected under various Coast Guard regulations <sup>1</sup>				
		Vessels inspected and certificated under Subchapter D—Tank Vessels <sup>2</sup>	Vessels inspected and certificated under either Subchapter H—Passenger Vessels <sup>2,3,4,5</sup> or Subchapter T—Small Passenger Vessels <sup>2,3,4</sup>	Vessels inspected and certificated under Subchapter I—Cargo and Miscellaneous Vessels <sup>2,3</sup>	Vessels subject to provisions of Subchapter C—Uninspected Vessels <sup>2,3,4,7,8</sup>	Vessels subject to provisions of Subchapter U—Oceanographic Vessels <sup>2,3,6,7,8</sup>
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7
Non-self-propelled.	Vessels less than 100 gross tons.	All vessels carrying combustible or liquid cargo in bulk.	All vessels carrying more than 6 passengers. <sup>7</sup>	Those vessels carrying dangerous cargoes when required by 46 CFR Part 98 or 146.	All barges carrying passengers except those covered by column 4.	None.
	Vessels 100 gross tons or over.	All vessels carrying combustible or flammable liquid cargo in bulk.	All vessels carrying passengers for hire.	All seagoing barges except those covered by columns 3 and 4; and those inland barges carrying dangerous cargoes when required by 46 CFR Part 98 or 146.	All barges carrying passengers except those covered by columns 4 and 7.	All seagoing barges engaged in oceanographic research.

<sup>1</sup> Where length is used in this table it means the length measured from end to end over the deck, excluding sheer. This expression means a straight line measurement of the overall length from the foremost part of the vessel to the aftermost part of the vessel, measured parallel to the centerline.  
<sup>2</sup> Subchapters E (Load Lines), F (Marine Engineering), J (Electrical Engineering), and N (Dangerous Cargoes) of this chapter may also be applicable under certain conditions. The provisions of 46 U.S.C. 170 and Subchapter N (Dangerous Cargoes) of this chapter apply whenever explosives or dangerous articles or substances are on board vessels (including motorboats), except when specifically exempted by law.  
<sup>3</sup> Public nautical schoolships, other than vessels of the Navy and Coast Guard, shall meet the requirements of Part 167 of Subchapter R (Nautical Schools) of this chapter. Civilian nautical schoolships, as defined by 46 U.S.C. 1331, shall meet the requirements of Subchapter H (Passenger Vessels) and Part 168 of Subchapter R (Nautical Schools) of this chapter.  
<sup>4</sup> Subchapter H (Passenger Vessels) of this chapter covers only those vessels of 100 gross tons or more. Subchapter T (Small Passenger Vessels) of this chapter covers only those vessels of less than 100 gross tons.  
<sup>5</sup> Vessels covered by Subchapter H (Passenger Vessels) or I (Cargo and Miscellaneous Vessels) of this chapter, where the principal purpose or use of the vessel is not for the carriage of liquid cargo, may be granted a permit to carry a limited amount

of flammable or combustible liquid cargo in bulk. The portion of the vessel used for the carriage of the flammable or combustible liquid cargo shall meet the requirements of Subchapter D (Tank Vessels) in addition to the requirements of Subchapter H (Passenger Vessels) or I (Cargo and Miscellaneous Vessels) of this chapter.  
<sup>6</sup> Any vessel on an international voyage is subject to the requirements of the International Convention for Safety of Life at Sea, 1960.  
<sup>7</sup> The meaning of the term "passenger" is as defined in the Act of May 10, 1956 (Sec. 1, 70 Stat. 15); 46 U.S.C. 390). On oceanographic vessels scientific personnel on board shall not be deemed to be passengers nor seamen, but for calculations of lifesaving equipment, etc., shall be counted as persons.  
<sup>8</sup> Boilers and machinery are subject to examination on vessels over 40 feet in length.  
<sup>9</sup> Under 46 U.S.C. 441 an "oceanographic research vessel" is a vessel " \* \* \* being employed exclusively in instruction in oceanography or limnology, or both, or exclusively in oceanographic research, \* \* \*" Under 46 U.S.C. 443, "an oceanographic research vessel shall not be deemed to be engaged in trade or commerce." If or when an oceanographic vessel engages in trade or commerce, such vessel cannot operate under its certificate of inspection as an oceanographic vessel, but shall be inspected and certificated for the service in which engaged, and the scientific personnel aboard then become persons employed in the business of the vessel.

**SUBCHAPTER U—OCEANOGRAPHIC VESSELS**  
**PART 188—GENERAL PROVISIONS**

**Subpart 188.01—Authority and Purpose**

- Sec.  
 188.01-1 Purpose of regulations.  
 188.01-3 Scope of regulations.  
 188.01-5 Assignment of functions.  
 188.01-10 Authority for regulations.
- Subpart 188.05—Application**
- 188.05-1 Vessels subject to requirements of this subchapter.  
 188.05-2 Exemptions from inspection laws for oceanographic vessels and terms and conditions which apply in lieu thereof.  
 188.05-3 New vessels and existing vessels for the purpose of application of regulations in this subchapter.  
 188.05-5 Specific application noted in text.  
 188.05-7 Ocean or unlimited coastwise vessels on inland and Great Lakes routes.  
 188.05-10 Application to vessels on an international voyage.  
 188.05-30 Portable containers—interpretive rulings.  
 188.05-33 Scientific personnel—interpretive rulings.  
 188.05-35 Load lines—interpretive ruling.  
 188.05-37 Numbered vessels not subject to International Convention for Safety of Life at Sea, 1960—interpretive ruling.

**Subpart 188.10—Definitions of Terms Used in This Subchapter**

- 188.10-1 Approved.  
 188.10-3 Approved containers.  
 188.10-5 Barge.  
 188.10-6 Captain of the Port.  
 188.10-7 Chemical stores.  
 188.10-9 Chemical storeroom.

- Sec.  
 188.10-11 Chemistry laboratory.  
 188.10-13 Coast Guard District Commander.  
 188.10-15 Coastwise.  
 188.10-17 Combustible liquid.  
 188.10-19 Commandant.  
 188.10-21 Compressed gas.  
 188.10-23 Corrosive liquids.  
 188.10-25 Explosive.  
 188.10-27 Flammable liquid.  
 188.10-31 Great Lakes.  
 188.10-33 Headquarters.  
 188.10-35 International voyage.  
 188.10-37 Label.  
 188.10-39 Lakes, bays, and sounds.  
 188.10-41 Liquefied compressed gas.  
 188.10-43 Liquefied flammable gas.  
 188.10-45 Marine inspector or inspector.  
 188.10-47 Nuclear vessel.  
 188.10-49 Numbered vessel.  
 188.10-51 Ocean.  
 188.10-52 Oceanographic research.  
 188.10-53 Oceanographic vessel.  
 188.10-55 Officer in Charge, Marine Inspection.  
 188.10-57 Portable tank.  
 188.10-59 Recognized classification society.  
 188.10-61 Rivers.  
 188.10-63 Rules of the Road.  
 188.10-65 Seagoing barge.  
 188.10-67 Scientific equipment.  
 188.10-69 Scientific laboratory.  
 188.10-71 Scientific personnel.  
 188.10-73 Ships' stores and supplies.  
 188.10-75 Undocumented vessel.  
 188.10-77 Vessel.

**Subpart 188.15—Equivalents**

- 188.15-1 Conditions under which equivalents may be used.  
 188.15-5 Design of vessels.

**Subpart 188.20—General Marine Engineering Requirements**

- 188.20-1 Marine engineering details.  
 188.20-5 Nuclear vessels.

**Subpart 188.25—General Electrical Engineering Details**

- 188.25-1 Electrical engineering details.

**Subpart 188.35—American Bureau of Shipping's Standards**

- 188.35-1 Standards to be used.  
 188.35-5 Where obtainable.

**AUTHORITY:** The provisions of this Part 188 issued under R.S. 4405, as amended, 4462, as amended, sec. 5, 79 Stat. 424; 46 U.S.C. 375, 416, 415. Interpret or apply R.S. 4400, as amended, 4401, as amended, 4403, as amended, 4417, as amended, 4418, as amended, 4472, as amended, 4488, as amended, 4491, as amended, sec. 10, 35 Stat. 428, as amended, 41 Stat. 305, as amended, secs. 1, 2, 49 Stat. 1544, 1545, as amended, sec. 17, 54 Stat. 166, as amended, sec. 6(b) (1), 80 Stat. 938; 46 U.S.C. 362, 364, 372, 391, 392, 170, 481, 489, 395, 363, 367, 526p, 49 U.S.C. 1655 (b); E.O. 11239, July 31, 1965, 30 FR. 9671, 3 CFR 1965 Supp.; 49 CFR 1.4 (a) (2).

**Subpart 188.01—Authority and Purpose**

**§ 188.01-1 Purpose of regulations.**

(a) The purpose of the regulations in this subchapter is to set forth uniform minimum requirements for oceanographic vessels found by the Officer in Charge, Marine Inspection, or the Commandant, U.S. Coast Guard, to be "oceanographic research vessels" as defined in section 441 of 46 U.S. Code (Public Law 89-99), and of a type as listed in column 7 of Table 188.05-1(a). These requirements are prescribed in accordance with the intent of Title 52 of the Revised Statutes and acts amendatory thereof or supplemental thereto which govern inspection and certification of vessels, and to provide for oceanographic vessels exemptions from specific requirements when found they are



“ \* \* \* not necessary in the performance of the mission of the vessel, \* \* \*”; as well as to specify the terms and conditions applicable to such vessels, as authorized by section 445 of 46 U.S. Code (Public Law 89-99). The regulations are necessary to carry out the provisions of applicable laws governing inspection and certification of oceanographic vessels and such regulations have the force of law.

§ 188.01-3 Scope of regulations.

(a) The regulations in this subchapter contain requirements for materials, design, construction, equipment, lifesaving appliances and procedures, fire protection, and fire prevention procedures, inspection and certification, and special operational requirements for oceanographic vessels, including the handling, use, and control of explosives and other dangerous articles or substances.

(b) The regulations in this subchapter are deemed to be necessary when “ \* \* \* a vessel \* \* \* is being employed exclusively in instruction in oceanography or limnology, or both, or exclusively in oceanographic research \* \* \*.” If or when a vessel is not so exclusively employed and engages in any trade or commerce then the provisions of section 441 through 445 of 46, U.S. Code (Public Law 89-99), are not applicable and such a vessel shall be subject to the applicable provisions of laws and other regulations in this chapter governing such activities.

§ 188.01-5 Assignment of functions.

(a) There were transferred to and vested in the Secretary of Transportation by subsection 6(b) of the Department of Transportation Act (sec. 6(b), 80 Stat. 938; 49 U.S.C. 1655(b)) all functions, powers, and duties of the Coast Guard. By a rule in 49 CFR 1.4(a) (2), the Secretary of Transportation,

with specified limitations, delegated to the Commandant, U.S. Coast Guard, authority to exercise the functions, powers, and duties regarding shipping as described in subsection 6(b)(1) of the Department of Transportation Act.

§ 188.01-10 Authority for regulations.

(a) *General.* The authority to prescribe regulations generally is set forth in 46 U.S. Code, sections 375 and 416, as well as in certain other provisions in 46 U.S. Code, sections 170, 361, 362, 363, 364, 367, 372, 391, 392, 395, 399, 400, 407, 411, 435, 481, and 489. In 46 U.S. Code, section 445, is the authority for exemptions for oceanographic vessels upon such terms and conditions as may be deemed necessary. Under the provisions of 46 U.S. Code, section 372, the Commandant, U.S. Coast Guard, superintends the administration of the vessel inspection laws and is required to produce a correct and uniform administration of the inspection laws, rules and regulations.

(b) *Inspection and certification.* The regulations regarding inspection and certification of oceanographic vessels interpret or apply 46 U.S. Code, sections 363, 367, 391, 392, 395, 399, 411, 435, and 481.

(c) *Construction and arrangement.* The regulations regarding construction and arrangement of oceanographic vessels interpret or apply 46 U.S. Code, sections 363, 367, 391, 392, 395, and 481.

(d) *Subdivision and stability.* The regulations regarding subdivision and stability of oceanographic vessels interpret or apply 46 U.S. Code, sections 85a, 88a, 363, 367, 392, 395, 435, and 481.

(e) *Lifesaving equipment.* The regulations regarding lifesaving equipment of oceanographic vessels interpret or apply 46 U.S. Code, sections 363, 367, 391, 392, 395, 435, 481, and 526p.

(f) *Fire protection equipment.* The regulations regarding fire protection equipment of oceanographic vessels interpret or apply 46 U.S. Code, sections 363, 367, 391, 392, 395, 435, 481, and 526p.

(g) *Handling, use and control of explosives and other dangerous articles.* The regulations regarding the handling, use, and control of explosives and other dangerous articles for oceanographic vessels interpret or apply 46 U.S. Code, sections 170, 363, 367, 391, 392, 395, 435, and 481.

(h) *Vessel control and miscellaneous systems and equipment.* The regulations regarding vessel control and miscellaneous systems and equipment of oceanographic vessels interpret or apply 46 U.S. Code, sections 363, 367, 391, 392, 395, 435, and 481.

(i) *Operations.* The regulations regarding operations of oceanographic vessels interpret or apply 46 U.S. Code, sections 170, 363, 367, 391, 392, 395, 435, and 481.

Subpart 188.05—Application

§ 188.05-1 Vessels subject to requirements of this subchapter.

(a) This subchapter shall be applicable to all U.S.-flag vessels indicated in Column 7 of Table 188.05-1(a) to the extent prescribed by applicable laws and the regulations in this subchapter, except as follows:

- (1) Any foreign vessel.
- (2) Any vessel operating exclusively on inland waters which are not navigable waters of the United States.
- (3) Any vessel while laid up and dismantled and out of commission.
- (4) With the exception of vessels of the U.S. Maritime Administration, any vessel with title vested in the United States and which is used for public purposes.

TABLE 188.05-1(a)

Classes of vessels (including motorboats) examined or inspected under various Coast Guard regulations <sup>1</sup>						
Method of propulsion	Size or other limitations <sup>1</sup>	Vessels inspected and certificated under Subchapter D—Tank Vessels <sup>2</sup>	Vessels inspected and certificated under either Subchapter H—Passenger Vessels <sup>2, 4, 5</sup> or Subchapter T—Small Passenger Vessels <sup>2, 4</sup>	Vessels inspected and certificated under Subchapter I—Cargo and Miscellaneous Vessels <sup>2, 4</sup>	Vessels subject to provisions of Subchapter C—Uninspected Vessels <sup>2, 4, 7, 8</sup>	Vessels subject to provisions of Subchapter U—Oceanographic Vessels <sup>2, 4, 7, 8</sup>
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7
Steam.....	Vessels not over 65 feet in length.	All vessels carrying combustible or flammable liquid cargo in bulk.	All vessels carrying more than 6 passengers. <sup>7</sup>	All tugboats and towboats.	All vessels except those covered by columns 3, 4, 5, and 7.	None.
	Vessels over 65 feet in length.	All vessels carrying combustible or flammable liquid cargo in bulk. <sup>3</sup>	1. All vessels carrying more than 12 passengers on an international voyage, except yachts. 2. All vessels of not over 15 gross tons which carry more than 6 passengers. <sup>7</sup> 3. All other vessels carrying passengers, <sup>7</sup> except: a. Yachts. b. Documented cargo or tank vessels issued a permit to carry not more than 16 persons in addition to the crew. c. Towing and fishing vessels, in other than ocean and coastwise service, may carry persons on the legitimate business of the vessel, in addition to crew, but not to exceed one for each net ton of the vessel.	All vessels except those covered by columns 3 and 4.	None.....	All vessels engaged in oceanographic research.

See footnotes at end of table.



TABLE 188.05-1(a)—Continued

Method of propulsion	Size or other limitations <sup>1</sup>	Classes of vessels (including motorboats) examined or inspected under various Coast Guard regulations <sup>1</sup>				
		Vessels inspected and certificated under Subchapter D—Tank Vessels <sup>2</sup>	Vessels inspected and certificated under either Subchapter H—Passenger Vessels <sup>2,3,4</sup> or Subchapter T—Small Passenger Vessels <sup>2,3,4</sup>	Vessels inspected and certificated under Subchapter I—Cargo and Miscellaneous Vessels <sup>2,3</sup>	Vessels subject to provisions of Subchapter C—Uninspected Vessels <sup>2,3,7,8</sup>	Vessels subject to provisions of Subchapter U—Oceanographic Vessels <sup>2,3,7,9</sup>
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7
Motor.....	Vessels not over 15 gross tons.	All vessels carrying combustible or flammable liquid cargo in bulk.	All vessels carrying more than 6 passengers. <sup>7</sup>	Those vessels carrying dangerous cargoes when required by 46 CFR Part 98 or 146.	All vessels except those covered by columns 3, 4, 5, and 7.	None.
	Vessels over 15 gross tons except seagoing motor vessels of 300 gross tons and over.	All vessels carrying combustible or flammable liquid cargo in bulk. <sup>1</sup>	1. All vessels carrying more than 12 passengers on an international voyage, except yachts. 2. All vessels not over 65 feet in length which carry more than 6 passengers. <sup>7</sup> 3. All other vessels of over 65 feet in length carrying passengers for hire except documented cargo or tank vessels issued a permit to carry not more than 16 persons in addition to the crew.	All vessels carrying freight for hire except those covered by columns 3 and 4.	All vessels except those covered by columns 3, 4, 5, and 7.	None.
	Seagoing motor vessels of 300 gross tons and over.	All vessels carrying combustible or flammable liquid cargo in bulk. <sup>1</sup>	1. All vessels carrying more than 12 passengers on an international voyage, except yachts. 2. All other vessels carrying passengers, <sup>7</sup> except: a. Yachts. b. Documented cargo or tank vessels issued a permit to carry not more than 16 persons in addition to the crew.	All vessels except those covered by columns 3 and 4, and those engaged in the fishing, oystering, clamming, crabbing, or any other branch of the fishery, kelp, or sponge industry.	All vessels except those covered by columns 3, 4, 5, and 7.	All vessels engaged in oceanographic research.
Sail.....	Vessels not over 700 gross tons.	All vessels carrying combustible or flammable liquid cargo in bulk.	All vessels carrying more than 6 passengers. <sup>7</sup>	Those vessels carrying dangerous cargoes when required by 46 CFR Part 98 or 146.	None.....	None.
	Vessels over 700 gross tons.	All vessels carrying combustible or flammable liquid cargo in bulk.	All vessels carrying passengers for hire.	Those vessels carrying dangerous cargoes when required by 46 CFR Part 98 or 146.	None.....	None.
Non-self-propelled.	Vessels less than 100 gross tons.	All vessels carrying combustible or liquid cargo in bulk.	All vessels carrying more than 6 passengers. <sup>7</sup>	Those vessels carrying dangerous cargoes when required by 46 CFR Part 98 or 146.	All barges carrying passengers except those covered by column 4.	None.
	Vessels 100 gross tons or over.	All vessels carrying combustible or flammable liquid cargo in bulk.	All vessels carrying passengers for hire.	All seagoing barges except those covered by columns 3 and 4; and those inland barges carrying dangerous cargoes when required by 46 CFR Part 98 or 146.	All barges carrying passengers except those covered by columns 4 and 7.	All seagoing barges engaged in oceanographic research.

<sup>1</sup> Where length is used in this table it means the length measured from end to end over the deck, excluding sheer. This expression means a straight line measurement of the overall length from the foremost part of the vessel to the aftermost part of the vessel, measured parallel to the centerline.

<sup>2</sup> Subchapters E (Load Lines), F (Marine Engineering), J (Electrical Engineering), and N (Dangerous Cargoes) of this chapter may also be applicable under certain conditions. The provisions of 46 U.S.C. 170 and Subchapter N (Dangerous Cargoes) of this chapter apply whenever explosives or dangerous articles or substances are on board vessels (including motorboats), except when specifically exempted by law.

<sup>3</sup> Public nautical schoolships, other than vessels of the Navy and Coast Guard, shall meet the requirements of Part 167 of Subchapter R (Nautical Schools) of this chapter. Civilian nautical schoolships, as defined by 46 U.S.C. 1331, shall meet the requirements of Subchapter H (Passenger Vessels) and Part 168 of Subchapter R (Nautical Schools) of this chapter.

<sup>4</sup> Subchapter H (Passenger Vessels) of this chapter covers only those vessels of 100 gross tons or more. Subchapter T (Small Passenger Vessels) of this chapter covers only those vessels of less than 100 gross tons.

<sup>5</sup> Vessels covered by Subchapter H (Passenger Vessels) or I (Cargo and Miscellaneous Vessels) of this chapter, where the principal purpose or use of the vessel is not for the carriage of liquid cargo, may be granted a permit to carry a limited amount

of flammable or combustible liquid cargo in bulk. The portion of the vessel used for the carriage of the flammable or combustible liquid cargo shall meet the requirements of Subchapter D (Tank Vessels) in addition to the requirements of Subchapter H (Passenger Vessels) or I (Cargo and Miscellaneous Vessels) of this chapter.

<sup>6</sup> Any vessel on an international voyage is subject to the requirements of the International Convention for Safety of Life at Sea, 1960.

<sup>7</sup> The meaning of the term "passenger" is as defined in the Act of May 10, 1956 (Sec. 1, 70 Stat. 151; 46 U.S.C. 390). On oceanographic vessels scientific personnel on board shall not be deemed to be passengers nor seamen, but for calculations of lifesaving equipment, etc., shall be counted as persons.

<sup>8</sup> Boilers and machinery are subject to examination on vessels over 40 feet in length.

<sup>9</sup> Under 46 U.S.C. 441 an "oceanographic research vessel" is a vessel " \* \* \* being employed exclusively in instruction in oceanography or limnology, or both, or exclusively in oceanographic research, \* \* \*". Under 46 U.S.C. 443, "an oceanographic research vessel shall not be deemed to be engaged in trade or commerce." If or when an oceanographic vessel engages in trade or commerce, such vessel cannot operate under its certificate of inspection as an oceanographic vessel, but shall be inspected and certificated for the service in which engaged, and the scientific personnel aboard then become persons employed in the business of the vessel.

**§ 188.05-2 Exemptions from inspection laws for oceanographic vessels and terms and conditions which apply in lieu thereof.**

(a) The regulations in this subchapter govern vessels employed exclusively as "oceanographic research vessels," as defined in section 441 of 46, U.S. Code, with respect to inspection and certification by the U.S. Coast Guard. Any law in Title

52 of the Revised Statutes regarding inspection and certification which has requirements different from those specified in this subchapter shall be deemed to come within the provisions of section 445 of 46, U.S. Code, and the oceanographic vessel shall be exempt from its application because it is not necessary in the performance of the mission of the vessel.

(b) The oceanographic vessel shall comply with the dangerous cargo act in section 170 of 46, U.S. Code, and the regulations in Subchapter N (Dangerous Cargoes) of this chapter whenever applicable, except to the extent as specifically provided otherwise in this subchapter.

(c) In order not to inhibit the mission of vessels subject to this subchapter, the



Coast Guard will not require plan approval of design nor inspection of scientific equipment except to the extent specifically provided otherwise in this subchapter. However, it is the responsibility of the owner to have incorporated into the design and to maintain such equipment to applicable safety standards.

**§ 188.05-3 New vessels and existing vessels for the purpose of application of regulations in this subchapter.**

(a) *New vessels.* In this application of the regulations in this subchapter, a new vessel is meant to be one, the construction of which is contracted for on or after March 1, 1968, or the major alteration of a vessel is contracted for on or after March 1, 1968, or the conversion of any vessel not previously inspected and certificated by the Coast Guard which is contracted for on or after March 1, 1968.

(b) *Existing vessels.* In the application of the regulations in this subchapter an existing vessel is meant to be one which is holding a valid certificate of inspection as an oceanographic vessel on March 1, 1968.

(c) *Other vessels.* When it is desired to have a vessel, which has been used in trade or for recreational purposes, initially inspected and certificated as an oceanographic vessel on or after March 1, 1968, such vessel shall be subject to all the requirements governing a vessel contracted for on or after March 1, 1968. However, if such vessel has a current certificate of inspection as a passenger, tank, cargo, or miscellaneous vessel, the Commandant may authorize its inspection and certification under this subchapter as a vessel contracted for prior to March 1, 1968, subject to those requirements necessitated by change in service.

**§ 188.05-5 Specific application noted in text.**

(a) At the beginning of the various parts, subparts, and sections, a more specific application is generally given for the particular portion of the text involved. This application sets forth the types, sizes, or services or vessels to which the text pertains, and in many cases limits the application of the text to vessels contracted for before or after a specific date. As used in this subchapter, the term "vessels contracted for" includes not only the contracting for the construction of a vessel, but also the contracting for a material alteration to a vessel, the contracting for the conversion of a vessel to an oceanographic vessel, and the changing of area of operation of a vessel if such change increases or modifies the general requirements for the vessel or increases the hazards to which it might be subjected.

**§ 188.05-7 Ocean or unlimited coastwise vessels on inland and Great Lakes routes.**

(a) Vessels inspected and certificated for ocean or unlimited coastwise routes shall be considered suitable for navigation insofar as the provisions of this subchapter are concerned on any inland routes, including the Great Lakes.

**§ 188.05-10 Application to vessels on an international voyage.**

(a) Where, in various places or portions of this subchapter, requirements are stipulated specifically for "vessels on an international voyage", it is intended that these requirements apply only to vessels subject to the International Convention for Safety of Life at Sea, 1960, which are mechanically propelled vessels of 500 gross tons and over on an international voyage, as defined in § 188.10-35.

(1) The International Convention for Safety of Life at Sea, 1960, is not applicable to undocumented vessels, which are vessels numbered in accordance with the Federal Boating Act of 1958 (46 U.S.C. 527-527h).

(b) In accordance with Regulation 4, Chapter I (General Provisions), of the International Convention for Safety of Life at Sea, 1960, a vessel which is not normally engaged on an international voyage, but which in exceptional circumstances, is required to undertake a single international voyage may be exempted by the Commandant from any of the requirements of the Regulations of the Convention: *Provided*, That it complies with safety requirements which are adequate, in his opinion, for the voyage which is to be undertaken.

(c) In accordance with Regulation 1(c), Chapter II (Construction), of the International Convention for Safety of Life at Sea, 1960, the Commandant may, if he considers that the sheltered nature and conditions of the voyage are such as to render the application of any specific requirements of Chapter II of this Convention unreasonable or unnecessary, exempt from those requirements individual vessels or classes of vessels which, in the course of their voyage, do not go more than 20 miles from the nearest land.

(d) In accordance with Regulation 3(a), Chapter III (Lifesaving Appliances, Etc.), of the International Convention for Safety of Life at Sea, 1960, the Commandant, if he considers that the sheltered nature and conditions of the voyage are such as to render the application of the full requirements of Chapter III of this Convention unreasonable or unnecessary, may to that extent exempt from the requirements of Chapter III individual vessels or classes of vessels which, in the course of their voyage, do not go more than 20 miles from the nearest land.

**§ 188.05-30 Portable containers—interpretive rulings.**

(a) The phrase "drums, barrels, or other packages," as used in R.S. 4417a, as amended (46 U.S.C. 391a), and in R.S. 4472, as amended (46 U.S.C. 170), is interpreted to mean portable containers having a maximum capacity of 110 U.S. gallons and ICC-specification cylinders having a water capacity of not more than 1,000 pounds, which are actually loaded and discharged from vessels with their contents intact.

(b) The phrase "inflammable or combustible liquid cargo in bulk" as used in R.S. 4417a, as amended (46 U.S.C. 391a), and in R.S. 4472, as amended (46 U.S.C.

170), is interpreted to include such cargo in portable containers of a capacity of more than 110 U.S. gallons.

(c) The phrase "liquid cargo" as used in R.S. 4417a, as amended (46 U.S.C. 391a), is interpreted to mean flammable or combustible liquids.

**§ 188.05-33 Scientific personnel—interpretive rulings.**

(a) Scientific personnel on oceanographic vessels are not considered to be seamen or passengers, but are considered as "persons" when requirements are based on total persons on board.

(b) Scientific personnel on such vessels shall not be required to possess seamen's documents nor shall they be required to sign shipping articles.

**§ 188.05-35 Load lines—interpretive ruling.**

(a) Certificated vessels shall be subject to the applicable provisions of the Load Line Acts, and regulations in Subchapter E (Load Lines) of this chapter.

**§ 188.05-37 Numbered vessels not subject to International Convention for Safety of Life at Sea, 1960—interpretive ruling.**

(a) Vessels numbered under the requirements of Federal Numbering Act and/or State Numbering Act as required by 46 U.S.C. 527a shall not be required to comply with the requirements of the International Convention for Safety of Life at Sea, 1960, even though making an international voyage.

**Subpart 188.10—Definition of Terms Used in This Subchapter**

**§ 188.10-1 Approved.**

This term means approved by the Commandant unless otherwise stated.

**§ 188.10-3 Approved container.**

This term means a container which is properly labeled, marked and approved by ICC for the commodity which it contains.

**§ 188.10-5 Barge.**

This term means any non-self-propelled vessel.

**§ 188.10-6 Captain of the Port.**

This term means an officer of the Coast Guard designated as such by the Commandant and who, under the superintendence and direction of the Coast Guard District Commander, gives immediate direction to Coast Guard law enforcement activities within his assigned area. In addition, the District Commander shall be the Captain of the Port with respect to remaining areas in his district not assigned to officers designated by the Commandant as Captain of the Port.

**§ 188.10-7 Chemical stores.**

This term means those chemicals intended for use in the performance of the vessel's scientific activities and is further defined in § 194.05-3.

**§ 188.10-9 Chemical storeroom.**

This term refers to any compartment specifically constructed or modified for



the stowage of chemical stores and so designated and identified.

**§ 188.10-11 Chemistry laboratory.**

This term includes any space in which experiments are conducted or chemicals are used for scientific purposes in conjunction with the research mission of the vessel, and is so identified.

**§ 188.10-13 Coast Guard District Commander.**

This term means an officer of the Coast Guard designated as such by the Commandant to command all Coast Guard activities within his district, which include the inspection, enforcement, and administration of Title 52, Revised Statutes, and acts amendatory thereof or supplemental thereto, and rules and regulations thereunder.

**§ 188.10-15 Coastwise.**

Under this designation shall be included all vessels normally navigating the waters of any ocean or the Gulf of Mexico 20 nautical miles or less offshore.

**§ 188.10-17 Combustible liquid.**

This term includes any liquid whose flashpoint, as determined by an open cup tester, is above 80° F.

**§ 188.10-19 Commandant.**

This term means the Commandant of the Coast Guard.

**§ 188.10-21 Compressed gas.**

This term includes any material or mixture having in the container an absolute pressure exceeding 40 p.s.i. at 70° F.; or regardless of the pressure at 70° F., having an absolute pressure exceeding 104 p.s.i. at 130° F.; or any liquid flammable material having a vapor pressure exceeding 40 p.s.i. absolute at 100° F. as determined by the Reid method covered by the American Society for Testing Materials Method of Test for Vapor Pressure of Petroleum Products (D-323). Compressed gases are discussed in more detail in Subpart 146.24 of Subchapter N (Dangerous Cargoes) of this chapter.

**§ 188.10-23 Corrosive liquids.**

(a) This term includes those acids, alkaline caustic liquids, and other corrosive liquids which, when in contact with living tissues, will cause severe damage of such tissues by chemical action; or in case of leakage, will materially damage or destroy other freight by chemical action, or are liable to cause fire when in contact with organic matter or with certain chemicals.

(b) A corrosive substance may be:

- (1) Solid, such as iodine; or,
- (2) Liquid, such as acids, or caustic soda solution; or,
- (3) Gaseous, such as chlorine or sulfur dioxide.

**§ 188.10-25 Explosive.**

This term means a chemical compound or mixture, the primary purpose of which is to function by explosion; i.e., with substantially instantaneous release of gas and heat. Explosives are dis-

cussed in more detail in Subpart 146.20 of Subchapter N (Dangerous Cargoes) of this chapter.

**§ 188.10-27 Flammable liquid.**

This term includes any liquid whose flashpoint, as determined by an open cup tester, is 80° F. or below.

**§ 188.10-31 Great Lakes.**

Under this designation shall be included all vessels navigating the Great Lakes.

**§ 188.10-33 Headquarters.**

This term means the Office of the Commandant, U.S. Coast Guard, Washington, D.C. 20951.

**§ 188.10-35 International voyage.**

(a) The term "international voyage" as used in this subchapter shall have the same meaning as that contained in Regulation 2(d), Chapter I of the International Convention for Safety of Life at Sea, 1960, i.e., "International voyage means a voyage from a country to which the present Convention applies to a port outside such country, or conversely; and for this purpose every territory for the international relations of which a contracting Government is responsible or for which the United Nations are the administering authority is regarded as a separate country."

(b) The International Convention for Safety of Life at Sea, 1960, does not apply to vessels "solely navigating the Great Lakes of North America and the River St. Lawrence as far east as a straight line drawn from Cap de Rosiers to West Point, Anticosti Island and, on the north side of Anticosti Island, the 63d Meridian." Accordingly, such vessels shall not be considered as being on an "international voyage" for the purpose of this subchapter.

(c) For the purposes of this subchapter the term "territory" as used in paragraph (a) of this section shall be considered to include the Commonwealth of Puerto Rico, the Canal Zone, all possessions of the United States, and all lands held by the United States under a protectorate or mandate.

(d) In addition, although voyages between the continental United States and Hawaii or Alaska, and voyages between Hawaii and Alaska are not "international voyages" under the provisions of the International Convention for Safety of Life at Sea, 1960, such voyages are similar in nature and shall be considered as "international voyages" and subject to the same requirements for the purposes of this subchapter.

**§ 188.10-37 Label.**

This term means the caution label required by Part 146 of Subchapter N (Dangerous Cargoes) of this chapter and the regulations of the ICC to be affixed to outside containers of explosives or other dangerous articles or substances.

**§ 188.10-39 Lakes, bays, and sounds.**

Under this designation shall be included all vessels navigating the waters

of any of the lakes, bays, or sounds, other than the waters of the Great Lakes.

**§ 188.10-41 Liquefied compressed gas.**

This term means a gas which, under the charged pressure, is partially liquid at a temperature of 70° F.

**§ 188.10-43 Liquefied flammable gas.**

This term means any flammable gas having a Reid vapor pressure exceeding 40 p.s.i. which has been liquefied.

**§ 188.10-45 Marine inspector or inspector.**

These terms mean any person from the civilian or military branch of the Coast Guard assigned under the superintendence and direction of an Officer in Charge, Marine Inspection, or any person as may be designated for the performance of duties with respect to the inspection, enforcement, and administration to Title 52, Revised Statutes, and acts amendatory thereof or supplemental thereto, and rules and regulations thereunder.

**§ 188.10-47 Nuclear vessel.**

This term means a vessel provided with a nuclear powerplant for propulsion or any other purpose, or any vessel handling or processing substantial amounts of radioactive material.

**§ 188.10-49 Numbered vessel.**

This term means a vessel which is numbered under the provisions of the Federal Boating Act of 1958 (46 U.S.C. 527-527h).

**§ 188.10-51 Ocean.**

Under this designation shall be included all vessels navigating the waters of any ocean, or the Gulf of Mexico more than 20 nautical miles offshore.

**§ 188.10-52 Oceanographic research.**

This term includes but is not limited to "such studies pertaining to the sea as seismic, gravity meter and magnetic exploration and other marine geophysical or geological surveys, atmospheric research, and biological research".

**§ 188.10-53 Oceanographic vessel.**

This term means an "oceanographic vessel" as defined in sections 441 and 442 of 46, U.S. Code, and is a vessel "employed exclusively in instruction in oceanography or limnology, or both, or exclusively in oceanographic research" or both. Such a vessel shall not be deemed to be engaged in trade or commerce (46 U.S.C. 443).

**§ 188.10-55 Officer in Charge, Marine Inspection.**

This term means any person from the civilian or military branch of the Coast Guard designated as such by the Commandant and who, under the superintendence and direction of the Coast Guard District Commander, is in charge of an inspection zone for the performance of duties with respect to the inspections, enforcement, and administration of Title 52, Revised Statutes, and acts amendatory thereof or supplemental thereto, and rules and regulations thereunder.



**§ 188.10-57 Portable tank.**

This phrase means a container having a capacity greater than 110 gallons, which is independent of the vessel's structure.

**§ 188.10-59 Recognized classification society.**

This term means the American Bureau of Shipping or other classification society recognized by the Commandant.

**§ 188.10-61 Rivers.**

Under this designation shall be included all vessels whose navigation is restricted to rivers and/or canals exclusively, and to such other waters as may be so designated by the Coast Guard District Commander.

**§ 188.10-63 Rules of the Road.**

(a) This term means the statutory and regulatory rules governing navigation of vessels. These rules are also published by the Coast Guard in pamphlet form as follows:

(1) Rules of the Road—International—Inland (CG-169).

(2) Rules of the Road—Great Lakes (CG-172).

(3) Rules of the Road—Western Rivers (CG-184).

(b) The current editions of the Rules of the Road pamphlets may be obtained from any Marine Inspection Office.

**§ 188.10-65 Seagoing barge.**

The phrase "every seagoing barge of one hundred gross tons or over" in subsections 395(a) and 395(b), Title 46 U.S. Code (Sec. 10, 35 Stat. 428, as amended), includes every non-self-propelled vessel of 100 gross tons or over, if such vessel will navigate the high seas or ocean. The phrase "non-self-propelled vessel" means a vessel without sufficient means for self-propulsion and is required to be towed.

**§ 188.10-67 Scientific equipment.**

This term means equipment installed or carried on board an oceanographic vessel and not normally required for the operation of a vessel or its machinery or for the navigation of the vessel, and which is used primarily in the gathering of scientific data or samples or in processing, analyzing, preserving, or storing such data or samples.

**§ 188.10-69 Scientific laboratory.**

This term means those spaces on board an oceanographic research vessel used primarily for scientific experimentation or research, and are so identified.

**§ 188.10-71 Scientific personnel.**

This term means those persons who are aboard an oceanographic vessel solely for the purpose of engaging in scientific research, or in instructing, or receiving instruction, in oceanography or limnology, and shall not be considered seamen under the provisions of Title 53 of the Revised Statutes and acts amendatory thereof or supplementary thereto.

**§ 188.10-73 Ships' stores and supplies.**

This term means any article or substance which is used on board a vessel subject to the appropriate portions of Parts 146 or 147 of Subchapter N (Dangerous Cargoes) of this chapter for the upkeep and maintenance of the vessel; or for the safety or comfort of the vessel, its passengers or crew; or for the operation or navigation of the vessel (except fuel for its own machinery).

**§ 188.10-75 Undocumented vessel.**

This term means any vessel which is not required to have, and does not have, a valid marine document issued by the U.S. Coast Guard.

**§ 188.10-77 Vessel.**

Where the word "vessel" is used in this subchapter, it shall be considered to include all inspected and certificated oceanographic vessels as listed in Column 7 of Table 188.05-1(a).

**Subpart 188.15—Equivalents**

**§ 188.15-1 Conditions under which equivalents may be used.**

(a) Where in this subchapter it is provided that a particular fitting, material, appliance, apparatus, or equipment, or type thereof, shall be fitted or carried in a vessel, or that any particular provision shall be made or arrangement shall be adopted, the Commandant may accept in substitution therefor any other fitting, material, apparatus, or equipment, or type thereof, or any other arrangement: *Provided*, That he shall have been satisfied by suitable trials that the fitting, material, appliance, apparatus, or equipment, or type thereof, or the provision or arrangement is at least as effective as that specified in this subchapter.

(b) In any case where it is shown to the satisfaction of the Commandant that the use of any particular equipment, apparatus, or arrangement not specifically required by law is unreasonable or impracticable, the Commandant may permit the use of alternate equipment, apparatus, or arrangement to such an extent and upon such conditions as will insure, to his satisfaction, a degree of safety consistent with the minimum standards set forth in this subchapter.

**§ 188.15-5 Design of vessels.**

(a) In order not to inhibit design and application the Commandant may accept vessels of unusual, unique, special, or exotic design, both new and for conversion, after it is shown to his satisfaction that such a vessel is at least as safe as any vessel which meets the standards required by this subchapter.

**Subpart 188.20—General Marine Engineering Requirements**

**§ 188.20-1 Marine engineering details.**

(a) The marine engineering details shall be in accordance with Subchapter F (Marine Engineering) of this chapter.

**§ 188.20-5 Nuclear vessels.**

(a) Nuclear vessels shall comply with the applicable requirements in Subpart 57.30 of Part 57 of Subchapter F (Marine Engineering) of this chapter.

**Subpart 188.25—General Electrical Engineering Requirements**

**§ 188.25-1 Electrical engineering details.**

(a) The electrical engineering details shall be in accordance with Subchapter J (Electrical Engineering) of this chapter.

**Subpart 188.35—American Bureau of Shipping's Standards**

**§ 188.35-1 Standards to be used.**

(a) Where in this subchapter an item, or method of construction, or testing is required to meet the standards established by the American Bureau of Shipping, the current standards in effect at the time of construction of the vessel, or otherwise as applicable, shall be used.

(b) The current standards of other recognized classification societies may also be accepted upon approval by the Commandant.

**§ 188.35-5 Where obtainable.**

(a) The standards established by the American Bureau of Shipping are usually published annually and may be purchased from the American Bureau of Shipping, 45 Broad Street, New York, N.Y. 10004.

(b) These standards may also be examined at the Office of the Commandant (M), U.S. Coast Guard, Washington, D.C., or at the Office of any Coast Guard District Commander or Officer in Charge, Marine Inspection.

**PART 189—INSPECTION AND CERTIFICATION**

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- 189.60-1 Application.
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- 189.60-35 Posting of Convention certificates.
- 189.60-40 Duration of certificates.
- 189.60-45 American Bureau of Shipping.

**AUTHORITY:** The provisions of this Part 189 issued under R.S. 4405, as amended, 4482, as amended, sec. 5, 79 Stat. 424; 46 U.S.C. 375, 416, 445. Interpret or apply R.S. 4417, as amended, 4418, as amended, 4472, as amended, 4488, as amended, 4491, as

amended, sec. 10, 35 Stat. 428, as amended, 41 Stat. 305, as amended, secs. 1, 2, 49 Stat. 1544, 1545, as amended, sec. 17, 54 Stat. 166, as amended, sec. 6(b)(1), 80 Stat. 938; 46 U.S.C. 391, 392, 170, 481, 489, 395, 363, 367, 526p, 49 U.S.C. 1655(b); E.O. 11239, July 31, 1965, 30 F.R. 9671, 3 CFR 1965 Supp.; 49 CFR 1.4(a)(2); unless otherwise noted.

**Subpart 189.01—Certificate of Inspection**

**AUTHORITY:** The provisions of this Subpart 189.01 interpret or apply R.S. 4421, as amended, 4423, as amended, sec. 12, 35 Stat. 428, as amended; 46 U.S.C. 399, 400, 397.

**§ 189.01-1 When required.**

(a) Except as noted in this subpart or Subpart 189.05 of this part, no vessel subject to inspection and certification shall be operated without a valid certificate of inspection.

**§ 189.01-5 Posting.**

(a) The original certificate of inspection shall, in general, be framed under glass or other transparent material and posted in a conspicuous place where it will be most likely to be observed. On other vessels such as barges, where the framing of the certificate under glass would be impracticable, the original certificate of inspection shall be kept on board to be shown on demand.

**§ 189.01-10 Period of validity.**

(a) Certificates of inspection will be issued for periods of either 1 or 2 years. Application may be made by the master, owner, or agent for inspection and issuance of a new certificate of inspection at any time during the period of validity of the current certificate. For nuclear vessels, the period of validity shall be 1 year.

(b) Certificates of inspection may be revoked or suspended by the Coast Guard where such process is authorized by law. This may occur if the vessel does not meet the requirements of law or regulations in this chapter or if there is a failure to maintain the safety requirements requisite to the issuance of a certificate of inspection.

(c) (1) In the case of the following vessels, modification of the period of validity of the certificate of inspection will be permitted as set forth in this paragraph:

(i) Non-self-propelled vessels of 100 gross tons and over proceeding on the high seas or ocean for the sole purpose of changing place of employment.

(ii) Non-self-propelled vessels of 100 gross tons and over making rare or infrequent voyages on the high seas or ocean and returning to the port of departure.

(2) The certificate of inspection may be issued for a specific period of time to cover a described situation or for one voyage only but in no case to exceed 2 years. The certificate of inspection will include the conditions under which the vessel must operate. Unless the vessel is in compliance with this subchapter insofar as it applies to seagoing barges of 100 gross tons and over, such vessel shall not carry any person on board while underway, and the certificate of inspec-

tion will be endorsed as an unmanned seagoing barge.

**§ 189.01-15 Temporary certificate.**

(a) If necessary to prevent delay of the vessel, a temporary certificate of inspection, Form CG-854, shall be issued pending the issuance and delivery of the regular certificate of inspection. Such temporary certificate shall be carried in the same manner as the regular certificate and shall in all ways be considered the same as the regular certificate of inspection which it represents.

**Subpart 189.05—Permit To Proceed to Another Port for Repair**

**AUTHORITY:** The provisions of this Subpart 189.05 interpret or apply R.S. 4453, as amended; 46 U.S.C. 435.

**§ 189.05-1 When issued.**

(a) The Officer in Charge, Marine Inspection, may issue a permit to proceed to another port for repair, Form CG-948, to a vessel, if in his judgment it can be done with safety, even if the certificate of inspection of the vessel has expired or is about to expire.

**§ 189.05-5 To whom issued.**

(a) Such permit will only be issued upon the written application of the master, owner, or agent of the vessel.

**§ 189.05-10 Conditions of permit.**

(a) The permit will state upon its face the conditions under which it is issued.

**§ 189.05-15 Posting.**

(a) The permit shall be carried in a manner similar to that described in § 189.01-5 for a certificate of inspection.

**Subpart 189.15—Inspection of Vessels**

**§ 189.15-1 Standard in inspection of hulls, boilers, and machinery.**

(a) In the inspection of hulls, boilers, and machinery of vessels, the standards established by the American Bureau of Shipping, see Subpart 188.35 of this subchapter, respecting material and construction of hulls, boilers, and machinery, and the certificate of classification referring thereto, except where otherwise provided for by the rules and regulations in this subchapter, Subchapter E (Load Lines), Subchapter F (Marine Engineering), or Subchapter J (Electrical Engineering) of this chapter shall be accepted as standard by the inspectors.

**Subpart 189.20—Initial Inspection**

**§ 189.20-1 Prerequisite of certificate of inspection.**

(a) The initial inspection is a prerequisite of the issuance of the original certificate of inspection.

**§ 189.20-5 When made.**

(a) The initial inspection will only be made upon the written application of the owner or builder of the vessel to the Officer in Charge, Marine Inspection, on Form CG-3752, Application for Inspection of U.S. Vessel, at or nearest the port where the vessel is located.



### § 189.20-10 Plans.

(a) Before application for inspection is made, and before construction is started, the owner or builder shall have plans approved by the Commandant indicating the proposed arrangement and construction of the vessel.

(b) The procedure for submitting plans and the list of plans to be supplied is set forth in Subpart 189.55 of this part.

### § 189.20-15 Scope of inspection.

(a) The initial inspection, which may consist of a series of inspections during the construction of a vessel, shall include a complete inspection of the structure, machinery, and equipment, except scientific equipment which does not affect the safety of the vessel or personnel, but including the outside of the vessel's bottom, and the inside and outside of the boilers and unfired pressure vessels. The inspection shall be such as to insure that the arrangements, materials, and scantlings of the structure, boilers and other pressure vessels and their appurtenances, piping, main and auxiliary machinery, electrical installations, life-saving appliances, fire detecting and extinguishing equipment, pilot ladders, and other equipment fully comply with the applicable regulations for such vessel and are in accordance with approved plans, and determine that the vessel is in possession of a valid certificate issued by the Federal Communications Commission, if any. The inspection shall also be such as to insure that the workmanship of all parts of the vessel and its equipment is in all respects satisfactory, and that the vessel is provided with lights, means of making sound signals and distress signals as required by applicable regulations and the applicable "Rules of the Road."

(b) When equipment other than scientific equipment is installed which is not required by the applicable regulations in this subchapter, that equipment shall be inspected and tested as may be required for such equipment by the Officer in Charge, Marine Inspection, to assure safety.

(1) The electrical or pressure connections to the ship's supply shall be designed to marine standards and shall be free of personnel hazards.

(2) Scientific equipment will not be inspected but will be examined for external hazards associated with connection to the vessel, dangerous moving parts, extremes in temperature and shock.

(c) For nuclear vessels, the inspections required by this section shall be made except insofar as they may be limited by the presence of radiation. In addition, the inspection shall include any special requirements of the vessel's "Safety Assessment."

### § 189.20-20 Specific tests and inspections.

(a) The applicable tests and inspections as set forth in Subpart 189.25 of this part shall be made at this time. In addition, the following specific tests and inspections shall be made by the marine inspector.

(1) Installation of lifeboats, davits, and winches. See Subpart 192.35 of this subchapter.

(2) Installation of carbon dioxide extinguishing piping. See § 193.15-15 of this subchapter.

(3) Marine engineering equipment and systems. See Subchapter F (Marine Engineering) of this chapter.

(4) Electrical engineering equipment and systems. See Subchapter J (Electrical Engineering) of this chapter.

### § 189.20-25 Chemical and explosive hazards.

(a) If installed, the marine inspector shall examine the laboratories, store-rooms, magazines, vans, and chests to insure that hazards are minimized.

### Subpart 189.25—Inspection for Certification

#### § 189.25-1 Prerequisite of reissuance of certificate of inspection.

(a) An inspection for certification is a prerequisite of the reissuance of a certificate of inspection.

#### § 189.25-5 When made.

(a) The inspection for certification will be made only upon written application of the master, owner, or agent of the vessel on Form CG-3752, Application for Inspection of U.S. Vessel, to the Officer in Charge, Marine Inspection, at or nearest the port where the vessel is located.

#### § 189.25-10 Scope of inspection.

(a) The inspection for certification shall include an inspection of the structure, boilers, and other pressure vessels, machinery, and equipment. The inspection shall be such as to insure that the vessel, as regards the structure, boilers, and other pressure vessels and their appurtenances, piping, main and auxiliary machinery, electrical installations, life-saving appliances, fire detecting and extinguishing equipment, pilot ladders, and other equipment, is in satisfactory condition and fit for the service for which it is intended, and that it complies with the applicable regulations for such vessel, and determine that the vessel is in possession of a valid certificate issued by the Federal Communications Commission, if required. The lights and means of making sound signals carried by the vessel shall also be subject to the above-mentioned inspection for the purpose of insuring that they comply with the requirements of the applicable regulations and the applicable "Rules of the Road."

(b) For nuclear vessels, the inspections required by this section shall be made except insofar as they may be limited by the presence of radiation. In addition, the inspection shall include any special requirements of the vessel's "Safety Assessment."

(c) When equipment other than scientific equipment is installed which is not required by the applicable regulations in this subchapter, that equipment shall be inspected and tested as may be required for such equipment by the Officer in Charge, Marine Inspection, to assure safety.

(1) Scientific equipment and their electrical or pressure connection to the ship's supply and laboratories may be checked to ascertain that they are maintained free of hazards.

### § 189.25-15 Lifesaving equipment.

(a) At each inspection for certification, except as modified in subparagraph (2) of this paragraph, the marine inspector shall conduct the following tests and inspections of lifesaving equipment:

(1) It shall be demonstrated that the air tanks of all lifesaving appliances are airtight.

(2) Each lifeboat shall be lowered to near the water and then be loaded with its allowed capacity, evenly distributed throughout the length, and then be lowered into the water until it is afloat, and be released from the falls. In making this test persons or deadweight may be used. The total weight used shall be at least equal to the allowed capacity of the lifeboat considering persons to weigh 165 pounds each. This test shall be made at least once in each 2-year period. If practicable it shall be made at the inspection for certification or at a reinspection.

(3) Each life preserver shall be examined to determine its serviceability. If found to be satisfactory, it will be stamped "Passed," together with the date, the port, and the inspector's initials. If not in a serviceable condition, the life preserver shall be removed from the vessel, and if beyond repair, shall be destroyed in the presence of the inspector.

(4) All lifeboat winch electrical control apparatus shall be opened up and inspected.

(5) Where gravity davits are installed, it shall be demonstrated that the lifeboat can be swung out and lowered from any stopped position by merely releasing the brake on the lifeboat winch. The use of force to start the davits or the lifeboat winch will not be permitted.

(6) Inflatable liferafts shall be serviced at an approved servicing facility in accordance with the provisions of Subpart 160.051 of Subchapter Q (Specifications) of this chapter. Inflatable liferafts shall be serviced at an approved servicing facility every 12 months or not later than the next vessel inspection for certification provided the total time since date of last servicing does not exceed 15 months. The period for servicing is computed from the date of last servicing. Except in emergencies no servicing should be done aboard vessels. If at any time external damage is found to the container or straps or if the seal is broken, the Officer in Charge, Marine Inspection, shall be notified and the raft may be required to be serviced by an approved servicing facility.

NOTE: After the raft has been satisfactorily serviced in the presence of a marine inspector at an approved servicing facility, the raft is repacked and sealed and the carrying case stamped "PASSED" together with the date, port, and the marine inspector's initials.

(7) All other items of lifesaving equipment shall be examined to determine that they are in suitable condition.



§ 189.25-20 Fire-extinguishing equipment.

(a) At each inspection for certification and at such other times as considered necessary the inspector shall determine that all fire-extinguishing equipment is in suitable condition and he may require such tests as are considered necessary to determine the condition of the equipment. The inspector shall determine if the tests and inspections required by § 196.15-60 of this sub-

chapter have been conducted. At each inspection for certification the inspector shall conduct the following tests and inspections of fire-extinguishing equipment:

(1) All hand portable fire extinguishers and semiportable fire-extinguishing systems shall be checked as noted in Table 189.25-20(a)(1). In addition, the hand portable fire extinguishers and semiportable fire-extinguishing systems shall be examined for excessive corrosion and general condition.

Type unit	Test
Soda acid-----	Discharge. Clean hose and inside of extinguisher thoroughly. Recharge.
Foam-----	Discharge. Clean hose and inside of extinguisher thoroughly. Recharge.
Pump tank (water or antifreeze)-----	Discharge. Clean hose and inside of extinguisher thoroughly. Recharge with clean water or antifreeze.
Cartridge operated (water, antifreeze, or loaded stream).	Examine pressure cartridge and replace if end is punctured or if cartridge is otherwise determined to have leaked or to be in unsuitable condition. Remove liquid. Clean hose and inside of extinguisher thoroughly. Recharge with water, solution, or antifreeze. Insert charged cartridge.
Carbon dioxide-----	Weigh cylinders. Recharge if weight loss exceeds 10 percent of weight of charge. Inspect hose and nozzle to be sure they are clear. <sup>1</sup>
Dry chemical (cartridge-operated type).	Examine pressure cartridge and replace if end is punctured or if cartridge is otherwise determined to have leaked or to be in unsuitable condition. Inspect hose and nozzle to see they are clear. Insert charged cartridge. Be sure dry chemical is free-flowing (not caked) and chamber contains full charge.
Dry chemical (stored pressure type).	See that pressure gage is in operating range. If not, or if seal is broken, weigh or otherwise determine that full charge of dry chemical is in extinguisher. Recharge if pressure is low or if dry chemical is needed.
Vaporizing liquid <sup>2</sup> -----	

<sup>1</sup> Cylinder shall be tested and marked in accordance with the regulations of the Department of Transportation, as noted in § 147.04-1 of Subchapter N (Dangerous Cargoes) of this chapter.

<sup>2</sup> Vaporizing-liquid type fire extinguishers containing carbon tetrachloride or chlorobromomethane or other toxic vaporizing liquids are not permitted.

(2) Fixed fire-extinguishing systems shall be checked as noted in Table 189.25-20(a)(2). In addition, all parts of the fixed fire-extinguishing systems shall be examined for excessive corrosion and general conditions.

Type system	Test
Foam-----	Systems utilizing a soda solution shall have such solution replaced. In all cases, ascertain that powder is not caked.
Carbon dioxide-----	Weigh cylinders. Recharge if weight loss exceeds 10 percent of weight of charge. <sup>1</sup>

<sup>1</sup> Cylinders shall be tested and marked in accordance with the regulations of the Department of Transportation, as noted in § 147.04-1 of Subchapter N (Dangerous Cargoes) of this chapter.

NOTE: Section 147.04-1 of Subchapter N of this chapter includes requirements that such cylinders shall be retested and re-marked under the following conditions; (1) Whenever a cylinder is recharged or for any cause removed from a vessel subsequent to 5 years from the latest test date stamped on the shoulder of the cylinder; or (2) whenever a cylinder remains in place on a vessel for 12 years from the latest test date stamped on the shoulder of the cylinder. Cylinders retested under any of the above conditions shall have new or renewed valve and safety relief devices of the proper design installed in the cylinder.

(3) On all fire-extinguishing systems all piping, controls, valves, and alarms shall be checked to ascertain that the system is in operating condition.

(4) The fire main system shall be operated and the pressure checked at the outlets having the greatest pressure drop between the fire pumps and the nozzles which may not always be the most remote and highest outlets. All firehoses shall be subjected to a test pressure equivalent to the maximum pressure to

which they may be subjected in service, but not less than 100 p.s.i.

§ 189.25-25 Hull equipment.

(a) At each inspection for certification the inspector shall conduct the following tests and inspections of hull equipment:

(1) All watertight doors shall be operated locally by manual power and also by hydraulic or electric power if so fitted. Where remote control is fitted, the doors shall also be operated by the remote control apparatus.

(2) The remote controls of all valves shall be operated.

(3) An examination of installed weight handling gear and related shipboard records shall be made to ascertain the condition and suitability of the equipment for the service intended. In conducting this examination the marine inspector shall be guided by the provisions of Subpart 189.35. Current valid certificates and registers, issued by a recognized nonprofit organization or association approved by the Commandant, may be accepted as prima facie evidence of the condition and suitability of the weight handling gear. Weight handling gear certificates and registers will not be issued by the Coast Guard.

§ 189.25-30 Electrical engineering equipment.

(a) For inspection procedures of Electrical Engineering equipment and systems, see Subchapter J (Electrical Engineering) of this chapter.

§ 189.25-35 Marine engineering equipment.

(a) For inspection procedures of Marine Engineering equipment and systems, see Subchapter F (Marine Engineering) of this chapter.

§ 189.25-40 Sanitary inspection.

(a) At each inspection for certification, the quarters, toilets, and washing spaces, galleys, serving pantries, lockers, etc., shall be examined by the marine inspector to be assured that they are in a sanitary condition.

(Sec. 4, 49 Stat. 1935, as amended; 46 U.S.C. 660a)

§ 189.25-45 Fire hazards.

(a) At each inspection for certification, the inspector shall examine the tank tops and bilges in the machinery spaces to see that there is no accumulation of oil which might create a fire hazard.

§ 189.25-47 Chemical and explosive hazards.

(a) The marine inspector shall inspect every chemistry laboratory, scientific laboratory, and chemical storeroom during each inspection for certification.

(b) Magazines, vans, and chests shall be inspected during each inspection for certification.

§ 189.25-50 Inspector not limited.

(a) Nothing in this subpart shall be construed as limiting the inspector from making such tests or inspections as he deems necessary to be assured of the safety and seaworthiness of the vessel.

Subpart 189.27—Reinspection

§ 189.27-1 When made.

(a) At least one reinspection shall be made on each vessel holding a certificate of inspection valid for 2 years. This reinspection will be made, where possible, between the 10th and 14th months of the period for which the certificate is valid.

(b) No written application for reinspection will be required.



### § 189.27-5 Scope.

(a) In general, the scope of the reinspection shall be the same as for the inspection for certification, but will be in less detail unless it is determined that a major change has occurred since the last inspection.

### § 189.27-10 Deficiencies in maintenance.

(a) If the reinspection reveals deficiencies in the maintenance as called for by the regulations in this subchapter, such necessary repairs or improvements shall be made as may be ordered.

### § 189.27-15 Inspector not limited.

(a) Nothing in this subpart shall be construed as limiting the marine inspector from making such tests or inspections as he deems necessary to be assured of the seaworthiness of the vessel.

### Subpart 189.30—Inspection After Accident

#### § 189.30-1 General or partial survey.

(a) A survey, either general or partial, according to the circumstances, shall be made every time an accident occurs or a defect is discovered which affects the safety of the vessel or the efficacy or completeness of its lifesaving appliances, firefighting or other equipment, or whenever any important repairs or renewals are made. The survey shall be such as to insure that the necessary repairs or renewals have been effectively made, that the material and the workmanship of such repairs or renewals are in all respects satisfactory, and that the vessel complies in all respects with the regulations in this subchapter.

(R.S. 4450, as amended; 46 U.S.C. 239)

### Subpart 189.33—Sanitary Inspections

#### § 189.33-1 When made.

(a) An inspection of quarters, toilet and washing spaces, serving pantries, galleys, etc., shall be made at least once in every month. If the route of the vessel is such that it is away from a U.S. port for more than 1 month, an inspection shall be conducted at least once every trip.

(Sec. 4, 49 Stat. 1935, as amended; 46 U.S.C. 660a)

### Subpart 189.35—Weight Handling Gear

#### § 189.35-1 Application.

(a) The requirements of this subpart shall apply to all weight handling gear installed on oceanographic research vessels except weight handling gear designated to handle primary lifesaving equipment. Weight handling gear designated for this use shall meet the applicable portions of Subchapter I (Cargo and Miscellaneous Vessels) of this chapter.

(b) Weight handling gear placed under the inspection and testing required for cargo gear by the classification society or cargo gear bureaus recognized in Subchapter I (Cargo and Miscellaneous Vessels) of this chapter may be

considered as having met the intent of this subpart.

#### § 189.35-3 Intent.

(a) In recognition of the special nature of oceanographic research vessel operations, it is intended that maximum flexibility be given to the owner or operator in complying with the safety requirements for weight handling gear in this subpart. The primary interest of the Coast Guard shall extend to hazards associated with the connections to the vessel, dangerous moving parts, extremes in temperature and shock hazards.

#### § 189.35-5 Tests.

(a) An installation load test and safety assessment shall be conducted by the owner or operator. Section 189.35-13 may be used as a guide for the safety assessment. It shall be the responsibility of the owner or operator to notify the Officer in Charge, Marine Inspection, of the time and place of the installation tests when occurring in a port of the United States to permit a marine inspector to witness the tests if desired. Subsequent owner or operator conducted tests may be required at the time of the vessel's inspection periods if a visual examination or review of the equipment record reveals evidence of an unsafe condition. Tests should normally consist of exercising the equipment as a unit with a proof load 25 percent in excess of the equipment's normal working load, however manufacturer's design limitations should not be exceeded. Consideration shall be given to the plans of loading when conducting these tests. Braking, safety and limiting devices shall be tested whenever feasible.

#### § 189.35-7 Examinations.

(a) Examination of weight handling gear will normally consist of a visual examination with access covers removed. Suitability of the equipment for the service intended will be emphasized. Disassembly of the equipment will be required only when there is evidence of a deficiency or an unsafe condition. Non-destructive tests, such as radiography, ultrasonic, electronic, or other methods may be used if appropriate, however will not be required.

#### § 189.35-9 Plans.

(a) Plans will not normally be required, however depending on the use of the weight handling gear, submission of plans or other technical information may be required by the Officer in Charge, Marine Inspection. Unless an unsafe condition is in evidence, vessel operations will not be delayed while plans or other technical information are under review. Plans, when required, shall normally include:

(1) One line electrical diagrams showing appropriate overload protection as currently required by Subchapter J (Electrical Engineering) of this chapter.

(2) Plans showing hydraulic or pneumatic equipment.

(3) Stress and/or arrangement diagrams with supporting design calcula-

tions as appropriate to the specific equipment in question.

(b) When weight handling gear is built to a recognized code or specification, plans or other technical data will not normally be required. Purchase specification or vendor's information may be accepted in lieu of design calculations if sufficiently definitive of materials, design (safety) factors and operating limitations.

(c) Design information, when required, will be evaluated against the following minimum design criteria:

(1) Wet Weight Handling Gear: Wet gear shall be considered to consist of gear used to lower equipment, apparatus or objects beneath the surface of the water or for trailing objects, where the wire rope or cable is payed out beneath the surface and becomes part of the line pull at the head sheave or winch drum. Wet gear shall be designed, as a minimum, to withstand and operate in excess of the breaking strength of the strongest section or wire to be used in any condition of loading. The safety factor for all metal structural parts shall be a minimum of 1.5; i.e., the yield strength of the material shall be at least 1.5 times the calculated stresses resulting from application of a load equal to the nominal breaking strength of the strongest section or wire rope to be used. Suitable assumptions for the actual loading conditions shall be used in the design of wet gear. The lead of the wire rope from the head sheave or winch drum shall be considered to vary from the vertical and in azimuth in a manner to represent the most adverse loading condition.

(2) Other weight handling gear will be evaluated on the basis of the safety factors set forth in § 91.37-25 of Subchapter I (Cargo and Miscellaneous Vessels) of this chapter.

(3) Hydraulic or pneumatic systems will be evaluated on the basis of Subpart 55.17 of Part 55 of Subchapter F (Marine Engineering) of this chapter.

#### § 189.35-11 Special cases.

(a) If the above safety requirements defeat the purpose of any particular piece of weight handling gear, consideration will be given to a relaxation of the requirements.

#### § 189.35-13 Master's responsibility.

(a) The master of the vessel shall ensure the following:

(1) The gear is properly installed and secure.

(2) Suitable safety guards are installed in way of rotating machinery, hazardous cable runs and at other appropriate locations.

(3) Operating limitations are posted in an appropriate manner.

(4) Only qualified operators are permitted to operate the weight handling gear. The master shall designate the operators.

(5) A minimum number of persons are allowed in the immediate area.

(6) The installation does not violate the approved trim and stability information.



(7) A suitable permanent record is maintained on the equipment as appropriate showing such items as inspections, tests, important repairs and casualties experienced. This record shall be made available to the Officer in Charge, Marine Inspection, upon request.

(b) Prior to a vessel's departure, an entry shall also be made in the official logbook that the ship's weight handling gear is in compliance with the applicable requirements in this subchapter.

**§ 189.35-15 Major installations.**

(a) Where the installation of weight handling gear requires modifications to the vessel's structure or affects the stability in a manner which cannot be assessed by the information contained in the approved trim and stability information, appropriate plans and information shall be submitted for approval. The installation shall then be inspected by the Officer in Charge, Marine Inspection for conformance with the approved installation plans and information.

**§ 189.35-90 Weight handling gear manufactured prior to March 1, 1968.**

(a) Weight handling gear manufactured prior to March 1, 1968, will be accepted on the basis of appropriate tests and examinations should plans or other technical information not be available.

**Subpart 189.40—Drydocking**

**§ 189.40-1 When required.**

(a) Except for extensions as authorized by the Commandant, all vessels shall be placed in drydock or hauled out for examination within the periods set forth in this paragraph, depending upon the service.

(1) Each vessel should be drydocked or hauled out at intervals not to exceed 24 months if it operates in salt water an aggregate of more than 12 months in the 24-month period since it was last drydocked or hauled out.

(2) Each vessel shall be drydocked or hauled out at intervals not to exceed 36 months if it operates in salt water an aggregate of more than 3 months but not more than 6 months in each 12-month period since it was last drydocked or hauled out. When a vessel exceeds an aggregate of 6 months service in salt water in any 12-month period since it was last drydocked or hauled out, it shall be drydocked or hauled out within 6 months after the end of that period or within the 36-month interval, whichever is earlier.

(3) Each vessel shall be drydocked or hauled out at intervals of 48 months if it operates in salt water an aggregate of more than 1 month but not more than 3 months in each 12-month period since it was last drydocked or hauled out.

(4) Each vessel shall be drydocked or hauled out at intervals not to exceed 60 months if it operates exclusively in fresh water or if it operates in salt water an aggregate not exceeding 1 month in each 12-month period since it was last drydocked or hauled out.

**§ 189.40-5 Notice by owner.**

(a) The master, owner, or agent shall notify the Officer in Charge, Marine Inspection, when any vessel is to be placed on a drydock in order that an examination of the underwater portion of the vessel may be made if deemed necessary.

**Subpart 189.45—Repairs and Alterations**

**§ 189.45-1 Notice required.**

(a) No repairs or alterations affecting the stability or safety of the vessel with regard to the hull, machinery, and equipment shall be made without the knowledge of the Officer in Charge, Marine Inspection.

(b) Drawings of alterations shall be approved before work is started unless deemed unnecessary by the Officer in Charge, Marine Inspection.

(c) Drawings will not be required for repairs in kind.

(d) Notice is not required for repairs or alterations to scientific equipment where the stability or safety of the vessel with regard to the hull and machinery or equipment is not affected.

**§ 189.45-5 Inspection required.**

(a) An inspection, either general or partial depending upon the circumstances, shall be made whenever any important repairs or alterations are undertaken.

**Subpart 189.50—Special Operating Requirements**

**§ 189.50-1 Inspection and testing required when making alterations, repairs, or other such operations involving riveting, welding, burning, or like fire-producing actions.**

(a) The provisions of "Standard for the Control of Gas Hazards on Vessels To Be Repaired," NFPA No. 306, published by National Fire Protection Association, 60 Batterymarch Street, Boston, Mass. 02110, shall be used as a guide in conducting the inspections and issuance of certificates required by this section.

(b) Until an inspection has been made to determine that such operation can be undertaken with safety, no alterations, repairs, or other such operations involving riveting, burning, welding, or like fire-producing actions shall be made:

(1) Within or on the boundaries of tanks which have been used to carry combustible liquids or chemicals; or,

(2) Within spaces adjacent to tanks which have been used to carry Grade D combustible liquids, except where the distance between such tanks and the work to be performed is not less than twenty-five (25) feet; or,

(3) Within or on the boundaries of fuel tanks; or,

(4) Within or on the boundaries of tanks carrying Grade B or Grade C flammable liquids or within spaces adjacent to such tanks; or,

(5) To pipelines, heat coils, pumps, fittings, or other appurtenances connected to such fuel tanks.

(c) Such inspections shall be made and evidenced as follows:

(1) In ports or places in the United States or its territories and possessions the inspection shall be made by a marine chemist certificated by the National Fire Protection Association; however, if the services of such certified marine chemist are not reasonably available, the Officer in Charge, Marine Inspection, upon the recommendation of the vessel owner and his contractor or their representative shall select a person who, in the case of an individual vessel, shall be authorized to make such inspection. If the inspection indicates that such operations can be undertaken with safety, a certificate setting forth the fact in writing and qualified as may be required, shall be issued by the certified marine chemist or the authorized person before the work is started. Such qualifications shall include any requirements as may be deemed necessary to maintain, insofar as can reasonably be done, the safe conditions in the spaces certified throughout the operation and shall include such additional tests and certifications as considered required. Such qualifications and requirements shall include precautions necessary to eliminate or minimize hazards that may be present from protective coatings or residues from cargoes.

(2) When not in such a port or place, and a marine chemist or such person authorized by the Officer in Charge, Marine Inspection, is not reasonably available, the inspection shall be made by the senior officer in the crew present and a proper entry shall be made in the vessel's logbook.

(d) It shall be the responsibility of the senior officer present to secure copies of certificates issued by the certified marine chemist or such person authorized by the Officer in Charge, Marine Inspection. It shall be the responsibility of the senior officer in the crew present, insofar as the persons under his control are concerned, to maintain a safe condition on the vessel by full observance of all qualifications and requirements listed by the marine chemist in the certificate.

**Subpart 189.55—Plan Approval**

**§ 189.55-1 General.**

(a) The following list of required plans in § 189.55-5 is general in character, but includes all plans which normally show construction and safety features coming under the cognizance of the Coast Guard. In the case of a particular vessel, all of the plans enumerated may not be applicable and it is intended that only those plans and specifications be submitted as will clearly show the vessel's arrangements, construction and required equipment.

(b) In the following list of required plans in § 189.55-5, the items which must be approved by the American Bureau of Shipping for vessels classed by that organization are indicated by an asterisk. When prints bearing record of such approval by the American Bureau of Shipping are forwarded to the Coast Guard they will in general be accepted as satisfactory except insofar as the law or the Coast Guard regulations contain



requirements which are not covered by the American Bureau of Shipping.

**§ 189.55-5 Plans and specifications required for new construction.**

(a) *General.* (1) Specifications.  
(2) General arrangement plan of decks, holds, inner bottoms, etc., and including inboard and outboard profile.

(b) *Hull structure.*<sup>1</sup> (1) \*Inner bottom plating and framing.

(2) \*Midship section.

(3) \*Shell plating and framing.

(4) \*Stem, stern frame, and rudder.

(5) \*Structural deck plans for strength decks.

(6) \*Pillars and girders.

(7) \*Watertight and oiltight bulkheads.

(8) \*Foundations for main machinery and boilers.

(9) \*Arrangement of ports, doors, and airports in shell plating.

(10) \*Hatch coamings and covers in weather and watertight decks.

(11) \*Details of watertight doors and operating gear.

(12) \*Scuppers and drains penetrating shell plating.

(13) Weight handling gear when required by the Officer in Charge, Marine Inspection, as provided for by § 189.35-9.

(c) *Hull calculations, etc.* Required only when a stability test is to be performed.

(1) Lines (for information).

(2) Curves of form.

(3) Capacity plan showing capacities and vertical and longitudinal centers of gravity of cargo spaces, tanks, scientific equipment, etc. (for information).

(4) Tank sounding tables (for information).

(5) Draft mark locations (for information).

(d) *Fire control.* (1) General arrangement plans showing for each deck the control stations, the various fire sections enclosed by fire resisting bulkheads, the arrangement of the alarm and extinguishing systems, the fire extinguishers, means of access to different compartments and decks and the ventilation system including location of ventilation shutdowns, positions of dampers and the number identifying each system.

(2) Ventilation diagram including dampers and other fire control features.

(3) Details of alarm systems.

(4) Details of extinguishing systems, including fire mains, carbon dioxide, foam and sprinkling systems.

(e) *Marine engineering.* For plans required for marine engineering equipment and systems, see Subchapter F (Marine Engineering) of this chapter.

(f) *Electrical engineering.* For plans required for electrical engineering, equipment, and systems, see Subchapter J (Electrical Engineering) of this chapter.

(g) *Lifesaving equipment.* These plans are to show the location and arrangement of embarkation decks, all overboard discharges and projections in

<sup>1</sup>The asterisk (\*) indicates items which may require approval by the American Bureau of Shipping for vessels classed by that society.

way of launching lifeboats, weights of lifeboats fully equipped and loaded, working loads of davits and winches, types and sizes of falls, the manufacturer's name and identification for all equipment, and all other relevant and necessary information.

(1) Arrangement of lifeboats.

(2) Arrangement of davits.

(3) Location and stowage of liferafts and buoyant apparatus.

(h) *Accommodations for crewmembers and scientific personnel.* Arrangement plans showing accommodations, ventilation, escapes, hospitals, and sanitary facilities for all crewmembers and scientific personnel.

(i) *Magazines and magazine vans.*

(1) All plans relating to the arrangement, construction, ventilation, and fire protection system for magazines and magazine vans. (The plans required for magazines and magazine vans to be installed or carried on a vessel after the vessel is in operation, are set forth in Subpart 195.11 of this subchapter.)

(2) Ventilation and sprinkler system calculations for magazines and magazine vans.

**§ 189.55-10 Plans required for alterations of existing vessels.**

(a) In the event of alterations involving the safety of the vessel, the applicable plans shall be submitted for approval covering the proposed work except as modified by § 189.45-1.

**§ 189.55-15 Procedure for submittal of plans.**

(a) As the relative location of shipyards, design offices, and Coast Guard offices vary throughout the country, no specific routing will be required in the submittal of plans. In general, one of the following procedures would apply, but in a particular case, if a more expeditious procedure can be used, there will be no objection to its adoption.

(1) The plans may be submitted to the Officer in Charge, Marine Inspection, in the district in which the vessel is to be built. This procedure will be most expeditious in the case of those offices where personnel and facilities are available for examination and approval of plans locally.

(2) The plans may be submitted directly to the Commandant (MMT), U.S. Coast Guard, 1300 E Street NW., Washington, D.C. 20591. In this case, the plans will be returned directly to the submitter, with a copy of the action being forwarded to the interested Officer in Charge, Marine Inspection.

(3) The plans may be submitted directly to field technical offices.

(i) Commander, 3d Coast Guard District (mmt), Governors Island, New York, N.Y. 10004, for the geographical area covered by 1st, 3d, and 5th Coast Guard Districts.

(ii) Commander, 8th Coast Guard District (mmt), Room 308, Customhouse, New Orleans, La., for geographical area covered by 2d, 7th, and 8th Coast Guard Districts.

(iii) Commander, 9th Coast Guard District (mmt), Federal Office Building,

1240 East Ninth Street, Cleveland, Ohio 44199, for geographical area covered by 9th Coast Guard District.

(iv) Commander, 12th Coast Guard District (mmt), 630 Sansome Street, San Francisco, Calif., for geographical area covered by 11th, 12th, 13th, 14th, and 17th Coast Guard Districts.

(4) In the case of classed vessels, upon specific request by the submitter, the American Bureau of Shipping will arrange to forward the necessary plans to the Coast Guard indicating its action thereon. In this case, the plans will be returned as noted in subparagraph (2) of this paragraph.

**§ 189.55-20 Number of plans required.**

(a) Four copies of each plan are normally required so that one can be returned to the submitter. If the submitter desires additional approved plans, a suitable number should be submitted to permit the required distribution.

**Subpart 189.60—Certificates Under International Convention for Safety of Life at Sea, 1960**

**§ 189.60-1 Application.**

(a) The provisions of this subpart, with the exception of §§ 189.60-30 and 189.60-40(e), shall apply to all oceanographic vessels on an international voyage other than nuclear vessels. (See § 188.05-10 of this subchapter.)

(b) The provisions of §§ 189.60-30, 189.60-35, and 189.60-40(e) shall apply to all nuclear oceanographic vessels on an international voyage.

**§ 189.60-5 Cargo Ship Safety Construction Certificate.**

(a) All vessels on an international voyage are required to have a Cargo Ship Safety Construction Certificate. This certificate shall be issued by the U.S. Coast Guard or the American Bureau of Shipping to certain vessels on behalf of the United States of America as provided in Regulation 12, Chapter I, of the International Convention for Safety of Life at Sea, 1960.

(b) All such vessels shall meet the applicable requirements of this chapter for vessels on an international voyage.

**§ 189.60-10 Cargo Ship Safety Equipment Certificate.**

(a) All vessels on an international voyage are required to have a Cargo Ship Safety Equipment Certificate.

(b) All such vessels shall meet the applicable requirements of this chapter for vessels on an international voyage.

**§ 189.60-15 Cargo Ship Safety Radiotelegraphy Certificate.**

(a) The application for Cargo Ship Safety Radiotelegraphy Certificate is made on FCC Form 801 to the local office of the Federal Communications Commission.

(b) Where applicable, a Cargo Ship Safety Radiotelegraphy Certificate will be issued by the Federal Communications Commission to a vessel meeting its requirements for a vessel fitted with a radiotelegraph installation.



**§ 189.60-20 Cargo Ship Safety Radiotelephony Certificate.**

(a) The application for a Cargo Ship Safety Radiotelephony Certificate is made on FCC Form 801 to the local office of the Federal Communications Commission.

(b) Where applicable, a Cargo Ship Safety Radiotelephony Certificate will be issued by the Federal Communications Commission to a vessel meeting its applicable requirements for a vessel fitted with a radiotelephone installation.

**§ 189.60-25 Exemption Certificate.**

(a) A vessel may be exempted by the Commandant from complying with certain requirements of the Convention under his administration upon request made in writing to him and transmitted via the Officer in Charge, Marine Inspection.

(b) When an exemption is granted to a vessel by the Commandant under and in accordance with the Convention, an Exemption Certificate describing such exemption shall be issued through the appropriate Officer in Charge, Marine Inspection, in addition to other required certificates.

**§ 189.60-30 Nuclear Cargo Ship Safety Certificate.**

(a) All nuclear cargo vessels on an international voyage are required to have a Nuclear Cargo Ship Safety Certificate.

(b) All such vessels shall meet the applicable requirements of this chapter for nuclear vessels on an international voyage.

(c) Nuclear vessels cannot be exempted from any requirements of the Convention.

**§ 189.60-35 Posting of Convention certificates.**

(a) The certificates described in this subpart, or certified copies thereof, when issued to a vessel shall be posted in a prominent and accessible place on the vessel.

(b) The certificates shall be carried in a manner similar to that described in § 189.01-5 for a certificate of inspection.

**§ 189.60-40 Duration of certificates.**

(a) A Cargo Ship Safety Equipment Certificate shall be issued for a period of not more than 24 months.

(b) A Cargo Ship Safety Construction Certificate shall be issued for a period of not more than 60 months.

(c) A Cargo Ship Safety Radiotelegraphy Certificate and a Cargo Ship Safety Radiotelephony Certificate shall be issued for a period of not more than 12 months.

(d) An Exemption Certificate shall not be valid for longer than the period of the certificate to which it refers.

(e) The Nuclear Cargo Ship Safety Certificate shall be issued for a period of not more than 12 months.

(f) A Convention Certificate may be withdrawn, revoked, or suspended at any time when it is determined the vessel is no longer in compliance with applicable requirements. (See § 2.01-70 of this chapter for procedures governing appeals.)

**§ 189.60-45 American Bureau of Shipping.**

(a) The American Bureau of Shipping, with its home office at 45 Broad Street, New York, N.Y. 10004, is hereby designated as an organization duly authorized to issue the "Cargo Ship Safety Construction Certificate" to certain oceanographic vessels on behalf of the United States of America as provided in Regulation 12, Chapter I, of the International Convention for Safety of Life at Sea, 1960, and Executive Order 11239 and the certificate shall be subject to the requirements in this subpart. The American Bureau of Shipping is authorized to place the official seal of the United States of America on the certificate. This designation and delegation to the American Bureau of Shipping shall be in effect until terminated by proper authority and notice of cancellation is published in the FEDERAL REGISTER.

(b) At the option of the owner or agent of a vessel on an international voyage and on direct application to the American Bureau of Shipping, the Bureau may issue to such vessel a Cargo Ship Safety Construction Certificate, having a period of validity of not more than 60 months after ascertaining that the vessel:

(1) Has met the applicable requirements of the Convention; and

(2) Is currently classed by the Bureau and classification requirements have been dealt with to the satisfaction of the Bureau.

(c) When the Bureau determines that a vessel to which it has issued a Cargo Ship Safety Construction Certificate no longer complies with the Bureau's applicable requirements for classification, the Bureau shall immediately furnish to the Coast Guard all relevant information, which will be used by the Coast Guard to determine whether or not to withdraw, revoke or suspend the Cargo Ship Safety Construction Certificate.

(Sec. 25, 41 Stat. 998, as amended, sec. 701, 62 Stat. 731, as amended; 46 U.S.C. 881, 18 U.S.C. 701)

**PART 190—CONSTRUCTION AND ARRANGEMENT**

**Subpart 190.01—Hull Structure**

- Sec. 190.01-1 Application:
- 190.01-5 Vessels subject to load line.
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- 190.01-13 Sliding watertight doors.
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- 190.05-3 Fire hazards to be minimized.
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- 190.05-15 Segregation of spaces containing the emergency source of electric power.
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**Subpart 190.07—Structural Fire Protection**

- Sec. 190.07-1 Application.
- 190.07-5 Definitions.
- 190.07-10 Construction.
- 190.07-90 Vessels contracted for prior to March 1, 1968.

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- 190.10-1 Application.
- 190.10-5 Two means required.
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- 190.15-5 Vessels using fuel having a flash-point of 110° F. or lower.
- 190.15-10 Ventilation for closed spaces.
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- 190.15-90 Vessels contracted for prior to March 1, 1968.

**Subpart 190.20—Accommodations for Officers, Crew, and Scientific Personnel**

- 190.20-1 Application.
- 190.20-5 Intent.
- 190.20-10 Location of crew spaces.
- 190.20-15 Construction.
- 190.20-20 Sleeping accommodations.
- 190.20-25 Washrooms and toilet rooms.
- 190.20-30 Messrooms.
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- 190.20-40 Other spaces.
- 190.20-45 Lighting.
- 190.20-50 Heating.
- 190.20-55 Insect screens.
- 190.20-90 Vessels contracted for prior to March 1, 1968.

**Subpart 190.25—Rails and Guards**

- 190.25-1 Application.
- 190.25-5 Where rails required.
- 190.25-10 Storm rails.
- 190.25-15 Guards in dangerous places.
- 190.25-90 Vessels contracted for prior to March 1, 1968.

**AUTHORITY:** The provisions of this Part 190 issued under R.S. 4405, as amended, 4462, as amended, sec. 5, 79 Stat. 424; 46 U.S.C. 375, 416, 445. Interpret or apply R.S. 4417, as amended, 4418, as amended, 4488, as amended, sec. 10, 35 Stat. 428, as amended, 41 Stat. 305, as amended, secs. 1, 2, 49 Stat. 1544, 1545, as amended, sec. 6(b)(1), 80 Stat. 938; 46 U.S.C. 391, 392, 481, 395, 363, 367, 49 U.S.C. 1655(b); E.O. 11239, July 31, 1967, 30 F.R. 3 CFR, 1965 Supp.; 49 CFR 1.4(a)(2); unless otherwise noted.

**Subpart 190.01—Hull Structure**

**§ 190.01-1 Application.**

(a) The provisions of this subpart, with the exception of § 190.01-90, shall apply to all vessels contracted for on or after March 1, 1968.

(b) Vessels contracted for prior to March 1, 1968, shall meet the requirements of § 190.01-90.

**§ 190.01-5 Vessels subject to load line.**

(a) For vessels assigned a load line, see Subchapter E (Load Lines) of this chapter for special requirements as to strength, closure of openings, etc.



(Sec. 2, 45 Stat. 1493, as amended, sec. 2, 49 Stat. 888, as amended; 46 U.S.C. 85a, 88a)

#### § 190.01-10 Structural standards.

(a) In general, compliance with the standards established by the American Bureau of Shipping, see Subpart 188.35 of this subchapter, will be considered as satisfactory evidence of the structural efficiency of the vessel. However, in special cases, a detailed analysis of the entire structure or some integral part may be made by the Coast Guard to determine the structural requirements.

#### § 190.01-13 Sliding watertight doors.

(a) Sliding watertight doors, where fitted, shall be designed, tested, and installed in accordance with Subpart 163.001 of Subchapter Q (Specifications) of this chapter.

#### § 190.01-15 Special consideration.

(a) Special consideration will be given to the structural requirements for small vessels or vessels of an unusual design not contemplated by the rules of the American Bureau of Shipping.

#### § 190.01-90 Vessels contracted for prior to March 1, 1968.

(a) Existing structure previously approved will be considered satisfactory so long as it is 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 construction.

(b) Conversions, major alterations, new installations, and replacements, shall meet the applicable specifications in this subpart for new vessels.

### Subpart 190.05—General Fire Protection

#### § 190.05-1 Application.

(a) The provisions of this subpart shall apply to all vessels, except as noted otherwise in this subpart.

(b) Non-self-propelled vessels of less than 300 gross tons shall not be subject to the provisions of this subpart.

#### § 190.05-3 Fire hazards to be minimized.

(a) The general construction of the vessel shall be such as to minimize fire hazards.

#### § 190.05-5 Woodwork insulated from heated surfaces.

(a) Internal combustion engine exhausts, boiler, and galley uptakes, and similar sources of ignition shall be kept clear of and suitably insulated from any woodwork or other combustible matter.

#### § 190.05-10 Chemical storeroom and lamp room construction.

(a) Chemical storerooms, lamp, paint, and oil lockers and similar compartments shall be constructed of steel or shall be wholly lined with metal.

#### § 190.05-15 Segregation of spaces containing the emergency source of electric power.

(a) When a compartment containing the emergency source of electric power,

or vital components thereof, adjoins a space containing either the ship's service generators or machinery necessary for the operation of the ship's service generators, all common bulkheads and/or decks shall be protected by approved "structural insulation" or other approved material. This protection shall be such as to be capable of preventing an excessive temperature rise in the space containing the emergency source of electric power, or vital components thereof, for a period of at least 1 hour in the event of fire in the adjoining space. Bulkheads or decks meeting Class A-60 requirements, as defined by § 72.05-10 of Subchapter H (Passenger Vessels) of this chapter, will be considered as meeting the requirements of this paragraph.

#### § 190.05-20 Segregation of chemical laboratories and chemical storerooms.

(a) The provisions of this section shall apply to all vessels contracted for on or after March 1, 1968.

(b) Chemical storerooms shall not be located in horizontal proximity to nor below accommodation or safety areas.

(c) Chemical storerooms shall not be located adjacent to the collision bulkhead, nor boundary divisions of the boilerroom, engine room, galley, or other high fire hazard area.

(d) Chemical laboratories shall not be located adjacent to nor immediately below safety areas. Wherever possible they shall be similarly separated from accommodation spaces and high fire hazard areas such as the galley.

### Subpart 190.07—Structural Fire Protection

#### § 190.07-1 Application.

(a) The provisions of this subpart, with the exception of § 190.07-90, shall apply to all vessels of 4,000 gross tons and over carrying not more than 150 persons and contracted for on or after March 1, 1968.

(b) The provisions of this subpart, with the exception of § 190.07-90, shall apply to all vessels of 300 gross tons and over, but less than 4,000 gross tons, carrying in excess of 16 persons in the scientific party but not more than 150 persons and contracted for on or after March 1, 1968.

(c) Vessels contracted for prior to March 1, 1968, shall meet the requirements of § 190.07-90.

(d) Those vessels which carry more than 150 persons shall meet the requirements in §§ 72.05-5 through 72.05-60 of Subchapter H (Passenger Vessels) of this chapter.

#### § 190.07-5 Definitions.

(a) *Standard fire tests.* A "standard fire test" is one which develops in the test furnace a series of time temperature relationships as follows:

5 minutes—1,000° F.
10 minutes—1,300° F.
30 minutes—1,550° F.
60 minutes—1,700° F.

(b) *"A" Class divisions.* Bulkheads or decks of the "A" Class shall be composed of steel or equivalent metal construction, suitably stiffened and made intact with

the main structure of the vessel; such as shell, structural bulkheads, and decks. They shall be so constructed, that if subjected to the standard fire test, they would be capable of preventing the passage of flame and smoke for 1 hour.

(c) *"B" Class bulkheads.* Bulkheads of the "B" Class shall be constructed with approved incombustible materials and made intact from deck to deck and to shell or other boundaries. They shall be so constructed that, if subjected to the standard fire test, they would be capable of preventing the passage of flame and smoke for one-half hour.

(d) *"C" Class divisions.* Bulkheads or decks of the "C" Class shall be constructed of approved incombustible materials, but need meet no requirements relative to the passage of flame.

(e) *Steel or other equivalent metal.* Where the term "steel or other equivalent metal" is used in this subpart, it is intended to require a material which, by itself or due to insulation provided, has structural and integrity qualities equivalent to steel at the end of the applicable fire exposure.

(f) *Approved material.* Where in this subpart approved materials are required, they refer to materials approved under the applicable subparts of Subchapter Q (Specifications) of this chapter, as follows:

Deck coverings.....	164.006
Structural insulation.....	164.007
Bulkhead panels.....	164.008
Incombustible materials.....	164.009
Interior finish.....	164.012

#### § 190.07-10 Construction.

(a) The hull, superstructure, structural bulkheads, decks, and deckhouses shall be constructed of steel. Alternately, the Commandant may permit the use of other suitable material in special cases, having in mind the risk of fire.

(b) The boundary bulkheads of general laboratory areas, chemical storerooms, galleys, paint and lamp lockers and emergency generator rooms shall be of "A" class construction.

(1) Permanently installed divisional bulkheads between laboratories spaces within a general laboratory area may be of B or C class construction.

(2) Temporary divisional bulkheads between laboratory spaces within a general laboratory area may be constructed of combustible materials when they are necessary to facilitate a specific scientific mission.

(c) The boundary bulkheads and decks separating the accommodations and control stations from hold and machinery spaces, galleys, main pantries, laboratories, and storerooms, other than small service lockers, shall be of "A" Class construction.

(1) The boundary bulkheads and decks separating general laboratory areas of 500 square feet or less from accommodations and control stations shall be of "A-15" Class construction as defined by § 72.05-10 of Subchapter H (Passenger Vessels) of this chapter.

(2) The boundary bulkheads and decks separating general laboratory



areas of over 500 square feet from accommodations and control stations shall be of "A-30" Class construction as defined by § 72.05-10 of Subchapter H (Passenger Vessels) of this chapter.

(d) Within the accommodation and service areas the following conditions shall apply:

(1) Corridor bulkheads in accommodation spaces shall be of the "A" or "B" Class intact from deck to deck. State-room doors in such bulkheads may have a louver in the lower half.

(2) Elevator, dumbwaiter, stairtower, and other trunks shall be of "A" Class construction.

(3) Bulkheads not already specified to be of "A" or "B" Class construction may be of "A", "B", or "C" Class construction.

(4) The integrity of any deck in way of a stairway, shall be maintained by means of "A" or "B" class bulkheads and doors at one level. The integrity of a stairtower shall be maintained by "A" class doors at every level. The door shall be of the self-closing type. Holdback hooks will not be permitted. However, magnetic holdbacks operated from the bridge or other suitable remote control positions are acceptable.

(5) Interior stairs, including stringers and treads, shall be of steel.

(6) Except for washrooms and toilet spaces, deck coverings within accommodation spaces shall be of an approved type. However, overlays for leveling or finishing purposes which do not meet the requirements for an approved deck covering may be used in thicknesses not exceeding three-eighths of an inch.

(7) Ceilings, linings, and insulation, including pipe and duct laggings, shall be approved incombustible materials.

(8) Any sheathing, furring, or holding pieces incidental to the securing of any bulkhead, ceiling, lining, or insulation shall be of approved incombustible materials.

(9) Bulkheads, linings, and ceiling may have a combustible veneer within a room not to exceed two twenty-eighths of an inch in thickness. However, combustible veneers, trim, decorations, etc., shall not be used in corridors or hidden spaces. This is not intended to preclude the use of an approved interior finish or a reasonable number of coats of paint.

(e) Nitrocellulose or other highly flammable or noxious fume-producing paints or lacquers shall not be used.

**§ 190.07-90 Vessels contracted for prior to March 1, 1968.**

(a) Existing structure arrangements and materials 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 construction.

(b) Conversions, major alterations, new installations, and replacements shall comply with the applicable specifications and requirements in this subpart for new vessels.

**Subpart 190.10—Means of Escape**

**§ 190.10-1 Application.**

(a) The provisions of this subpart, with the exception of § 190.10-90, shall apply to all vessels other than non-self-propelled vessels of less than 300 gross tons, contracted for on or after March 1, 1968.

(b) Vessels contracted for prior to March 1, 1968, shall meet the requirements of § 190.10-90.

(c) Non-self-propelled vessels of less than 300 gross tons shall not be subject to the provisions of this subpart.

**§ 190.10-5 Two means required.**

(a) There shall be at least two means of escape from all general areas where the crew or scientific personnel may be quartered or normally employed. At least one of these two means of escape shall be independent of watertight doors and hatches, except for quick acting watertight doors giving final access to weather decks.

**§ 190.10-10 Location.**

(a) The two means of escape shall be as remote as practicable so as to minimize the possibility of one incident blocking both escapes.

**§ 190.10-15 Vertical ladders not accepted.**

(a) Vertical ladders and deck scuttles shall not in general be considered satisfactory as one of the required means of escape. However, where it is demonstrated that the installation of a stairway would be impracticable, a vertical ladder may be used as the second means of escape.

**§ 190.10-20 No means for locking doors.**

(a) No means shall be provided for locking doors giving access to either of the two required means of escape except that crash doors or locking devices, capable of being easily forced in an emergency, may be employed provided a permanent and conspicuous notice to this effect is attached to both sides of the door. This paragraph shall not apply to outside doors to deckhouses where such doors are locked by key only and such key is under the control of one of the vessel's officers.

**§ 190.10-25 Stairway size.**

(a) Stairways shall be of sufficient width having in mind the number of persons having access to such stairs for escape purposes.

(b) All interior stairways, other than those within the machinery spaces, shall have minimum width of 28 inches. The angle of inclination with the horizontal of such stairways shall not exceed 50°.

(c) Special consideration for relief may be given if it is shown to be unreasonable or impracticable to meet the requirements in this section.

**§ 190.10-30 Dead end corridors.**

(a) Dead end corridors, or the equivalent, more than 40 feet in length shall not be permitted.

**§ 190.10-35 Public spaces.**

(a) In all cases, public spaces having a deck area of over 300 square feet shall have at least two exits. Where practicable, these exits shall give egress to different corridors, rooms, or spaces to minimize the possibility of one incident blocking both exits.

**§ 190.10-40 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 and liferaft embarkation areas.

**§ 190.10-45 Weather deck communications.**

(a) Vertical communication shall be provided between the various weather decks by means of permanent inclined ladders.

**§ 190.10-90 Vessels contracted for prior to March 1, 1968.**

(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 §§ 190.10-5 through 190.10-45 be permitted than presently exists. Nothing in this paragraph shall be construed as exempting any vessel from having two means of escape from all main compartments where persons on board may be quartered or normally employed.

**Subpart 190.15—Ventilation**

**§ 190.15-1 Application.**

(a) The provisions of this subpart, with the exception of § 190.15-90, shall apply to all vessels other than non-self-propelled vessels of less than 300 gross tons, contracted for on or after March 1, 1968.

(b) Vessels contracted for prior to March 1, 1968, shall meet the requirements of § 190.15-90.

(c) Non-self-propelled vessels of less than 300 gross tons shall not be subject to the provisions of this subpart.

**§ 190.15-5 Vessels using fuel having a flashpoint of 110° F. or lower.**

(a) Spaces containing machinery which uses, or tanks which contain, fuel having a flashpoint of 110° F. or lower shall have natural supply and mechanical exhaust ventilation as required by this section.

(b) The mechanical exhaust system shall be such as to assure the air changes as noted in Table 190.15-5(b) depending on the size of the space.

TABLE 190.15-5(b)

Size of space, cubic feet		Minute per air change
Over	Not over	
	500	2
500	1000	3
1000	1500	4
1500		5



(c) Exhaust blower motors, unless of a totally enclosed, explosion-proof type, shall be located outside of the ducts and outside of the compartment required to be ventilated. Exhaust blower motors if mounted in any compartment shall be located as high above the bilge as practicable. 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 one cross section dimension exceed twice the other.

(f) At least two inlet ducts shall be located at one 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. These ducts shall be so installed that ordinary collection of water in the bilge will not close off the ducts.

(g) All ducts shall be of steel construction and reasonably gastight from end to end. 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.

(i) Provision shall be made for closing all cowls or scoops when the fixed carbon dioxide system is operated.

#### § 190.15-10 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 the chemical laboratories, scientific laboratories, chemical storerooms, and

machinery 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) See §§ 194.15-5 and 194.20-5 of this subchapter for ventilation of chemical laboratories, scientific laboratories, and storerooms.

#### § 190.15-15 Ventilation for living spaces and quarters.

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

(b) All spaces used as quarters for crewmembers and scientific personnel shall be ventilated by a mechanical system unless it can be shown that a natural system will provide adequate ventilation. By a natural system is meant those spaces so located that the windows, ports, skylights, etc., and doors to passageways can be kept open and thereby provide adequate ventilation under all ordinary conditions of weather.

#### § 190.15-90 Vessels contracted for prior to March 1, 1968.

(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 §§ 190.15-5 through 190.15-15 be permitted than presently exists.

#### Subpart 190.20—Accommodations for Officers, Crew, and Scientific Personnel

##### § 190.20-1 Application.

(a) The provisions of this subpart, with the exception of § 190.20-90, shall apply to all vessels contracted for on or after March 1, 1968.

(b) Vessels contracted for prior to March 1, 1968, shall meet the requirements of § 190.20-90.

##### § 190.20-5 Intent.

(a) It is the intent of this subpart that the accommodations provided for officers, crew, and scientific personnel on all vessels shall be securely constructed, properly lighted, heated, drained, ventilated, equipped, located, arranged, and, where practicable, shall be insulated from undue noise and free from effluvia.

(b) Provided the intent of this subpart is met, consideration may be given by the Officer in Charge, Marine Inspection, to relax the requirements relating to the size and separation of accommodations for scientific personnel.

(c) The crew referred to in this subpart includes all persons, except the licensed officers, regularly employed on board any vessel. Where the requirements for the accommodations of licensed officers and/or scientific personnel are not otherwise specified, they shall be at least equivalent to that indicated in this subpart for the crew.

##### § 190.20-10 Location of crew spaces.

(a) Crew spaces shall be located, where practicable, so that the maximum amount of fresh air and light are obtainable, having due regard to the service of the vessel and the requirements of other space users.

(b) Crew quarters shall not be located farther forward in the vessel than a vertical plane located at 5 percent of the vessel's length abaft the forward side of the stem at the designed summer load water line. However, for vessels in other than ocean or coastwise service, this distance need not exceed 28 feet. For purpose of this paragraph the length shall be as defined in § 43.15-1 of Subchapter E (Load Lines) of this chapter. No section of the deck of the crew spaces shall be below the deepest load line, except that in special cases, the Commandant may approve such an arrangement: *Provided*, That in no case shall the deck head of crew spaces other than gymnasiums, exercise rooms, and libraries be below the deepest load line.

(c) Hawse pipes or chain pipes shall not pass through crew spaces.

(d) There shall be no direct communication, except through solid, close fitted doors or hatches between crew spaces and chain lockers, or machinery spaces.

(e) There shall be no access, vents, or sounding tubes from fuel oil tanks opening into crew spaces, except that sounding tubes and access openings may be located in corridors.

(f) Where practicable, crew spaces shall be located entirely separate and independent of spaces allotted to licensed officers.

##### § 190.20-15 Construction.

(a) All crew spaces are to be constructed in a manner suitable to the purpose for which they are intended. The bulkheads separating the crew spaces from machinery spaces, lamp and paint rooms, storerooms, drying rooms, washrooms, and toilet spaces shall be made odor-proof where deemed necessary by the Commandant.

(b) Toilet spaces, except when provided as private or semiprivate facilities, shall be so built, fitted, and situated, that no odor from them will readily enter other crew spaces.

(c) Where shell or unsheathed weather decks form boundaries of crew spaces, suitable protective coverings shall be applied to prevent formation or accumulation of moisture.

(d) Where crew spaces adjoin or are immediately above spaces such as galleys, machinery spaces or casings, donkey boilerrooms, etc., they shall be suitably protected from the heat.

(e) The interior sides and deck heads of crew spaces shall be covered with enamel, paint, or other material light in color.

(f) Crew spaces shall be properly drained where considered necessary.

(g) All washrooms and toilet rooms shall be properly drained and so constructed and arranged that they can be kept in a clean, workable, and sanitary condition. The scuppers shall be located



in the lowest part of the space, due consideration being given to the average trim of the vessel.

#### § 190.20-20 Sleeping accommodations.

(a) *Arrangements.* (1) Where practicable, separate sleeping accommodations are to be provided for the deck, engine, and steward groups of the crew.

(2) Where practicable, each licensed officer shall be provided with a separate stateroom.

(b) *Size.* (1) Sleeping accommodations for the crew shall be divided into rooms, no one of which shall berth more than four persons.

(2) Each room shall be of such size that there are at least 30 square feet of deck area and a volume of at least 210 cubic feet for each person accommodated. The clear head room shall be not less than 6 feet 3 inches. In measuring sleeping quarters allocated to crews of vessels, any equipment contained therein for the use of the occupants is not to be deducted from the total volume or from the deck area.

(3) Sleeping accommodations for scientific personnel shall be divided into rooms, no one of which shall berth more than six persons.

(4) Each room for scientific personnel shall be of such size that there are at least 20 square feet of deck area and a volume of at least 150 cubic feet for each person accommodated. The clear head room shall be not less than 6 feet 3 inches. In measuring sleeping accommodations any equipment contained therein for the use of the occupants is not to be deducted from the total volume or from the deck area.

(c) *Equipment.* (1) Each person shall have a separate berth and not more than one berth shall be placed above another. The berths shall have a framework of metal or other hard, smooth material not likely to corrode or harbor vermin, and shall be so arranged that they provide ample room for easy occupancy. The overall size of a berth shall not be less than 30 inches wide by 76 inches long, except by special permission of the Commandant. Where berths adjoin, they shall be divided by a partition not less than 18 inches in height. Where two tiers of berths are fitted, the bottom of the lower must not be less than 12 inches above the deck, and the bottom of the upper must not be less than 2 feet 6 inches both from the bottom of the lower and from the deck overhead. The berths shall not be obstructed by pipes, ventilating ducts, or other installations.

(2) A locker of metal or other hard, smooth material shall be provided for each person accommodated in a room. Each locker shall be not less than 300 square inches in cross section area and 60 inches high. It shall be so placed as to be readily accessible. The interior of the locker shall be so arranged as to facilitate the proper stowage of clothes.

#### § 190.20-25 Washrooms and toilet rooms.

(a) There shall be provided at least one toilet, one washbasin, and one shower

or bathtub for each eight members or portion thereof in the crew to be accommodated. The crew to be accommodated shall include all members who do not occupy rooms to which private or semiprivate facilities are attached.

(b) Under the following conditions, the toilet and washing facilities for the specific groups of the crew indicated shall be located in spaces separate from the facilities for other crewmembers; and shall be provided for that group in the ratios required by paragraph (a) of this section.

(1) The members of the engine department, where their number, exclusive of licensed officers and others separately provided for, exceeds eight.

(2) The members of the steward's department, exclusive of those separately provided for, where their number exceeds eight.

(3) All female members of the crew.

(c) The toilet rooms and washrooms shall be located convenient to the sleeping quarters of the crew to which they are allotted but shall not open directly into such quarters except when they are provided as private or semiprivate facilities.

(d) All washbasins, showers, and bathtubs shall be equipped with proper plumbing, including hot and cold running water. Washbasins may be located in the crew sleeping quarters.

(e) The toilet rooms shall be separate from the washrooms and at least one washbasin shall be fitted in each toilet room, except where private or semiprivate facilities are provided and washbasins are installed in the sleeping rooms.

(1) All toilets shall be installed with proper plumbing for flushing. Toilets shall be provided with seats of the open front type. Urinals may be fitted in toilet rooms, if desired, but no reduction in the required number of toilets will be made therefor.

(2) Where more than one toilet is located in a space or compartment, each toilet shall be separated by partitions, which shall be open at the top and bottom for ventilation and cleaning purposes.

#### § 190.20-30 Messrooms.

(a) Messrooms shall be located as near to the galley or suitably equipped serving pantry, as is practicable except where messroom is equipped with a steam table. The messrooms shall be of such size as to seat the number of persons normally scheduled to be eating at one time.

(b) Messrooms shall be properly equipped with tables, seats, and other necessary equipment and shall be so arranged as to permit access to each seat.

#### § 190.20-35 Hospital space.

(a) Except as specifically modified by paragraph (f) of this section, each vessel, which in the ordinary course of its voyage is more than 3 days' duration from port and which carries a crew of 12 or more, shall be provided with a hospital space. This space shall be situated with due regard to the comfort of

the sick so that they may receive proper attention in all weathers.

(b) The hospital shall be suitably separated from other spaces and shall be used for the care of the sick and for no other purpose.

(c) The entrance shall be of such width and in such a position as to admit a stretcher case readily. Berths shall be of metal and may be in double tier, provided the upper berth is hinged and arranged to be secured clear of the lower berth when not in use. At least one berth shall be so arranged that it can be made accessible from both sides when necessary.

(d) The hospital shall be fitted with berths in the ratio of 1 berth to every 12 members of the crew or portion thereof who are not berthed in single occupancy rooms, but the number of berths need not exceed six. Where all single occupancy rooms are provided the requirement for a separate hospital room may be withdrawn: *Provided*, That one stateroom is fitted with a bunk accessible from both sides.

(e) The hospital shall have a toilet, washbasin and bathtub or shower conveniently situated. Other necessary suitable equipment of such character as clothes locker, table, seat, etc., shall be provided.

(f) On vessels in which the crew is berthed in single occupancy staterooms a hospital space will not be required: *Provided*, That one room shall be designated and fitted for use as a treatment and/or isolation room. Such room shall meet the following standards:

(1) The room must be ready for immediate medical use;

(2) The room must be accessible to stretcher cases;

(3) The room must have a single berth or examination table so arranged that it can be accessible from both sides when necessary; and,

(4) A wash basin with hot and cold running water must be installed either in or immediately adjacent to the space and other required sanitary facilities must be conveniently located.

#### § 190.20-40 Other spaces.

(a) Sufficient facilities, depending upon the number of the crew, shall be provided where the crew may wash their own clothes. There shall be at least one tub or sink, fitted with the necessary plumbing, including hot and cold running water.

(b) Clothes drying facilities or space shall be provided for the needs of the crew.

(c) Recreation accommodations shall be provided. Where messrooms are used for this purpose, they shall be suitably planned.

#### § 190.20-45 Lighting.

(a) All crew spaces shall be adequately lighted in accordance with the requirements of Subchapter J (Electrical Engineering) of this chapter.

(b) Berth lights shall be provided for each member of the crew.



**§ 190.20-50 Heating.**

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

(b) The heating system will be considered satisfactory if it is capable of maintaining a minimum temperature of 70° F. under normal operating conditions without undue curtailment of the ventilation.

(c) Radiators and other heating apparatus shall be so placed, and where necessary shielded, as to avoid risk of fire, danger, or discomfort to the occupants. Pipes leading to radiators or heating apparatus shall be lagged where those pipes create a hazard to persons occupying the space.

**§ 190.20-55 Insect screens.**

(a) Except in such areas as are considered to be insect free, provision shall be made to protect the quarters for crew and scientific personnel against the admission of insects. This may be accomplished by the fitting of suitable screens to ventilating skylights, airports, ventilators, and doors to unscreened spaces and the open deck or by other methods. Insect screens are not required in air conditioned quarters nor for windows, airports, and doors that are normally kept closed.

**§ 190.20-90 Vessels contracted for prior to March 1, 1968.**

(a) Existing structures, arrangements, materials, and facilities 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 construction: *Provided*, That in no case will a greater departure from the standards of §§ 190.20-5 through 190.20-55 be permitted than presently exists.

**Subpart 190.25—Rails and Guards****§ 190.25-1 Application.**

(a) The provisions of this subpart, with the exception of § 190.25-90, apply to all vessels contracted for on or after March 1, 1968.

(b) Vessels contracted for prior to March 1, 1968, shall meet the requirements of § 190.25-90.

**§ 190.25-5 Where rails required.**

(a) Rails at least 36 inches high or equivalent protection shall be installed near the periphery of all weather decks accessible to persons on board. Such rails on decks which extend outboard to the side of the vessel shall be in at least three courses approximately evenly spaced. Such rails on decks which do not extend outboard to the side of the vessel, such as tops of deckhouses and winch houses, shall be in at least two courses approximately evenly spaced. If it can be shown to the satisfaction of the Officer in Charge, Marine Inspection, that the installation of rails of such height will be unreasonable and impracticable, having regard to the business of the ves-

sel, rails of a lesser height or in some cases grab rails may be accepted and in-board rails may be eliminated if the deck is not generally accessible.

**§ 190.25-10 Storm rails.**

(a) On vessels in ocean and coastwise service, suitable storm rails shall be installed in all passageways and at the deckhouse sides where persons on board might have normal access. Storm rails shall be installed on both sides of passageways which are 6 feet or more in width.

**§ 190.25-15 Guards in dangerous places.**

(a) Suitable hand covers, guards, or rails shall be installed in way of all exposed and dangerous places such as gears, machinery, etc.

**§ 190.25-90 Vessels contracted for prior to March 1, 1968.**

(a) Existing structures, arrangements, materials, and facilities 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 construction: *Provided*, That in no case will a greater departure from the standards of §§ 190.25-5 through 190.25-15 be permitted than presently exists.

**PART 191—SUBDIVISION AND STABILITY****Subpart 191.01—Application**

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191.01-1 General.

**Subpart 191.05—Definitions**

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**Subpart 191.35—Stability Letter**

191.35-1 Posting.  
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**Subpart 191.90—Vessels Contracted for Prior to March 1, 1968**

191.90-1 Requirements.  
191.90-5 Stability information.  
191.90-10 Stability letter.

**AUTHORITY:** The provisions of this Part 191 issued under R.S. 4405, as amended, 4462, as amended, sec. 5, 79 Stat. 424; 46 U.S.C. 375, 416, 445. Interpret or apply R.S. 4417, as amended, 4418, as amended, 4488, as amended, sec. 10, 35 Stat. 423, as amended, 41 Stat. 305, as amended, sec. 2, 45 Stat. 1493, as amended, sec. 2, 49 Stat. 888, as amended, secs. 1, 2, 49 Stat. 1544, 1545, as amended, sec. 6(b) (1), 80 Stat. 938; 46 U.S.C. 391, 392, 481, 395, 363, 85a, 85a, 367, 49 U.S.C. 1655(b); E.O. 11239, July 31, 1965, 30 F.R. 9671, 3 CFR, 1965 Supp.; 49 CFR 1.4(a) (2).

**Subpart 191.01—Application****§ 191.01-1 General.**

(a) The provisions of this part, with the exception of Subpart 191.90, shall apply to all vessels other than non-self-propelled vessels of less than 300 gross tons, contracted for on or after March 1, 1968.

(b) Vessels contracted for prior to March 1, 1968, shall meet the requirements of Subpart 191.90.

(c) Non-self-propelled vessels of less than 300 gross tons shall not be subject to the provisions of this part.

**Subpart 191.05—Definitions****§ 191.05-1 Subdivision load line.**

(a) A subdivision load line is a waterline used in determining the subdivision of the ship.

**§ 191.05-2 Deepest subdivision load line.**

(a) The deepest subdivision load line is the waterline which corresponds to the greatest draft permitted by the subdivision requirements which are applicable.

**§ 191.05-3 Length of the vessel.**

(a) The length of the vessel is the length measured between perpendiculars taken at the extremities of the deepest subdivision load line.

**§ 191.05-4 Breadth of the vessel.**

(a) The breadth of the vessel is the extreme width from outside of frame to outside of frame at or below the deepest subdivision load line. On wood vessels,



§ 191.05-5 Bulkhead deck.

(a) The bulkhead deck is the uppermost deck up to which the transverse watertight bulkheads are carried.

§ 191.05-6 Margin line.

(a) The margin line is a line drawn at least 3 inches below the upper surface of the bulkhead deck at side where the bulkhead deck is continuous; where the bulkhead deck is not continuous, an assumed continuous margin line shall be used which at no point is less than 3 inches below the top of the deck at side to which the bulkheads concerned and the shell are carried watertight.

(b) In the case of vessels with continuous bulkhead decks, where the average value of the sheer at bow and stern is less than 12 inches, a modified margin line 3 inches below the top of deck at the ends but lowered amidships to the position indicated in Table 191.05-6(b) is to be used.

TABLE 191.05-6(b)

Average value of sheer at bow and stern (inches)	Required position of margin line below top of deck, at side amidships (inches)
12-----	3
6-----	6
0-----	9

(1) Interpolation is required for intermediate values not shown in Table 191.05-6(b).

(2) The modified margin line shall be parabolic through the midship and end points indicated in this paragraph. Margin lines so determined are based upon the assumption that the bulkhead deck is continuous and has existing parabolic sheer. Where this is not the case, the margin line shall be such as to give at least a standard of safety equivalent to the standard described in this paragraph.

§ 191.05-7 Draft.

(a) The draft is the vertical distance from the molded base line amidships to the subdivision load line in question.

§ 191.05-8 Permeability.

(a) The permeability of a space is the percentage of that space which can be occupied by water.

Subpart 191.10—Rules for Subdivision

§ 191.10-1 Permeability.

(a) In making subdivision calculations, volumes shall be calculated to the margin line, and the permeability of spaces shall be taken as follows:

- (1) Machinery spaces at 85 percent.
- (2) Tanks, chain lockers, and spaces normally filled with cargo, stores, mail, or baggage in the full load condition at 60 percent.
- (3) All other spaces at 95 percent.

§ 191.10-5 Compartmentation.

(a) All vessels shall be subdivided so as not to submerge the margin line with any one main compartment flooded.

§ 191.10-10 Minimum spacing of bulkheads.

(a) To be considered effective, watertight bulkheads abaft the collision bulkhead shall be spaced not less than 10 feet plus 3 percent of the load waterline length.

§ 191.10-13 Stepped and recessed bulkheads.

(a) Where a main transverse bulkhead is recessed or stepped, an equivalent plane bulkhead shall be used in determining the subdivision, and the same measure of safety shall be provided as would be provided by a plane bulkhead.

(b) In recessed bulkheads, the recess shall be inboard from the vessel's side by at least one-fifth the beam amidship measured at right angles to the centerline at the level of the load waterline.

§ 191.10-15 Collision bulkhead required.

(a) Every vessel shall have a collision bulkhead located not less than 5 percent, and not more than 10 feet plus 5 percent, of the length of the vessel from the forward perpendicular.

§ 191.10-16 Extent of double bottoms.

(a) A double bottom should be fitted extending from the forepeak bulkhead to the afterpeak bulkhead as far as is practicable and compatible with the design and proper working of the vessel.

(b) A double bottom shall be fitted in vessels 165 feet in length and upwards to the extent required by this paragraph. Where it is shown that installation of the prescribed inner bottom would interfere with the mission of the vessel or that because of other design features the safety of the vessel, in the case of sides or bottom damage, is not impaired, the Commandant may authorize a reduction or elimination of the required inner bottom.

(1) In vessels 165 feet and under 200 feet in length, a double bottom shall be fitted at least from the machinery space to the forepeak bulkhead, or as near thereto as practicable.

(2) In vessels 200 feet and under 249 feet in length, a double bottom shall be fitted at least outside the machinery space, and shall extend to the fore and afterpeak bulkheads, or as near thereto as practicable.

(3) In vessels 249 feet in length and upwards, a double bottom shall be fitted amidships and shall extend to the fore and afterpeak bulkheads, or as near thereto as practicable.

(c) Where a double bottom is required to be fitted, its depth shall be sufficient to provide acceptable protection against grounding. A depth in inches at the

centerline of  $18 + \frac{L}{20}$ , where L is the vessel's length in feet will ordinarily be considered acceptable. The inner bottom shall be continued out to the ship's side in such a manner as to protect the bottom to the turn of the bilge. Such protection will be deemed satisfactory if the line of intersection of the outer edge of the margin plate with the bilge plat-

ing is not lower at any part than a horizontal plane passing through the point of intersection with the frame line amidships of a transverse diagonal line inclined at 25 degrees to the base line and cutting it at a point one-half the ship's molded breadth from the middle line.

(d) A double bottom need not be fitted in way of watertight compartments of moderate size used exclusively for the carriage of liquids, provided the safety of the ship, in the event of bottom or side damage, is not, in the opinion of the Commandant, thereby impaired.

§ 191.10-17 Wells in double bottoms.

(a) Small wells constructed in the double bottom in connection with drainage arrangements of holds, etc., shall not extend downward more than necessary. The depth of the well shall in no case be more than the depth less 18 inches of the double bottom at the centerline, nor shall the well extend below the horizontal plane referred to in § 191.10-16(e).

(b) A well extending to the outer bottom is, however, permitted at the after end of the shaft tunnel of screw vessels. Other wells, such as for lubricating oil under main engines, may be permitted by the Commandant, if satisfied that the arrangements give protection equivalent to that afforded by a double bottom complying with this section.

§ 191.10-18 Manholes in double bottoms.

(a) The number of manholes in the inner bottom shall be reduced to the minimum compatible with the design and necessity for access to the double bottom.

(b) Efficient covers, capable of being made thoroughly watertight and effectively protected from damage by stores, shall be fitted to the manholes.

§ 191.10-19 Watertight floors in double bottoms.

(a) Watertight transverse divisions should be fitted in the double bottom under each main watertight subdivision bulkhead or as near thereto as practicable. Where duct keels are fitted, the transverse divisions need not extend across the duct keel.

§ 191.10-20 Penetrations and openings in watertight bulkheads.

(a) *General.* The number of openings in watertight bulkheads shall be reduced to the minimum compatible with the design and proper working of the vessel; satisfactory means shall be provided for closing these openings. Lead or other heat sensitive materials shall not be used in systems which penetrate watertight subdivision bulkheads, where deterioration of such systems in the event of fire would impair the watertight integrity of the bulkheads.

(b) *Pipes, cables, etc.* (1) Where pipes, scuppers, electric light cables, etc., are carried through watertight subdivision bulkheads, arrangements shall be made to insure the integrity of the watertightness of the bulkheads.

(2) The collision bulkhead below the margin line shall not be pierced by more



than one pipe conveying liquids to and from the forepeak tank. Such pipe shall be fitted with a screwdown valve operable from above the bulkhead deck and the valve shall be secured to the bulkhead fitted inside the forepeak tank.

(c) *Valves and cocks.* Valves and cocks not forming part of a piping system shall not be permitted in watertight subdivision bulkheads.

(d) *Ventilation ducts.* (1) Ventilation or forced draft ducts which penetrate watertight bulkheads shall be held to a minimum.

(2) Watertight penetrations may be allowed if the bottom of the duct is not more than 18 inches below the bulkhead deck, and the duct is as near the centerline as possible; and then only if the bottom of the duct is at least 4 feet above the deepest level of flooding water shown by the damaged condition waterlines.

(e) *Prohibited locations for access openings.* No doors, manholes, or access openings are permitted in the collision bulkhead below the margin line.

(f) *Openings above the margin line.* (1) Where a portion of an assumed margin line is appreciably below the deck to which bulkheads are carried, and it can be shown that the maintenance of complete watertightness will result in undue hardship in the arrangement of the vessel, a limited amount of nontight bulkhead penetrations may be permitted as high as possible immediately under the bulkhead deck. Such penetrations shall be subject to specific approval in each instance and will generally be limited as follows:

(i) Not more than 2 feet below the molded line of the bulkhead deck.

(ii) Not less than 9 inches above the margin line.

(iii) Not outboard of vertical lines located off the centerline at a distance of one-fourth of the full breadth of the ship measured on the bulkhead deck at the point in question.

(2) Approved nontight bulkhead penetrations shall be indicated on a suitable plan carried aboard the vessel.

(g) *Trunkways or tunnels.* (1) Where trunkways or tunnels are carried through main transverse watertight bulkheads, they shall be watertight and in accordance with structural requirements for watertight bulkheads. The access to at least one end of each such tunnel or trunkway, if used as a passage at sea, shall be through a trunk extending watertight to a height sufficient to permit access above the margin line. The access to the other end of the trunkway or tunnel may be through a watertight door of the type required by its location in the ship. Such trunkways or tunnels shall not extend through the first subdivision bulkhead abaft the collision bulkhead.

(2) A short tunnel extending through not more than one main subdivision compartment and which is closed at one end need not be fitted with a door at the other end, provided its sides are not nearer the shell than is permitted for the sides of a recess in a bulkhead as stated in 191.10-13(b), and for damaged stability the volume of the tunnel is in-

cluded in the volume of the compartment into which it opens.

#### § 191.10-25 Watertight bulkhead doors.

(a) *General.* Watertight door openings shall be located as high in the bulkhead and as far inboard as practicable. The number of watertight doors shall be reduced to the minimum consistent with the design and proper working of the vessel.

(b) *Types and classes.* (1) The only types of watertight doors permissible are hinged doors, sliding doors, and doors of other equivalent patterns, excluding plate doors secured only by bolts and doors required to be closed by dropping or by the action of a dropping weight. Sliding doors may have horizontal or vertical motion. The permissible classes of doors are:

Class 1—Hinged doors.

Class 2—Sliding doors, operated by hand gear only.

Class 3—Sliding doors, operated by power and by hand gear.

(2) Hinged doors shall be quick acting, dog on frame type, with dogs spaced and designed to insure that the opening may be closed thoroughly watertight from either side of the bulkhead.

(c) *Class 1 doors, permissible locations.* Class 1 doors are only permitted above a deck the molded line of which, at its lowest point at side, is at least 7 feet above the deepest subdivision load line.

(d) *Class 2 doors, permissible locations.* (1) Watertight doors, the sills of which are above the deepest subdivision load line and below the line specified in paragraph (c) of this section shall be Class 2.

(2) When the number of watertight doors which may be sometimes opened at sea, and whose sills are below the deepest subdivision load line (excluding doors at entrance to shaft tunnels) does not exceed five, these watertight doors and the shaft tunnel doors shall be Class 2.

(e) *Class 3 doors required locations.* When the number of watertight doors which may be sometimes opened at sea, and whose sills are below the deepest subdivision load line (excluding doors at entrance to shaft tunnels) exceed five, all of these doors and those at the entrance to shaft tunnels shall be Class 3, and shall be capable of being simultaneously closed from a central station situated on the bridge.

(f) *Design, installation, and tests.* (1) The design of all watertight doors shall be subject to approval by the Commandant.

(2) Each Class 1 door installed on a vessel in ocean or coastwise service shall be tested by water pressure to a head up to the margin line, but in no case less than 10 feet. Such doors on vessels in other services shall be tested in the same manner as the bulkhead in which they are fitted.

(3) Each Class 2 and Class 3 door shall be designed, tested, and installed in accordance with Subpart 163.001 of Subchapter Q (Specifications) of this chapter.

(g) *Relaxation of requirements.* The Commandant may allow a relaxation of the requirements of this section in exceptional cases where it is shown to be unreasonable or impracticable to meet the requirements.

#### § 191.10-30 Openings in vessel's sides below the bulkhead deck.

(a) *General.* (1) The number of openings in vessel's sides below the bulkhead deck shall be reduced to the minimum compatible with the proper design and working of the vessel.

(2) The arrangement and efficiency of the means for closing each opening shall be consistent with its intended purpose and the position in which it is fitted, and shall be to the satisfaction of the Commandant.

(b) *Port lights.* (1) If, in a 'tween deck, the sills or any port lights are below a line drawn parallel to the molded line of the bulkhead deck at side and having its lowest point 2½ percent of the breadth of the vessel above the deepest subdivision load line, all port lights in that 'tween deck shall be of a nonopening type.

(2) All port lights, the sills of which are below the bulkhead deck, other than those required to be of a nonopening type shall be of such construction as will effectively prevent any person opening them without the consent of the master of the vessel.

(3) No port lights shall be fitted in spaces which are appropriated exclusively to the carriage of stores.

(4) Design of port lights below the bulkhead deck as follows:

(i) All port lights are to be of substantial construction subject to approval of the Commandant.

(ii) Nonopening port lights are to be thoroughly watertight and port lights which are capable of being opened shall be so constructed that they can be easily and effectively closed and secured watertight. Port lights capable of being opened shall have fitted to one or more of the bolts a special round slotted or recessed nut requiring a special wrench. The special nuts are to be protected by sleeves or guards so as to render them incapable of being released by the use of ordinary tools, such as pipe wrenches, etc.

(c) *Deadlights.* (1) Port lights to space below the freeboard deck, as defined in Subchapter E (Load Lines) of this chapter, or to spaces within enclosed superstructure shall be fitted with hinged deadlight covers.

(2) Dead covers shall be of efficient design and arranged so that they can be easily and effectively secured watertight. Where fitted to opening-type port lights, they shall be of such design that it will not be necessary to release the special or locked nut in order to secure the dead cover.

(d) *Side ports.* Gangway, loading ports, and similar openings in the vessel's sides shall be designed and constructed to the approval of the Commandant. Such ports or openings shall be in no case fitted so as to have their



lowest point below the deepest subdivision load line.

(e) *Piping openings in vessel's sides.* Requirements for inlets and discharges of scuppers, sanitary piping, main and auxiliary machinery piping, and ash and rubbish-chutes, etc., are in § 55.10-70 of Subchapter F (Marine Engineering) of this chapter.

§ 191.10-35 Watertight integrity above the margin line.

(a) *General.* (1) All reasonable and practicable measures shall be taken to limit the entry and spread of water above the bulkhead deck. Such measures may include partial bulkheads or webs.

(2) When partial watertight bulkheads and webs are fitted on the bulkhead deck, above or in the immediate vicinity of main subdivision bulkheads, they shall have watertight shell and bulkhead deck connections so as to restrict the flow of water along the deck when the vessel is in a heeled-damaged condition. Where the partial watertight bulkhead does not line up with the bulkhead below, the bulkhead deck between shall be made effectively watertight.

(b) *Decks.* (1) The bulkhead deck or a deck above it shall be watertight in the sense that in ordinary sea conditions water will not penetrate in a downward direction.

(2) Freeing ports, open rails, and/or scuppers shall be fitted as necessary for rapidly clearing the weather deck of water under all weather conditions.

(c) *Side openings.* (1) All side openings in the vessel's shell above the bulkhead deck and all deck openings in or above the bulkhead deck shall comply with the applicable requirements of Subchapters E (Load Lines) and F (Marine Engineering) of this chapter for type closures and fittings. Port lights, gangway, and stowing ports and other means for closing openings in the shell plating above the margin line shall be of efficient design and construction and of sufficient strength having regard to the spaces in which they are fitted and their positions relative to the deepest subdivision load line.

(2) Efficient inside dead covers, arranged so that they can be easily and effectively closed and secured watertight, shall be provided for all port lights to spaces below the first deck above the bulkhead deck.

Subpart 191.15—Stability Test

§ 191.15-1 When required.

(a) Except as otherwise provided in this section, each vessel to which this part pertains shall be subjected to a stability test conducted under the supervision of the Coast Guard and the results of the test shall be approved before the vessel is placed in service.

(b) The Commandant may allow the stability test of a vessel to be dispensed with provided basic stability data are available from the stability test of a sister vessel and it is shown to the satisfaction of the Commandant that reliable stability information for the exempted

vessel can be obtained from such basic data.

(c) Except for vessels on an international voyage, the Commandant may allow the stability test of a vessel to be dispensed with in exceptional cases where it can be shown to his satisfaction that due to the form, construction, and arrangement of the vessel stability calculations can be safely made without a stability test being performed.

§ 191.15-5 Procedure.

(a) *Plans required.* The following plans are essential for use in conducting the stability test and determining the results, and if these plans have not been previously submitted, they shall be made available at the time of the test:

- Lines plan.
- Curves of form, or hydrostatic curves.
- General arrangement plan of decks, holds, inner bottoms, etc.
- Inboard and outboard profile.
- Midship section.
- Capacity plan showing capacities and vertical and longitudinal centers of gravity of cargo spaces, tanks, etc.
- Tank sounding tables.
- Draft mark locations.

(b) *Stability test preparations.* (1) Preparations as noted in this paragraph shall be made to place a vessel in suitable condition for a stability test. The Coast Guard representative supervising the stability test may relax from these standards in a particular instance if, in his opinion, such relaxation is warranted and will not materially affect the reliability of the results of the test.

(2) To obtain dependable stability results, all tanks on the vessel, as far as practicable, shall be either completely empty and dry or fully pressed up and without air pockets. Where this is impracticable, slack tanks may be accepted provided their free surface can be readily and accurately determined for the angles of heel to be obtained during the stability test.

(3) The vessel shall be as nearly complete as practicable when the test is conducted. If additional material or equipment is to be installed after the test, a complete list of such items by weight and location shall be prepared.

(4) All dunnage, tools, and other items extraneous to the completed vessel shall be removed before the test.

(5) The vessel shall be moored in a location reasonably protected from broadside wind, waves, and tide. The depth of water shall be sufficient to provide ample clearance under the vessel against grounding. Mooring lines shall be arranged so that they will not interfere with the free rolling or listing of the vessel.

Subpart 191.20—Stability Standards

§ 191.20-1 General.

(a) With the vessel in the intact condition, the net metacentric height at any operating draft, including allowance for normally slack tanks, shall not be less than the standards outlined in this subpart, taken singly, and the most severe requirement shall govern at any particular draft.

§ 191.20-5 Weather criteria.

(a) The required minimum metacentric height (GM) in feet at any particular draft is obtained from the following formula:

$$GM = \frac{PAh}{\Delta \tan \theta} \quad (1)$$

where:

$$P = 0.005 + \left( \frac{L}{14,200} \right)^2 \text{ tons/ft}^2 \text{ for ocean and coastwise service.}$$

$$P = 0.0033 + \left( \frac{L}{14,200} \right)^2 \text{ tons/ft}^2 \text{ for partially protected waters such as lakes, bays and sounds, and Great Lakes (summer service).}$$

$$P = 0.0025 + \left( \frac{L}{14,200} \right)^2 \text{ tons/ft}^2 \text{ for protected waters such as rivers, harbors, etc.}$$

L=Length between perpendiculars in feet.

A=Projected lateral area in square feet of portion of vessel above waterline.

h=Vertical distance in feet from center of A to center of underwater lateral area or approximately one-half draft point.

Δ=Displacement in long tons.

θ=Angle of heel to one-half the freeboard to the deck edge or 14 degrees whichever is less. (For vessels having a discontinuous weather deck or abnormal sheer, the angle to one-half the freeboard may be suitably modified).

§ 191.20-10 Special cases.

(a) The criteria in § 191.20-5 is generally limited in application to flush deck powered vessels of ordinary form and proportions. In the case of vessels not considered to come in this category, the Commandant may require or accept a modification of these criteria or such additional calculations as may be necessary to demonstrate the limits of safe operation.

§ 191.20-15 Damaged stability standards.

(a) *General requirements.* Sufficient intact stability shall be provided in all service conditions so as to enable the vessel to withstand flooding in any one main compartment. Assumed damage shall extend transversely one-fifth the beam, longitudinally 10 feet plus 3 percent of the load waterline length, or 35 feet, whichever is less, with no main bulkhead involved, and vertically from base line upward without limit.

(b) *Damaged stability calculations.*

(1) The requirement of paragraph (a) of this section shall be determined by calculations which take into consideration the proportions and design characteristics of the vessel and the arrangement and configuration of the damaged compartments. Where decks, inner skins, or longitudinal bulkheads are to be fitted of sufficient tightness to seriously restrict the flow of water, the Commandant shall be satisfied that proper consideration is given to such restrictions in the calculations. Where it is considered that the range of stability in the damaged condition is doubtful, the Commandant will require the investigation thereof.

(2) In making these calculations the vessel is to be assumed in the worst anticipated service condition as regards stability.

(3) For damaged stability calculations the volume and surface permeabilities shall be in general as indicated in Table 191.20-15(b)(3). Higher surface permeabilities are to be assumed in respect to spaces which, in the vicinity of the damage waterplane, contain no substantial quantity of accommodation or



machinery and spaces which are not generally occupied by any substantial quantity of cargo or stores. The maximum surface permeability which must be assumed need not exceed 95.

TABLE 191.20-15(b) (3)

Spaces	Permeability
Appropriated to cargo or stores-----	60.
Appropriated to accommodations-----	95.
Appropriated to machinery-----	85.
Intended for liquids (use value resulting in more severe requirement).	0 or 95.

(4) Unsymmetrical flooding is to be kept to a minimum consistent with efficient arrangements. Where it is necessary to correct large angles of heel, the means adopted shall, where practicable, be self-acting, but in any case where controls to cross-flooding fittings are provided they shall be operable from above the bulkhead deck. The construction and arrangement of such fittings and of their controls, together with the estimated maximum heel before equalization is subject to approval by the Commandant. The time for equalization to acceptable heel limits, as provided in subparagraphs (6) and (7) of this paragraph, shall in no case be more than 15 minutes.

(5) For symmetrical flooding, or in the case of unsymmetrical flooding after equalization measures have been taken, there shall be a positive residual metacentric height of at least 2 inches (calculated on the basis of the initial undamaged displacement).

(6) For unsymmetrical flooding the remaining heel after equalization by use of manually operated cross connections shall not exceed 7 degrees. Where equalization is either self-acting through open cross connections of large area or where no equalization is involved, a greater heel up to, but not in excess of, 15 degrees may be allowed. Where final heel in excess of 7 degrees is allowed, it must be shown to the satisfaction of the Commandant that the range and dynamic reserve of stability in the damaged condition is satisfactory.

(7) In no case shall the margin line be submerged in the final stage of flooding. If it is considered that the margin line may become submerged during an intermediate stage of flooding, the Commandant may require such investigations and arrangements as shall be considered necessary for the safety of the vessel.

(8) Righting arm curves for the vessel in the flooded condition shall be submitted in those cases where:

- (i) The final equilibrium heel angle is greater than 7 degrees; or,
- (ii) An intermediate heel angle prior to equalization is in excess of 15 degrees; or,
- (iii) The margin line is immersed during intermediate flooding.

(c) *Relaxation of requirements.* (1) No relaxation from the requirements for damaged stability may be considered by the Commandant unless it is shown that the intact metacentric height in any service condition necessary to meet these requirements is excessive for the service intended.

(2) Relaxations from the requirements for damaged stability shall be permitted only in exceptional cases and subject to the condition that the Commandant is to be satisfied that the proportions, arrangements and other characteristics of the vessel are the most favorable to stability after damage which can practically and reasonably be adopted in the particular circumstances.

#### § 191.20-20 Special operating conditions.

(a) Where a vessel may be operated under conditions where its stability will be affected by factors not covered by §§ 191.20-5 and 191.20-15 such factors shall be investigated to determine if the vessel has sufficient stability to meet such conditions.

#### Subpart 191.25—Ballast

##### § 191.25-1 When required.

(a) Where it is determined that a vessel does not have sufficient stability to meet the requirements of the stability standard and the characteristics of the vessel cannot be altered to provide the required stability, ballast may be required. This ballast may be solid fixed ballast, liquid ballast, or both.

##### § 191.25-5 Fixed ballast.

(a) When fixed ballast is installed, its amount and location shall be included in the stability information provided the vessel.

(b) Fixed ballast shall not be removed from the vessel or relocated unless first approved by the Commandant, except that such ballast may be temporarily moved for examination or repair of the vessel and then only under the supervision of a marine inspector.

##### § 191.25-10 Liquid ballast.

(a) Liquid ballast may be used when necessary to provide satisfactory draft, trim, weight distribution, or stability.

(b) If it is necessary to put liquid ballast in oil tanks, the oily ballast shall not be discharged overboard within any of the prohibited zones as described in 33 CFR Part 151, except through oily water separators which meet the requirements of § 55.10-25(n) of Subchapter F (Marine Engineering) of this chapter, or directly into sludge barges, shore facilities, or other approved means.

#### Subpart 191.30—Stability Instructions for Operating Personnel

##### § 191.30-1 Data supplied master.

(a) The master shall be supplied with such reliable information as is necessary to enable him by rapid and simple processes to obtain accurate guidance as to the stability of the ship under varying conditions of service, so as to permit compliance with stability requirements.

(b) This information and necessary related plans and data shall be submitted to the Commandant for approval.

##### § 191.30-5 Conditions under which calculations made.

(a) The master of the vessel shall be informed of the conditions under which

the damaged stability calculations have been made and advised to what extent the vessel can safely withstand damage under these assumed conditions.

#### § 191.30-10 Cross-flooding.

(a) In the case of a vessel requiring cross-flooding, the master shall be provided with the conditions of stability on which the calculations of heel are based and be warned that excessive heel might result should the vessel sustain damage when in a less favorable condition. Suitable information shall be supplied concerning the use of any special cross-flooding fittings.

#### § 191.30-15 Type of instructions.

(a) In all vessels on international voyages the information called for by this subpart shall be provided in booklet form; at least two copies, one for the master and one for the chief engineer, being supplied each ship. Included as part of these booklets, at suitably reduced scale, shall be plans showing clearly for each deck and hold the boundaries of the watertight compartments, the openings therein with the means of closure and position of any controls thereof, and the arrangements for the correction of any list due to flooding.

(b) Depending upon the extent of necessary information, such booklets may also be required for vessels not on international voyages. In any case, it will be required that any information necessary to compliance with stability and watertight integrity requirements be supplied.

(c) Whenever alterations are made to the vessel so as to materially affect the stability information, amended stability information shall be provided. If necessary, the vessel shall have a new stability test.

#### Subpart 191.35—Stability Letter

##### § 191.35-1 Posting.

(a) Each vessel subject to the requirements of this part shall have posted under glass or other transparent material in the pilothouse a stability letter issued by the Coast Guard before the vessel is placed in service.

##### § 191.35-5 Information contained in stability letter.

(a) Stability letters will record approval of the information required by Subpart 191.30 and will set forth the master's responsibility for maintaining satisfactory stability conditions at all times.

(b) Stability letters issued to vessels which are exempted from a stability test in accordance with § 191.15-1 will record this fact.

#### Subpart 191.90—Vessels Contracted for Prior to March 1, 1968

##### § 191.90-1 Requirements.

(a) Except for vessels covered by paragraph (b) of this section, vessels contracted for prior to March 1, 1968, shall meet the following requirements:

(1) Existing arrangements, materials, and facilities previously approved will be considered satisfactory so long as they



meet the minimum requirements of this paragraph and 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 installation: *Provided*, That in no case will a greater departure from the standards of Subparts 191.05 through 191.35 be permitted than presently exists.

(2) The details and arrangements shall be in general agreement with the applicable provisions of Subparts 191.05 through 191.35 insofar as is reasonable and practicable.

(b) Vessels contracted for prior to March 1, 1968, which were allowed to substitute subdivision for lifeboatage, i.e., which carry 125 percent primary lifesaving equipment in lieu of 250 percent, shall meet the standards of Subparts 191.05 through 191.35 applicable to vessels contracted for on or after March 1, 1968.

**§ 191.90-5 Stability information.**

(a) For vessels contracted for prior to March 1, 1968, the owners shall furnish for maintenance on the vessels and use by the master and chief engineer two copies of any information necessary to maintain compliance with stability and watertight integrity applicable to such vessels.

(b) Whenever alterations are made to the vessel so as to materially affect the stability information, amended stability information shall be provided to the vessel for use by the master and chief engineer.

(c) This stability information shall be made available to marine inspectors upon request.

**§ 191.90-10 Stability letter.**

(a) Each vessel subject to this subpart shall have posted under glass or other transparent material in the pilothouse a stability letter issued by the Coast Guard.

(b) The stability letter will record approval of the information required by this part and will set forth the master's responsibility for maintaining satisfactory stability conditions at all times. If the vessel was exempted from a stability test, the stability letter will record this fact whenever issued on or after March 1, 1968.

**PART 192—LIFESAVING EQUIPMENT**

**Subpart 192.01—Application**

Sec.  
192.01-1 General.

**Subpart 192.05—General Provisions Pertaining to Lifesaving Equipment**

192.05-1 Equipment of an approved type.  
192.05-5 Equipment installed but not required.  
192.05-10 Primary lifesaving equipment.

**Subpart 192.10—Lifeboats, Liferrafts, Lifeboats, Buoyant Apparatus, and Rescue Boats**

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192.40-5 General.  
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192.43-1 Application.  
192.43-5 General.  
192.43-10 Number required.  
192.43-15 Distribution and securing.  
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Sec.  
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192.45-5 General.  
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192.60-1 Application.  
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**AUTHORITY:** The provisions of this Part 192 issued under R.S. 4405, as amended, 4462, as amended, sec. 5, 79 Stat. 424; 46 U.S.C. 375, 416, 445. Interpret or apply R.S. 4417, as amended, 4418, as amended, 4453, as amended, 4488, as amended, sec. 10, 35 Stat. 428, as amended, 41 Stat. 305, as amended, secs. 1, 2, 49 Stat. 1544, 1545, as amended, sec. 17, 54 Stat. 166, as amended, sec. 6(b)(1), 80 Stat. 938; 46 U.S.C. 391, 392, 435, 481, 395, 363, 367, 526p, 49 U.S.C. 1655(b); E.O. 11239, July 31, 1965, 30 F.R. 9671, 3 CFR, 1965 Supp.; 49 CFR 1.4(a)(2).

**Subpart 192.01—Application**

**§ 192.01-1 General.**

(a) The provisions of this part shall apply to all vessels other than non-self-propelled vessels of less than 300 gross tons, unless otherwise specifically noted in this part.

(b) Non-self-propelled vessels of less than 300 gross tons shall not be subject to the provisions of this part except for life preservers required by Subpart 192.40.

**Subpart 192.05—General Provisions Pertaining to Lifesaving Equipment**

**§ 192.05-1 Equipment of an approved type.**

(a) Where equipment in this part is required to be of an approved type, such equipment requires the specific approval of the Commandant. Such approvals are published in the FEDERAL REGISTER, and in addition, are contained in Coast Guard publication CG-190, "Equipment Lists."

(b) Specifications for many of the items required to be of an approved type have been promulgated and are contained in Subchapter Q (Specifications) of this chapter. In general, such specifications are of interest only to the manufacturer of specific items of equipment.

**§ 192.05-5 Equipment installed but not required.**

(a) Where items of lifesaving equipment are not required, but are installed,



such equipment and its installation shall meet the requirements of this part.

**§ 192.05-10 Primary lifesaving equipment.**

(a) The term "primary lifesaving equipment" means a lifeboat or an acceptable substitute. The acceptable substitutes may include liferafts, lifeboats, rescue boats, and buoyant apparatus under certain conditions. Life preservers and ring life buoys are not included in the definition of "primary lifesaving equipment."

**Subpart 192.10—Lifeboats, Liferafts, Lifeboats, Buoyant Apparatus, and Rescue Boats**

**§ 192.10-1 Application.**

(a) Except as otherwise provided in this section, the provisions of this subpart shall apply to all vessels contracted for on or after March 1, 1968.

(b) Vessels contracted for prior to March 1, 1968, shall meet the requirements of § 192.10-90.

(c) In the case of special types of vessels subject to the International Convention for Safety of Life at Sea, 1960, which are not specifically treated in this subpart, the Commandant may give special consideration as to lifesaving equipment requirements to the extent permitted by the International Convention for Safety of Life at Sea, 1960.

**§ 192.10-5 Type of lifeboats, liferafts, lifeboats, buoyant apparatus, and rescue boats required.**

(a) *Lifeboats.* (1) All lifeboats shall be of an approved type, constructed in accordance with Subpart 160.035 of Subchapter Q (Specifications) of this chapter except as specifically noted in this part.

(2) All lifeboats certified to carry 60 or more but not over 100 persons shall be either motor lifeboats or shall be fitted with an approved type of hand-propelling gear. Lifeboats carrying more than 100 persons shall be motor lifeboats.

(3) A Class 1 motor lifeboat is one that is fitted with a compression-ignition engine, is capable of being readily started in all conditions, and has sufficient fuel for 24 hours continuous operation. The speed ahead in smooth water when loaded with its full complement of persons and equipment shall be at least 6 knots.

(4) Except as further modified in this subparagraph, all lifeboats, except those installed on vessels in river service, shall be fitted with suitable disengaging apparatus consisting of fixed hooks in the lifeboat or mechanical disengaging apparatus. Mechanical disengaging apparatus, if fitted, shall be of an approved type, constructed in accordance with Subpart 160.033 of Subchapter Q (Specifications) of this chapter.

(1) All lifeboats installed on ocean, coastwise, or Great Lakes vessels of over 3,000 gross tons shall be fitted with me-

chanical disengaging apparatus so arranged as to make it possible for the lifeboats to be launched with their full complement of persons and equipment while such vessels are underway or stopped, and for both ends of the lifeboat to be released simultaneously under tension or not by one person. Simultaneous release shall be effected by partially rotating a shaft which shall be continuous and extended from points of contact with the hooks.

(ii) All lifeboats installed on any particular vessel shall be fitted with the same type of disengaging apparatus.

(iii) On small vessels, the Commandant may approve means other than those previously mentioned to agree with the needs of a particular vessel.

(b) *Liferafts.* (1) All rigid type liferafts shall be of an approved type, constructed in accordance with Subpart 160.018 of Subchapter Q (Specifications) of this chapter. Type A liferafts shall be stowed on the standard liferaft skids required by § 192.15-10(c) (1) unless specifically noted otherwise. Rigid type liferafts shall not be used as required equipment on vessels on an international voyage.

(2) All inflatable liferafts shall be of an approved type, constructed in accordance with Subpart 160.051 of Subchapter Q (Specifications) of this chapter.

(3) On vessels on an international voyage, each inflatable liferaft shall have a carrying capacity of not less than 6 nor more than 25 persons.

(c) *Lifeboats.* All lifeboats shall be of an approved type, constructed in accordance with Subpart 160.027 of Subchapter Q (Specifications) of this chapter.

(d) *Buoyant apparatus.* All buoyant apparatus shall be of an approved type, constructed in accordance with Subpart 160.010 of Subchapter Q (Specifications) of this chapter.

(e) *Rescue boats.* In general, a suitable rescue boat shall be a small lightweight boat of rigid construction, with built-in buoyancy and capable of being readily launched and easily maneuvered. Also it shall be of adequate proportion to permit taking an unconscious person on board without capsizing. A rescue boat and its installation shall be acceptable to the Officer in Charge, Marine Inspection, as suitable for the rescue of persons accidentally falling over the side, or for similar emergency purposes. The size, shape, installation, and other factors of suitability will be determined with due consideration of the size, arrangement, intended service, and crew requirements of the vessel on which it is to be installed.

**§ 192.10-10 Requirements for vessels in ocean or coastwise service.**

(a) All vessels shall be provided with sufficient lifeboats on each side of the vessel to accommodate all persons on board.

(b) Lifeboats shall be not less than 24 feet in length, except where owing to

the size of the vessel, or for other reasons, the Commandant considers the carriage of such lifeboats to be unreasonable or impracticable. However, in no case shall lifeboats of less than 16 feet in length be used.

(c) All vessels of 1,600 gross tons and over on an international voyage shall carry at least one motor propelled lifeboat of Class 1.

(d) In addition to the lifeboats required by paragraph (a) of this section, all vessels on an international voyage and all vessels in ocean service shall be provided with liferafts of such aggregate capacity to accommodate at least one-half the total number of persons on board. Those vessels having widely spaced accommodations and/or working spaces shall have at least one liferaft in each such location.

(e) Inflatable liferafts may be substituted for lifeboats on certain vessels not on an international voyage in accordance with § 192.10-55.

(f) Except for vessels on an international voyage, vessels which meet one compartment subdivision and damage stability requirements and whose structural fire protection is in accordance with the requirements for new vessels contained in Subpart 190.07 of this subchapter may carry primary lifesaving equipment of 100 percent in boats and 25 percent in inflatable liferafts in lieu of that primary lifesaving equipment required by paragraphs (a) and (d) of this section.

**§ 192.10-15 Requirements for seagoing barges.**

(a) All manned seagoing barges shall be provided with approved lifeboats with sufficient capacity for all persons on board.

(b) Inflatable liferafts may be substituted for lifeboats on certain barges in accordance with § 192.10-55.

**§ 192.10-40 Requirements for vessels in Great Lakes; lakes, bays, and sounds; or river service.**

(a) All vessels, except those on an international voyage, shall be provided with lifeboats and liferafts as required by Table 192.10-40(a).

Table 192.10-40(a)—Lifeboats and liferafts required on vessels in Great Lakes and lakes, bays, and sounds, and river service.

	Percent
Percentage of persons to be accommodated	100
Percentage of required equipment in lifeboats	50
Percentage of required equipment which may be in Type A or Type B liferafts	50

(b) Inflatable liferafts may be substituted for lifeboats and liferafts on certain vessels in accordance with § 192.10-55.

(c) All vessels on an international voyage shall meet the applicable requirements of § 192.10-10.



**§ 192.10-55 Inflatable liferafts as an alternate for lifeboats, other lifeboats, lifeboats, and buoyant apparatus on certain vessels not on an international voyage.**

(a) (1) On all vessels inflatable liferafts may be permitted as substitutes for other types of lifeboats, lifeboats, and buoyant apparatus wherever they may be required.

(2) The capacity of inflatable liferafts carried in place of other lifeboats, lifeboats, and buoyant apparatus shall be at least equivalent to that required of the equipment for which substitution is made.

(3) The substitution of inflatable liferafts shall not be made without prior approval of the Officer in Charge, Marine Inspection.

(b) On all vessels less than 3,000 gross tons the substitution of liferafts for lifeboats may be permitted as follows:

(1) (i) On all vessels under 500 gross tons, inflatable liferafts may be substituted for all required lifeboats.

(ii) The total capacity of the inflatable liferafts shall be at least equal to the total number of persons that the lifeboats would have been required to accommodate. Partial substitution is permissible provided the aggregate lifeboat and inflatable liferaft capacity is sufficient to accommodate the required number of persons, as indicated above.

(iii) Vessels certificated for ocean, coastwise, or Great Lakes service, where substitution of inflatable liferafts is made, at least a 16-foot approved lifeboat shall be provided for rescue purposes. Vessels certificated for other than ocean, coastwise or Great Lakes service where substitution of inflatable liferafts is made, an approved lifeboat or a rescue boat as described in § 192.10-5(e) shall be provided. In the case of partial substitution, an approved lifeboat may serve as the rescue boat.

(2) (i) On all vessels of 500 gross tons and upward to 1,600 gross tons, inflatable liferafts may be substituted for all required lifeboats provided one approved lifeboat of a size acceptable to the Officer in Charge, Marine Inspection, suitable for rescue purposes, is installed.

(ii) The aggregate lifeboat and inflatable liferaft capacity shall be at least equal to the total number of persons that the lifeboats would have been required to accommodate.

(iii) The launching arrangement and location of the lifeboat to be used as rescue boat shall be such that it can be readily launched and shall be to the satisfaction of the Officer in Charge, Marine Inspection.

(3) (i) On all vessels of 1,600 gross tons and upward to 3,000 gross tons, inflatable liferafts may be substituted for all except two of the required lifeboats. These lifeboats shall be of a size acceptable to the Officer in Charge, Marine Inspection, and shall be suitable for rescue purposes. In all cases, two approved lifeboats, one on each side, shall be provided.

(ii) The aggregate lifeboat and inflatable liferaft capacity shall be at least

equal to the total number of persons that the lifeboats, for which substitutions are made plus those remaining on board, would have been required to accommodate.

(4) The substitution of inflatable liferafts for lifeboats shall not be made without prior approval of the Officer in Charge, Marine Inspection. However, for new construction this approval may be granted by the Commandant.

(c) On all seagoing barges of 100 gross tons and over an inflatable liferaft may be substituted for the required lifeboat, the total capacity of which shall be sufficient to accommodate all persons on board. Where substitution of inflatable liferafts is made, a suitable rescue boat shall be provided.

(d) The Commandant may give special consideration to the substitution of approved inflatable liferafts for required lifeboats on vessels of 3,000 gross tons and over.

**§ 192.10-90 Vessels contracted for prior to March 1, 1968.**

(a) Vessels contracted for prior to March 1, 1968, shall meet the following requirements:

(1) Except as specifically modified by this paragraph, the requirements of §§ 192.10-5 through 192.10-55 shall be complied with insofar as the number and general type of lifesaving equipment is concerned.

(2) Existing items of lifesaving equipment previously approved, but not meeting the applicable specifications or requirements set forth in §§ 192.10-5 through 192.10-55 may be continued in service so long as they are maintained in good condition to the satisfaction of the Officer in Charge, Marine Inspection. Minor repairs, alterations, and replacements may be permitted to the same standards as the original installation. However, all new installations or major replacements shall meet the applicable specifications or requirements for new vessels.

**Subpart 192.15—Stowage and Marking of Lifeboats, Liferafts, Lifeboats, and Buoyant Apparatus**

**§ 192.15-1 Application.**

(a) The provisions of this subpart, with the exception of § 192.15-90, shall apply to all vessels contracted for on or after March 1, 1968.

(b) Vessels contracted for prior to March 1, 1968, shall meet the requirements of § 192.15-90.

**§ 192.15-5 General.**

(a) The lifeboats, liferafts, lifeboats, and buoyant apparatus shall be readily available in the case of emergency, and shall be kept in good working order and available for immediate use at all times when the vessel is being navigated and, insofar as reasonable and practicable, while the vessel is not being navigated.

(b) The decks on which lifeboats, liferafts, lifeboats, and buoyant apparatus are carried shall be kept clear of any obstructions which would interfere with the

immediate launching of the lifesaving appliances.

**§ 192.15-10 Stowage.**

(a) *General.* Lifeboats, liferafts, lifeboats, and buoyant apparatus shall be stowed in such a manner that:

(1) They are capable of being launched in the shortest possible time.

(2) They shall not impede the launching or handling of other lifesaving appliances.

(3) They shall not impede the marshalling of persons at the embarkation stations, or their embarkation.

(4) They shall be capable of being put in the water safely and rapidly even under unfavorable conditions of list and trim.

(b) *Lifeboat stowage.* (1) Every lifeboat shall be attached to a separate set of davits.

(2) Suitable access to the lifeboats shall be provided to enable the crew to prepare the lifeboats for launching.

(3) Lifeboats shall be so stowed that embarkation into them may be made rapidly and in good order.

(4) Lifeboats shall not be stowed in the bows of the vessel nor as far aft as to be endangered by the propellers or overhang of the stern. The clear horizontal distance between the after lifeboat davit and the propeller shall be not less than 1.5 times the length of the lifeboat without special acceptance by the Commandant. Where the vessel has extreme shape or where other factors are present affecting the clear launching of the lifeboat, the Commandant may require this distance to be increased.

(5) Lifeboats shall be so stowed that it shall not be necessary to lift them in order to swing out the davits, except on small vessels where such requirement is unreasonable and impracticable in the opinion of the Officer in Charge, Marine Inspection.

(6) Means shall be provided for bringing the lifeboats against the ship's side and holding them there so that persons may be safely embarked.

(7) On vessels certificated for ocean or coastwise service, lifeboats shall be fitted with skates or other suitable means to facilitate launching against an adverse list of up to 15 degrees. However, skates may be dispensed with if, in the opinion of the Commandant, the arrangements are such as to insure that the lifeboats can be satisfactorily launched without such skates.

(8) On vessels in ocean and coastwise service, where applicable, means shall be provided outside the machinery space to prevent the discharge of water into the lifeboats while they are being lowered. This shall consist of baffles to deflect the water down the vessel's side, or reach rods, or other means to close the discharge openings.

(c) *Liferaft stowage.* (1) Type A liferafts shall be stowed on standard skids, constructed in accordance with Subpart 160.042 of Subchapter Q (Specifications) of this chapter.

(2) Type B liferafts shall be stowed in such a manner that they may be readily launched.



(3) Inflatable liferafts shall be stowed in such a manner that they will float free in the event of the vessel sinking. Stowage and launching arrangements will be to the satisfaction of the Officer in Charge, Marine Inspection.

(d) *Lifefloat and buoyant apparatus stowage.* (1) Lifefloats and buoyant apparatus shall be stowed in such a manner as to be readily launched. Lifefloats exceeding 400 pounds in weight shall be stowed in such a manner as not to require lifting before launching.

(2) Lifefloats and buoyant apparatus shall not be secured to the vessel except by lashings which can be easily slipped. They may be stowed in tiers one above the other, but not more than four high. When stowed in tiers, the separate units shall be kept apart by suitable distance pieces.

(3) Means shall be provided to prevent shifting.

§ 192.15-15 Marking.

(a) Lifeboats, liferafts, lifefloats, and buoyant apparatus shall be marked as required by §§ 196.37-37 and 196.37-40 of this subchapter.

§ 192.15-90 Vessels contracted for prior to March 1, 1968.

(a) Vessels contracted for prior to March 1, 1968, shall meet the following requirements:

(1) The provisions of §§ 192.15-5 through 192.15-15 shall be met except as further set forth in this paragraph.

(2) The requirements of § 192.15-10 (b) (7) shall apply unless in the opinion of the Officer in Charge, Marine Inspection, it is unreasonable or impracticable, or the arrangement or construction of the vessel make the use of skates or similar appliances unnecessary.

(b) Existing arrangements or construction previously approved will be considered satisfactory so long as they are maintained in a 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 §§ 192.15-5 through 192.15-15 be permitted than presently exists.

Subpart 192.20—Equipment for Lifeboats, Liferafts, Lifefloats, and Buoyant Apparatus

§ 192.20-1 Application.

(a) The provisions of this subpart, with the exception of § 192.20-90, shall apply to all vessels contracted for on or after March 1, 1968.

(b) Vessels contracted for prior to March 1, 1968, shall meet the requirements of § 192.20-90.

§ 192.20-5 General.

(a) Equipment for lifeboats, liferafts, lifefloats, and buoyant apparatus shall be of good quality, efficient for the purpose

they are intended to serve, and kept in good condition.

(b) Lifeboats, liferafts, lifefloats, and buoyant apparatus shall be fully equipped before the vessel is navigated and the equipment shall remain in such lifesaving appliances throughout the voyage, except as provided in § 196.15-45 (e) of this subchapter.

(c) It shall be unlawful to stow in any lifeboat, liferaft, lifefloat, or buoyant apparatus any article not required by this subpart unless such article can be properly stowed so as not to reduce the seating capacity or space available to the occupants and so as not to adversely affect the seaworthiness of such appli-

ances or, in the case of lifeboats, overload the davits or winches.

(d) Loose equipment, except boat-hooks in lifeboats, shall be securely attached to the lifesaving appliance to which it belongs.

§ 192.20-10 Required equipment for lifeboats.

(a) The lifeboats for all vessels shall be equipped in accordance with Table 192.20-10(a). For a description of the items contained in this table, and the units comprising the items, see the applicable paragraphs of § 192.20-15. The letter identification prefixing the item in the table corresponds to the paragraph designations in § 192.20-15.

TABLE 192.20-10(a)

Letter identification	Item	Ocean and coastwise		Great Lakes	Lakes, bays, and sounds; and rivers
		Other than seagoing barges	Seagoing barges		
a	Bailer	1	None	1	None
b	Bilge pump	1 <sup>1</sup>	None	None	None
c	Boathooks	2	2	1	1
d	Bucket	2	1	1	1
e	Compass and mounting	1	None	None	None
f	Drift bag	1	None	None	None
g	Drinking cups	1	1	None	None
h	Fire extinguishers (motor-propelled lifeboats only)	2	2	2	2
i	First-aid kit	1	None	None	None
j	Flashlight	1	None	1	None
k	Hatchets	2	None	2	1
l	Heaving line	2	None	None	None
m	Jackknife	1	1	None	None
n	Ladder, lifeboat gunwale	1	None	None	None
o	Lantern	1	1	1	1
p	Lifeline	1	1	1	1
q	Life preservers	2	2	2	2
r	Locker	1	None	1	None
s	Mast and sail (oar-propelled lifeboats only)	1	None	None	None
t	Matches (boxes)	2	2	1	1
u	Milk, condensed (pounds per person)	1	None	None	None
v	Mirrors, signaling	2	None	None	None
w	Oars	1 unit <sup>2</sup>	1 unit <sup>2</sup>	1 unit <sup>2</sup>	1 unit <sup>2</sup>
x	Oil, illuminating (quarts)	1	None	1	None
y	Oil, storm (gallons)	1	None	1	None
z	Painter	2	1	2	1
aa	Plugs	1	1	1	1
bb	Provisions (pounds per person)	2	None	None	None
cc	Rowlocks	1 unit <sup>2</sup>	1 unit <sup>2</sup>	1 unit <sup>2</sup>	1 unit <sup>2</sup>
dd	Rudder and tiller	1	1	1	None
ee	Sea anchor	1	None	1	None
ff	Signals, distress, floating orange smoke	2	None	None	None
gg	Signals, distress, red hand flare	1 unit <sup>2</sup>	None	½ unit <sup>2</sup>	None
hh	Signals, distress, red parachute flare	1 unit <sup>2</sup>	None	½ unit <sup>2</sup>	None
ii	Tool kit (motor-propelled lifeboat only)	1 unit <sup>2</sup>	1 unit <sup>2</sup>	1 unit <sup>2</sup>	1 unit <sup>2</sup>
jj	Water (quarts per person)	3	1	None	None
kk	Whistle, signaling	1	None	None	None
ll	Fishing kit	1	None	None	None
mm	Cover, protecting	1	None	None	None
nn	Signals, lifesaving	1	None	None	None
oo	Desalting kit	1 <sup>4</sup>	None	None	None

<sup>1</sup> Motor-propelled lifeboats, certified for 100 or more persons, shall be fitted with an additional hand bilge pump of an approved type or a power bilge pump.

<sup>2</sup> For description of units, see § 192.20-15.

<sup>3</sup> Vessels in coastwise service need only carry 1 unit for each 5 lifeboats or fraction thereof.

<sup>4</sup> Optional equipment. See § 192.20-15 (j) water.

§ 192.20-15 Description of equipment for lifeboats.

(a) *Bailer.* The bailer shall have a lanyard attached and shall be of sufficient size and suitable for bailing.

(b) *Bilge pump.* Bilge pumps shall be of an approved type, constructed in accordance with Subpart 160.044 of Subchapter Q (Specifications) of this chapter. They shall be of the size given in Table 192.20-15(b) depending upon the capacity of the lifeboat as determined by the six-tenths rule as described in § 160.035-8(b) of Subchapter Q (Specifications) of this chapter.

TABLE 192.20-15(b)

Capacity of lifeboat, cubic feet		Bilge pump size
Over	Not over	
330	700	1
700		2
		3

(c) *Boathooks.* Boathooks shall be of the single hook ballpoint type. Boat-hook handles shall be of clear grained white ash, or equivalent, and of a length



and diameter as given in Table 192.20-15(c).

TABLE 192.20-15(c)

Length of lifeboat, feet		Boathook handles	
Over	Not over	Diameter, inches	Length, feet
	23	1½	8
23	29	1¾	10
29		2	12

(d) *Bucket.* The bucket shall be of heavy gage galvanized iron, or other suitable corrosion-resistant metal, of not less than 2-gallon capacity, and shall have a 6-foot lanyard of 12-thread manila attached.

(e) *Compass and mounting.* The compass and mounting shall be of an approved type, constructed in accordance with U.S. Coast Guard specifications dated December 14, 1944.

(f) *Ditty bag.* The ditty bag shall consist of a canvas bag and shall contain a sailmaker's palm, needles, sail twine, marline, and marline spike.

(g) *Drinking cups.* Drinking cups shall be enamel coated or plastic, graduated in ounces, and be provided with lanyards 3 feet in length.

(h) *Fire extinguisher.* Fire extinguishers shall be of an approved Type B-C, Size I (see § 193.50-5 of this subchapter). One shall be attached to each end of the lifeboat.

(i) *First-aid kit.* The first-aid kit in accordance with Subpart 160.041 of Subchapter Q (Specifications) of this chapter.

(j) *Flashlight.* The flashlight shall be of an approved Type I, Size No. 3, constructed in accordance with Subpart 161.008 of Subchapter Q (Specifications) of this chapter. Three spare cells (or one 3-cell battery) and two spare bulbs, stowed in a watertight container, shall be provided with each flashlight. Batteries shall be replaced yearly during the annual stripping, cleaning, and overhaul of the lifeboats.

(k) *Hatchet.* Hatchets shall be of an approved type, constructed in accordance with Subpart 160.013 of Subchapter Q (Specifications) of this chapter. They shall be attached to the lifeboat by individual lanyards and be readily available for use, one at each end of the lifeboat.

(l) *Heaving Line.* The heaving line shall be of adequate strength, 10 fathoms in length and 1 inch in circumference. It shall be of such quality as to be buoyant after 24 hours submergence.

(m) *Jackknife.* The jackknife (with can opener) shall be of an approved type, constructed in accordance with Subpart 160.043 of Subchapter Q (Specifications) of this chapter.

(n) *Ladder, lifeboat gunwale.* The lifeboat gunwale ladder shall consist of 3 flat wood steps cut out for handholds. The steps shall be spaced 12 inches apart and fastened with 5/8-inch diameter manila rope. Each rope end shall be tied inside the lifeboat at about amidships with the ladder stowed on top of the side benches and ready for immediate

use. Other suitable devices may be specifically approved.

(o) *Lantern.* The lantern shall contain sufficient oil to burn for at least 9 hours, and shall be ready for immediate use.

(p) *Lifeline.* The lifeline shall be properly secured to the sides of the lifeboat, along its entire length, festooned in bights not longer than 3 feet, with a seine float in each bight, which float may be omitted if the line is of an inherently buoyant material and absorbs little or no water. The lifeline shall be of a size and strength not less than 3/8-inch diameter manila. The bights shall hang to within 12 inches of the water when the lifeboat is light.

(q) *Life preservers.* Life preservers shall be of an approved type, constructed

in accordance with the applicable subparts of Subchapter Q (Specifications) of this chapter.

(r) *Locker.* The locker shall be suitable for the storage and preservation of the small items of equipment.

(s) *Mast and sail.* A unit, consisting of a standing lug sail together with the necessary spars and rigging, shall be provided in general agreement with Table 192.20-15(s). The sails shall be of good quality canvas, or other material acceptable to the Commandant, colored Indian Orange (Cable No. 70072, Standard Color Card of America). Rope rigging shall consist of galvanized wire not less than three-sixteenths of an inch in diameter. The mast and sail shall be protected by a suitable canvas cover.

TABLE 192.20-15(s)

Length of lifeboat, feet		Standing lug sail							Mast <sup>1</sup>		Yard <sup>1</sup>		
Over	Not over	Area, square feet	Luff and head lengths		Leach length	Foot length	Clew to throat	Ounces per square yard	Commercial designation No.	Length	Diameter, ins.	Length	Diameter, ins.
	17	58	Ft.	In.	Ft.	In.	Ft.	In.		Ft.	In.	Ft.	In.
	17	19	5	11	12	1	8	10	10	10	2	3	6
17	19	74	6	8	13	8	10	0	12	2	3	7	8
19	21	93	7	5	15	1	11	2	13	8	3½	8	5
21	23	113	8	3	16	11	12	4	15	1	4	9	3
23	25	135	9	0	18	6	13	6	16	6	4	10	0
25	27	158	9	9	20	0	14	7	17	10	4	10	9
27	29	181	10	5	21	5	15	7	19	1	4½	11	5
29	31	203	11	0	22	8	16	6	20	3	4½	12	0
31	(?)	(?)	(?)	(?)	(?)	(?)	(?)	(?)	(?)	(?)	(?)	(?)	(?)

<sup>1</sup> Mast lengths measured from heel to center of upper halyard sheave. Mast diameters measured at thwart. Mast and yard shall be of clear-grained spruce, fir, or equivalent.  
<sup>2</sup> Subject to special consideration.

(t) *Matches.* A box of friction matches in a watertight container stowed in an equipment locker or secured to the underside of the stern thwart if no locker is fitted.

(u) *Milk, condensed.* One pound of condensed milk shall be provided for each person the lifeboat is certified to carry, to be stowed in lockers or other compartments providing suitable protection.

(v) *Mirrors, signaling.* Signaling mirrors shall be of an approved type (see listing under 160.020 in CG-190, Equipment Lists).

(w) *Oars.* A unit, consisting of a complement of rowing oars and steering oar, shall be provided for each lifeboat in accordance with Table 192.20-15(w), except that motor-propelled and hand-propelled lifeboats need only be equipped with four rowing oars and one steering oar. In any case, the emergency lifeboats shall be provided with the full complement of oars prescribed by the table. All oars shall be buoyant.

TABLE 192.20-15(w)

Length of lifeboat, feet		Number of oars		Length of oars, feet	
Over	Not over	Rowing	Steering	Rowing	Steering
	15	4	1	8	9
15	19	6	1	10	11
19	21	6	1	11	12
21	23	6	1	12	13
23	25	8	1	13	14
25	27	8	1	14	15
27		8	1	15	16

(x) *Oil, illuminating.* One quart of illuminating oil shall be provided in a metal container.

(y) *Oil, storm.* One gallon of vegetable, fish, or animal oil shall be provided in a suitable metal container so constructed as to permit a controlled distribution of oil on the water, and so arranged that it can be attached to the sea anchor.

(z) *Painter.* Painters shall be of manila rope not less than 2¾ inches in circumference, or equivalent, and of a length not less than three times the distance between the deck on which the lifeboat is stowed and the light draft of the vessel. For lifeboats in vessels on ocean, coastwise, or Great Lakes service one of the painters shall have a long eye splice and be attached to the thwart with a toggle. The other painter shall be attached to the stem.

(aa) *Plug.* The automatic drain required in the lifeboat shall be provided with a cap or plug attached to the lifeboat by a suitable chain.

(bb) *Provisions.* Two pounds of hard bread or its approved equivalent shall be provided for each person the lifeboat is certified to carry. The provisions shall be packaged in hermetically sealed cans of an approved type. The cans shall be stowed in lockers or other compartments providing suitable protection.

(cc) *Rowlocks.* A unit, consisting of sufficient rowlocks and rowlock sockets for each oar required by Table 192.20-15(w) plus two additional rowlocks. The rowlocks shall be attached to the lifeboat by separate chains so as to be avail-



able for immediate use, except that the two additional spare rowlocks shall be carried in the equipment locker or stowed near the stern if no locker is fitted. The rowlocks and rowlock sockets shall be distributed so as to provide the maximum amount of single banked oars practicable.

(dd) *Rudder and tiller.* The rudder and tiller shall be constructed in accordance with § 160.035-3(t) in Subpart 160.035 of Subchapter Q (Specifications) of this chapter.

(ee) *Sea anchor.* The sea anchor shall be of an approved type (see listing under 160.019 in CG-190, Equipment Lists).

(ff) *Signals, distress, floating orange smoke.* Two approved floating orange smoke distress signals, constructed in accordance with Subpart 160.022 of Subchapter Q (Specifications) of this chapter. The service use of this equipment shall be limited to 3 years from date of manufacture, and replacement shall be made no later than the first annual stripping, cleaning, and overhaul of the lifeboat after the date of expiration.

(gg) *Signals, distress, red hand flare.* A unit, consisting of 12 approved hand red flare distress signals in a watertight container, constructed in accordance with Subpart 160.021 or Subpart 160.023 of Subchapter Q (Specifications) of this chapter. The service use of this equipment shall be limited to 3 years from date of manufacture, and replacement shall be no later than the first annual stripping, cleaning, and overhaul of the lifeboat after the date of expiration.

(hh) *Signals, distress, red parachute flare.* A unit, consisting of 12 parachute red flare distress signals with an approved means of projecting them, all contained in a portable watertight container; or 12 approved hand-held rocket-propelled parachute red flare distress signals contained in a portable watertight container. Construction shall be in accordance with Subparts 160.024 and 160.028 or Subpart 160.036 of Subchapter Q (Specifications) of this chapter. The service use of this equipment shall be limited to 3 years from date of manufacture, and replacement shall be no later than the first annual stripping, cleaning, and overhaul of the lifeboat after the date of expiration.

(ii) *Tool kit.* The tool kit shall consist of at least the following tools contained in a suitable container:

- (1) One 12-ounce ball peen hammer.
- (2) One screwdriver with 6-inch blade.
- (3) One pair 8-inch slip joint pliers.
- (4) One 8-inch adjustable end wrench.

(jj) *Water.* (1) For each person the lifeboat is certified to carry, there shall be provided 3 quarts of drinking water consisting of nine approved hermetically sealed containers per person, constructed and filled in accordance with Subpart 160.026 of Subchapter Q (Specifications) of this chapter. The service life of this equipment shall be limited to 5 years from date of packing, and replacement shall be made no later than the first annual stripping, cleaning, and overhaul of the lifeboat after the date of expiration. Approved desalting kits capable of producing an equal amount of drinking

water may be substituted for not more than one-third of the drinking water required to be carried.

(2) The drinking water containers shall be stowed in drinking water tanks, lockers, or other compartments providing suitable protection.

(kk) *Whistle, signaling.* The whistle shall be of the ball type, of corrosion-resistant construction, with a 3-foot lanyard attached, and in good working order.

(ll) *Fishing kit.* The fishing kit shall be of an approved type constructed in accordance with Subpart 160.061 of Subchapter Q (Specifications) of this chapter.

(mm) *Cover, protecting.* The protecting cover shall be of a highly visible color, and capable of protecting the occupants against injury by exposure.

(nn) *Table of lifesaving signals.* The table shall be in accordance with the pro-

visions of Chapter V, Regulation 16, of the International Convention for Safety of Life at Sea, 1960, and shall be printed on water resistant paper.

(oo) *Desalting kit.* One or more approved desalting kits may be used as a substitute for one-third of the required amount of drinking water per person, and shall be constructed in accordance with Subpart 160.058 of Subchapter Q (Specifications) of this chapter.

#### § 192.20-20 Required equipment for liferafts.

(a) The liferafts for all vessels shall be equipped in accordance with Table 192.20-20(a). For a description of the items contained in this table and the units comprising the items see applicable paragraphs of § 192.20-25. The letter identification prefixing the item in the table corresponds to the paragraph designations in § 192.20-25.

TABLE 192.20-20(a)

Letter identification	Item identification	Ocean and coastwise	Great Lakes	Lakes, bays, and sounds; and rivers
a.....	Boathook.....	1.....	1.....	1.....
b.....	Drinking cups.....	1.....	None.....	None.....
c.....	Jackknife.....	1.....	None.....	None.....
d.....	Lifeline.....	1 <sup>1</sup> .....	1 <sup>1</sup> .....	1 <sup>1</sup> .....
e.....	Matches (boxes).....	1.....	1.....	None.....
f.....	Mirrors, signaling.....	2.....	None.....	None.....
g.....	Oars.....	1 unit <sup>2</sup> .....	1 unit <sup>2</sup> .....	1 unit <sup>2</sup> .....
h.....	Oil, storm (gallons).....	1.....	1.....	None.....
i.....	Painter.....	1.....	1.....	1.....
j.....	Provisions (pounds per person).....	2.....	None.....	None.....
k.....	Rowlocks.....	1 unit <sup>2</sup> .....	1 unit <sup>2</sup> .....	1 unit <sup>2</sup> .....
l.....	Sea anchor.....	1.....	1.....	None.....
m.....	Signals, distress.....	1 unit <sup>2</sup> .....	1 unit <sup>2</sup> .....	None.....
n.....	Water (quarts per person).....	1.....	None.....	None.....
o.....	Water light.....	1.....	1.....	None.....

<sup>1</sup> Not required on Type A liferafts.

<sup>2</sup> For description of units see § 192.20-25.

<sup>3</sup> 1 unit here means 6 hand red flare distress signals and 6 parachute red flare distress signals with an approved means of projecting them.

(b) Inflatable liferafts shall be equipped with ocean service equipment for vessels on ocean and coastwise routes and with limited service equipment for vessels on Great Lakes, lakes, bays, sounds, and river routes in accordance with Subpart 160.051 of Subchapter Q (Specifications) of this chapter.

NOTE: Subpart 160.051 of Subchapter Q (Specifications) of this chapter requires the servicing of inflatable liferafts at approved servicing facilities. Included in the servicing at an approved servicing facility is a complete inspection of the required equipment by a marine inspector.

#### § 192.20-25 Description of equipment for liferafts.

(a) *Boathooks.* Boathooks shall be of the single hook ballpoint type. Boathook handles shall be of clear grained white ash, or equivalent, not less than 8 feet long and 1½ inches in diameter.

(b) *Drinking cups.* Drinking cups shall be enameled and provided with ¾-inch cotton lanyards 3 feet in length.

(c) *Jackknife.* The jackknife (with can opener) shall be of an approved type, constructed in accordance with Subpart 160.043 of Subchapter Q (Specifications) of this chapter.

(d) *Lifeline.* The lifeline shall be properly secured around the sides and ends of the liferaft, festooned in bights

not longer than 3 feet, with a seine float in each bight, which float may be omitted if the line is of an inherently buoyant material and absorbs little or no water. The lifeline shall be of a size and strength not less than ¾-inch diameter manila.

(e) *Matches.* A box of friction matches in a watertight container.

(f) *Mirrors, signaling.* Signaling mirrors shall be of an approved type (see listings under 160.020 in CG-190, Equipment Lists).

(g) *Oars.* A unit, consisting of four rowing oars and one steering oar not less than 8 feet in length shall be provided for liferafts for seven persons or more. For liferafts for six persons or less, a unit shall consist of two paddles not less than 5 feet in length.

(h) *Oil, storm.* One gallon of vegetable, fish, or animal oil shall be provided in a suitable metal container so constructed as to permit a controlled distribution of oil on the water, and so arranged that it can be attached to the sea anchor.

(i) *Painter.* Painters shall be of manila rope not less than 2¼ inches in circumference and of a length not less than three times the distance between the deck on which the liferafts are stowed and the light draft of the vessel.



(j) **Provisions.** Two pounds of hard bread or its approved equivalent shall be provided for each person the liferaft is certified to carry. The provisions shall be packaged in hermetically sealed cans of an approved type. The cans shall be stowed in compartments providing suitable protection.

(k) **Rowlocks.** A unit consisting of five rowlocks attached to the liferaft by separate chains and ready for immediate use, together with proper rowlock sockets so arranged as to provide four rowing positions and one steering position with the liferaft floating either side up. Rowlocks and rowlock sockets are not required on liferafts for six persons or less.

(l) **Sea anchor.** The sea anchor shall be constructed of good quality canvas or other satisfactory material, and shall not be less than 2 feet in diameter.

(m) **Signals, distress.** A unit consisting of equipment as specified in subparagraphs (1) to (3) of this paragraph. The service use of this equipment shall be limited to 3 years from date of manufacture, and replacement shall be made no later than the first annual inspection of the vessel after the date of expiration.

(1) Twelve (12) approved hand red flare distress signals in a watertight container and two approved floating orange smoke distress signals, constructed in accordance with Subparts 160.021 and 160.022 of Subchapter Q (Specifications) of this chapter; or,

(2) Twelve (12) approved hand red flare distress signals in a watertight container and 12 approved hand orange smoke distress signals, constructed in accordance with Subparts 160.021 and 160.037 of Subchapter Q (Specifications) of this chapter; or,

(3) Twelve (12) approved hand combination flare and smoke distress signals, constructed in accordance with Subpart 160.023 of Subchapter Q (Specifications) of this chapter.

(n) **Water.** (1) For each person the liferaft is certified to carry, there shall be provided 1 quart of drinking water consisting of three approved hermetically sealed containers per person, constructed and filled in accordance with Subpart 160.026 of Subchapter Q (Specifications) of this chapter. The service life of this equipment shall be limited to 5 years from date of packing, and replacement shall be made no later than the first annual stripping, cleaning, and overhaul of the liferaft after the date of expiration.

(2) The drinking water containers shall be stowed in compartments providing suitable protection.

(o) **Water light.** The water light shall be of an approved type, constructed in accordance with Subpart 160.012 or 161.001 of Subchapter Q (Specifications) of this chapter. The water light shall be attached to the liferaft by a 12-thread manila lanyard 3 fathoms in length.

**§ 192.20-30 Required equipment for lifefloats and buoyant apparatus.**

(a) The lifefloats and buoyant apparatus for all vessels shall be equipped in accordance with Table 192.20-30(a). For a description of the items contained

in this table, and the units comprising the items, see the applicable paragraphs of § 192.20-35. The letter identification

prefixed the item in the table corresponds to the paragraph designation in § 192.20-35.

TABLE 192.20-30(a)

Letter identification	Item	Number required for each lifefloat and buoyant apparatus		
		Ocean and coastwise	Great Lakes	Lakes, bays, sounds, and rivers
a.	Boathook <sup>1</sup>	1	1	1
b.	Lifeline	1	1	1
c.	Paddles <sup>1</sup>	4	4	4
d.	Painter	1	1	1
e.	Water light	1	1	None

<sup>1</sup> Buoyant apparatus need not be equipped with boathook or paddles.

**§ 192.20-35 Description of equipment for lifefloats and buoyant apparatus.**

(a) **Boathook.** Boathooks shall be of the single hook ballpoint type. Boathook handles shall be of clear grained white ash, or equivalent, not less than 6 feet long and 1½ inches in diameter.

(b) **Lifeline.** The lifeline shall be properly secured around the sides and ends of the lifefloat or buoyant apparatus, festooned in bights not longer than 3 feet, with a seine float in each bight, which float may be omitted if the line is of an inherently buoyant material and absorbs little or no water. The lifeline shall be of a size and strength not less than ¾-inch diameter manila.

(c) **Paddles.** Paddles shall not be less than 5 feet long.

(d) **Painter.** (1) The painter for buoyant apparatus shall be of manila rope not less than 2 inches in circumference and of a length not less than 6 feet plus the distance between the deck on which the buoyant apparatus is stowed and the light draft of the vessel.

(2) The painter for lifefloats shall be of manila rope not less than 2¾ inches in circumference and of a length not less than three times the distance between the deck on which the lifefloats are stowed and the light draft of the vessel.

(e) **Water light.** The water light shall be of an approved type, constructed in accordance with Subpart 160.012 or 161.001 of Subchapter Q (Specifications) of this chapter. The water light shall be attached to the lifefloat or buoyant apparatus by a 12-thread manila lanyard 3 fathoms in length.

**§ 192.20-90 Vessels contracted for prior to March 1, 1968.**

(a) Vessels contracted for prior to March 1, 1968, shall meet the following requirements:

(1) Except as specifically modified by this paragraph, the requirements of §§ 192.20-5 through 192.20-35 shall be complied with insofar as the number of items of equipment and the method of stowage of the equipment is concerned.

(2) Existing items of equipment previously approved, but not meeting the applicable specifications or requirements set forth in §§ 192.20-5 through 192.20-35 may be continued in service so long as they are maintained in a good condition to the satisfaction of the Officer in Charge, Marine Inspection. All new installations or replacements shall meet

the applicable specifications or requirements in this part for new vessels.

**Subpart 192.25—Davits for Lifeboats**

**§ 192.25-1 Application.**

(a) The provisions of this subpart, with the exception of § 192.25-90, shall apply to all vessels contracted for on or after March 1, 1968.

(b) Vessels contracted for prior to March 1, 1968, shall meet the requirements of § 192.25-90.

**§ 192.25-5 General.**

(a) All gravity and mechanical type davits shall be of an approved type, constructed in accordance with Subpart 160.032 of Subchapter Q (Specifications) of this chapter.

(b) Davits for lifeboats weighing in excess of 5,000 pounds when fully equipped (but without persons) shall be of the gravity type.

(c) All davits shall be so arranged that the lifeboats do not require lifting prior to being swung out, except on small vessels where such requirement is unreasonable or impracticable in the opinion of the Officer in Charge, Marine Inspection.

(d) All davits and necessary gear shall be such as to meet the requirements for the installation test set forth in Subpart 192.35. The design, arrangements, and installation shall be such as to preclude undue delay in getting lifeboats into the water, and shall be of such strength that the lifeboats can be turned out manned by a launching crew and then safely lowered with the full complement of persons and equipment, with the ship listed to 15 degrees either way and with a 10-degree trim.

(e) Radial davits, where permitted, shall comply with the following requirements:

(1) They shall be fitted with means to prevent them from being jerked from their sockets.

(2) They shall maintain a factor of safety of six based on the weight of the fully equipped and loaded lifeboat, except that the weight of the fully equipped lifeboat alone may be used where the lifeboat is launched before being loaded with people.

(3) They shall be fitted with hand gear of sufficient power to insure that the boat can be turned out against a maximum list of 15 degrees.



(4) They shall be shop tested and show no permanent set or undue stress when subjected to a load equal to 2.2 times the working load. In addition, they shall be shop tested with a load equal to 1.1 times the weight of the fully equipped lifeboat with the davit set up to simulate a 15-degree list inboard, and it shall be determined that the hand gear can adequately handle the load in this condition.

(f) Davits shall be so disposed on one or more decks as to permit the lifeboats placed under them to be safely lowered without interference from the operation of any other davits.

(g) On a vessel on which inflatable liferafts have been substituted for lifeboats, a launching device for each lifeboat to be used for rescue purposes shall be installed. Radial type davits or other means may be used if acceptable to the Officer in Charge, Marine Inspection.

**§ 192.25-10 Approved davits and lifelines for davit spans.**

(a) All vessels shall be fitted with a set of approved gravity or mechanical davits for each lifeboat carried, except that on small vessels radial type davits or other means may be used if specifically approved by the Officer in Charge, Marine Inspection.

(b) For all vessels in ocean, coastwise, or Great Lakes service, all davit installations shall have two lifelines fitted to a davit span. The lifelines shall be of such length as to reach the water at the lightest seagoing draft with the vessel listed 15 degrees either way.

**§ 192.25-90 Vessels contracted for prior to March 1, 1968.**

(a) Vessels contracted for prior to March 1, 1968, shall meet the following requirements:

(1) Except as specifically modified by this paragraph, the requirements of §§ 192.25-5 and 192.25-10 shall be complied with insofar as the number and general type of equipment is concerned.

(2) Existing items of equipment previously approved, but not meeting the applicable specifications or requirements set forth in §§ 192.25-5 and 192.25-10 may be continued in service so long as they are maintained in good condition to the satisfaction of the Officer in Charge, Marine Inspection. Minor repairs, alterations, and replacements may be made to the same standards as the original installation. However, all new installations or major replacements shall meet the applicable specifications or requirements for new vessels.

(3) All davits for lifeboats weighing in excess of 5,000 pounds when fully equipped (but without persons) shall be of the gravity type.

**Subpart 192.30—Lifeboat Winches**

**§ 192.30-1 Application.**

(a) The provisions of this subpart, with the exception of § 192.30-90, shall apply to all vessels contracted for on or after March 1, 1968.

(b) Vessels contracted for prior to March 1, 1968, shall meet the requirements of § 192.30-90.

**§ 192.30-5 General.**

(a) All lifeboat winches shall be of an approved type, constructed in accordance with Subpart 160.015 of Subchapter Q (Specifications) of this chapter.

(b) Where ice conditions are likely to be encountered, suitable covers shall be provided for all lifeboat winches, so fitted over exposed mechanism, that ice formation may be readily broken adrift when necessary to operate the winch.

(c) Where lifeboat winches are used, wire falls shall be employed.

**§ 192.30-10 Number and type required.**

(a) Lifeboat winches shall be fitted for each set of davits on all vessels in ocean or coastwise service where the height of the deck on which lifeboats are carried exceeds 20 feet from the lightest seagoing draft.

(b) Lifeboat winches shall be used in all cases where gravity type davits are employed.

(c) Lifeboat winches for use with gravity davits shall have grooved drums of such size that there will be only one layer of wire on the drums. Lifeboat winches for use with mechanical davits need not have grooved drums, and may be designed to take more than one layer of wire.

**§ 192.30-15 Installation.**

(a) Lifeboat winch controls shall be so located that the operator can observe the movement of the lifeboat during the lowering operation. In addition, any electrical controls provided shall meet the requirements of Subpart 111.65 of Subchapter J (Electrical Engineering) of this chapter.

(b) The lead of the falls to the lifeboat winches and length and size of wire shall be in accordance with Subpart 192.33.

**§ 192.30-90 Vessels contracted for prior to March 1, 1968.**

(a) Vessels contracted for prior to March 1, 1968, shall meet the following requirements:

(1) Except as specifically modified by this paragraph, the requirements of §§ 192.30-5 through 192.30-15 shall be complied with insofar as the number and general type of equipment is concerned.

(2) Existing items of equipment previously approved, but not meeting the applicable specifications or requirements set forth in §§ 192.30-5 through 192.30-15 may be continued in service so long as they are maintained in good condition to the satisfaction of the Officer in Charge, Marine Inspection. However, all new installations or major replacements shall meet the applicable specifications or requirements for new vessels.

**Subpart 192.33—Blocks and Falls for Lifeboats**

**§ 192.33-1 Application.**

(a) The provisions of this subpart, with the exception of § 192.33-90, shall apply to all vessels contracted for on or after March 1, 1968.

(b) Vessels contracted for prior to March 1, 1968, shall meet the requirements of § 192.33-90.

**§ 192.33-5 General.**

(a) All blocks, falls, fairleads, padeyes, shackles, links, fastenings, etc., used in connection with lifeboat gear, shall be designed with a minimum factor of safety of six, based on the maximum working load.

(b) Falls shall be of such length that the lifeboat may be lowered to the water with the vessel at its lightest draft, listed 15 degrees either way.

(c) Falls, where exposed and subject to damage or fouling, shall be suitably protected.

(d) Such blocks or other fittings shall be fitted as are necessary to permit the falls to lead fair in all positions of the davits.

(e) Means for lubrication shall be provided for all moving parts of blocks, sheaves, fairleads, etc.

**§ 192.33-10 Installations where lifeboat winches are used.**

(a) All falls shall be of wire rope.

(b) Wire rope falls of 6 x 19 regular lay filler wire constructed, prelubricated at the factory with suitable neutral wire rope lubricant, shall be accepted as standard. Any other wire rope, superior or equal to this minimum standard may be used if specifically approved.

(c) Not more than two-part falls may be used, except in special cases where three-part falls may be permitted by the Commandant.

(d) The lead sheaves to the drums shall be located so as to provide fleet angles of not more than 8 degrees for grooved drums and not more than 4 degrees for nongrooved drums. By fleet angle is meant the angle included between an imaginary line from the lead sheave perpendicular to the axis of the drum and the line formed by the wire rope when led from the lead sheave to either extremity of the drum.

(e) Sheaves shall have a diameter at the base of the groove at least equal to 12 times the diameter of the wire rope.

**§ 192.33-15 Installations where lifeboat winches are not used.**

(a) All falls shall be of manila rope or equivalent. Wire rope shall not be used.

(b) All vessels shall be provided with covered tubs, boxes, or reels for the stowage and protection of the falls, and cruciform bits shall be provided for properly lowering the lifeboats.

(c) There shall be ample clearance between the cheeks of all blocks. The width between the cheeks shall be  $\frac{1}{2}$ -inch greater than the diameter of new rope if  $3\frac{3}{4}$  inches circumference or greater is used. Blocks for smaller rope shall be designed with proportional clearances.

**§ 192.33-90 Vessels contracted for prior to March 1, 1968.**

(a) Vessels contracted for prior to March 1, 1968, shall meet the following requirements:

(1) Except as specifically modified by this paragraph, the requirements of §§ 192.33-5 through 192.33-15 as applicable, shall be complied with insofar as



the general type of equipment is concerned.

(2) Existing equipment previously approved but not meeting the detailed requirements may be continued in service so long as they are maintained in good condition to the satisfaction of the Officer in Charge, Marine Inspection. Minor repairs, alterations, and replacements may be made to the same standards as the original installation. However, all new installations or major replacements shall meet the applicable requirements for new vessels.

**Subpart 192.35—Installation of Lifeboats, Davits, and Winches**

**§ 192.35-1 Application.**

(a) The provisions of this subpart apply to all installations, except as set forth in § 196.15-45(c) of this subchapter.

**§ 192.35-5 Tests and examinations.**

(a) Upon completion of installation of lifeboats, davits, or winches, tests, and examinations as required by this section shall be made to the satisfaction of the inspector before the vessel may be navigated.

(b) The lifeboat shall be swung out from the chocks and lowered to the embarkation deck. At this point the lifeboat shall be loaded with deadweight equivalent to the number of persons allowed (165 pounds per person) together including the weight of the lifeboat. No person shall be permitted in the lifeboat while it is being loaded or lowered. The lifeboat shall then be lowered to the water and disengaged from the falls.

(1) None of the equipment or parts thereof nor deck connections shall show signs of permanent set or excessive deflection.

(2) Mechanical and radial type davits shall be capable of being swung out without lifting the lifeboat, except on small vessels where such requirements are unreasonable or impracticable in the opinion of the Officer in Charge, Marine Inspection.

(3) The falls shall be of sufficient length to lower the lifeboat as required by § 192.33-5(b).

(4) Where lifeboat winches are used, the following additional determinations shall be made:

(i) During lowering, the lifeboat shall be stopped at intervals of approximately 6 feet by the action of the counterweight alone. The counterweight shall be capable of stopping and holding the lifeboat. The brake action shall be smooth, but positive.

(ii) Brakes exposed to the weather shall be tested under the load conditions with the braking surfaces both wet and dry.

(iii) The governor brake shall be capable of controlling the speed of lowering the fully equipped lifeboat with its complement of persons on board to not more than 120 feet per minute. In addition, the speed of lowering of the fully equipped lifeboat without its complement

of persons shall not be less than 40 feet per minute.

**Subpart 192.40—Life Preservers**

**§ 192.40-1 Application.**

(a) The provisions of this subpart, with the exception of § 192.40-90, apply March 1, 1968.

(b) Vessels contracted for prior to March 1, 1968, shall meet the requirements of § 192.40-90.

**§ 192.40-5 General.**

(a) All life preservers shall be of an approved type, constructed in accordance with Subparts 160.002, 160.005, or 160.055 of Subchapter Q (Specifications) of this chapter.

(b) All life preservers on vessels on an international voyage shall be provided with a whistle of the ball type, of corrosion-resistant construction, with a 3-foot lanyard attached, and in good working order. It shall be attached to the life preserver by the lanyard alone without hooks, snaps, clips, etc., and shall extend not less than 15 inches from the life preserver body. While stowed on the life preserver, the whistle lanyard shall be coiled and stopped off.

**§ 192.40-10 Number required.**

(a) All vessels, including non-self-propelled vessels of less than 300 gross tons, shall be provided with a life preserver for each person on board. An additional number of life preservers shall be provided for the personnel on watch in the engine room and pilothouse, and at the bow lookout.

(b) When children are carried, a suitable number of children's life preservers shall be provided.

**§ 192.40-15 Distribution and stowage.**

(a) *Distribution.* (1) Life preservers shall be distributed throughout the quarters for the crew and scientific personnel and other places readily accessible for each person on board. The stowage of the additional number of life preservers required by § 192.40-10 shall be such that they are readily accessible to personnel on watch in the engine room and pilothouse, and at the bow lookout.

(2) Life preservers stowed overhead shall be so supported that they can be quickly released and distributed. Where life preservers are stowed at a height greater than 7 feet from the deck below, efficient means shall be provided for their immediate release and distribution to be operated by persons standing on the deck.

(3) For vessels on an international voyage and carrying additional life preservers required by § 192.40-10(b), such life preservers shall be stowed in boxes near the lifeboats.

**§ 192.40-90 Vessels contracted for prior to March 1, 1968.**

(a) Vessels contracted for prior to March 1, 1968, shall meet the following requirements:

(1) Except as specifically modified by this paragraph, the requirements of

§§ 192.40-5 through 192.40-15 shall be complied with insofar as the number of items of equipment and the method of stowage is concerned.

(2) Existing items of equipment previously approved, but not meeting the applicable specifications or requirements set forth in §§ 192.40-5 through 192.40-15 may be continued in service so long as they are serviceable and in good condition to the satisfaction of the Officer in Charge, Marine Inspection, except that:

(i) Kapok and fibrous glass life preservers which do not have plastic-covered pad inserts, as required by Subparts 160.002 and 160.005 of Subchapter Q (Specifications) of this chapter shall not be permitted.

(3) All new installations or replacements shall meet the applicable specifications or requirements for new equipment, except that:

(i) Cork and balsa wood life preservers, constructed in accordance with the applicable provisions of Subpart 160.003 or 160.004 and manufactured as approved life preservers prior to July 1, 1965, may be accepted as new or replacement equipment required by this subchapter if such life preservers are serviceable and in good condition to the satisfaction of the Officer in Charge, Marine Inspection, except for vessels on an international voyage.

**Subpart 192.43—Ring Life Buoys and Water Lights**

**§ 192.43-1 Application.**

(a) The provisions of this subpart, with the exception of § 192.43-90, shall apply to all vessels contracted for on or after March 1, 1968.

(b) Vessels contracted for prior to March 1, 1968, shall meet the requirements of § 192.43-90.

**§ 192.43-5 General.**

(a) All ring life buoys shall be of an approved type, constructed in accordance with Subpart 160.009 or 160.050 of Subchapter Q (Specifications) of this chapter.

(b) All water lights shall be of an approved type, constructed in accordance with Subparts 160.012 or 161.001 of Subchapter Q (Specifications) of this chapter.

(c) All self-activating smoke signals shall be of an approved type, constructed in accordance with the requirements of Subpart 160.057 of Subchapter Q (Specifications) of this chapter which shall be capable of producing smoke of a highly visible color for at least 15 minutes.

**§ 192.43-10 Number required.**

(a) The minimum number of approved 30-inch ring life buoys and the minimum number of which shall have water lights attached, shall be in accordance with Table 192.43-10(a): *Provided*, That unmanned barges are exempt from this section.



TABLE 192.43-10(a)

Length of vessel in feet	Ocean <sup>1</sup>		All services other than ocean <sup>1</sup>	
	Minimum number of ring life buoys	Minimum number of ring life buoys in column 2 which shall have water lights attached	Minimum number of ring life buoys	Minimum number of ring life buoys in column 4 which shall have water lights attached
Column 1	Column 2	Column 3	Column 4	Column 5
Under 100	8	6	2	0
100 and under 200	8	6	4	2
200 and under 300	8	6	6	2
300 and under 400	12	6	12	4
400 and under 600	18	9	18	9
600 and under 800	24	12	24	12
800 and over	30	15	30	15

<sup>1</sup> Manned barges shall be equipped with 1 ring life buoy at each end of the vessel with water light attached and 15 fathoms of line.

(b) One of the ring life buoys on each side of the vessel shall have secured to it a line at least 15 fathoms in length. On vessels on an international voyage, the line shall be of a buoyant type.

(c) On vessels on an international voyage, at least two of the ring life buoys with water lights attached as required by Table 192.43-10(a) shall also be provided with an approved self-activated smoke signal and shall be capable of quick release from the bridge.

(d) On vessels on an international voyage, the ring life buoys required by this section shall be orange in color.

#### § 192.43-15 Distribution and securing.

(a) All ring life buoys shall be placed so as to be readily accessible to the persons on board, and their positions plainly indicated so as to be known to the persons concerned.

(b) The ring life buoys shall always be capable of being cast loose, and shall not be permanently secured in any way.

#### § 192.43-90 Vessels contracted for prior to March 1, 1968.

(a) Vessels contracted for prior to March 1, 1968, shall meet the following requirements:

(1) Except as specifically modified by this paragraph, the requirements of §§ 192.43-5 through 192.43-15 shall be complied with insofar as the number of items of equipment and the method of stowage is concerned.

(2) Existing items of equipment previously approved, but not meeting the applicable specifications or requirements set forth in §§ 192.43-5 through 192.43-15 may be continued in service so long as they are maintained in good condition to the satisfaction of the Officer in Charge, Marine Inspection. All new installations or replacements shall meet the applicable specifications or requirements in this subpart for new vessels.

### Subpart 192.45—Line-Throwing Appliances

#### § 192.45-1 Application.

(a) The provisions of this subpart with the exception of § 192.45-90, shall apply to all mechanically propelled vessels in ocean and coastwise service, contracted for on or after March 1, 1968.

(b) Vessels contracted for prior to March 1, 1968, shall meet the requirements of § 192.45-90.

#### § 192.45-5 General.

(a) Line-throwing appliances of the impulse-projected rocket type, and the equipment auxiliary thereto, shall be of an approved type, constructed in accordance with Subpart 160.040 of Subchapter Q (Specifications) of this chapter. The service use of rockets shall be limited to a period of 4 years from date of manufacture, and replacement of outdated items shall be made at the first port of arrival in the United States where such rockets are available, except that replacement shall be made in all cases within 12 months after the date of expiration.

(b) Line-throwing appliances of the shoulder-gun type, and the equipment auxiliary thereto, shall be of an approved type, constructed in accordance with Subpart 160.031 of Subchapter Q (Specifications) of this chapter.

#### § 192.45-10 Type required.

(a) All vessels shall be fitted with an approved line-throwing appliance of the impulse-projected rocket type. However, vessels of less than 500 gross tons may substitute a line-throwing appliance of the shoulder-gun type.

#### § 192.45-15 Equipment for line-throwing appliances.

(a) The equipment enumerated in this paragraph shall be carried for impulse-projected rocket type line-throwing appliances. Except as noted, the equipment and the appliance shall be stowed together in a suitable case or box:

(1) Four rockets, two of which shall be of the buoyant type.

(2) Four primer-ejector cartridges.

(3) Four service lines, each of a length not less than that specified in the approval of the appliance carried, of  $\frac{1}{32}$ -inch to  $\frac{1}{16}$ -inch diameter, of flax or manila, and having a breaking strength of at least 500 pounds, to be kept in faking boxes or on reels. These lines may be kept either in the box or case with the remainder of the equipment, or be stowed in an accessible location nearby.

(4) One cleaning brush, one can of oil, and twelve wiping patches.

(5) One set of instructions furnished by the manufacturer.

(6) One auxiliary line, 1,500 feet of 3-inch circumference manila. This line may be kept either in the box or case with the remainder of the equipment or be stowed in an accessible location nearby.

(b) The equipment enumerated in this paragraph shall be carried for shoulder-gun type line-throwing appliances. Except as noted, the equipment and the appliance shall be stowed together in a suitable case or box.

(1) Ten service projectiles.

(2) Twenty-five cartridges.

(3) Four service lines, each not less than 400 feet in length, of  $\frac{3}{16}$ -inch circumference flax or cotton and having a breaking strength of at least 250 pounds, or each not less than 600 feet in length of  $\frac{1}{16}$ -inch or more diameter woven or braided nylon, very flexible, having a breaking strength not less than 140 pounds, or equivalent, to be kept in faking boxes or on reels. These lines may be kept either in the box or case with the remainder of the equipment or be stowed in an accessible location nearby.

(4) One cleaning rod with brush, one can of oil, and twelve wiping patches.

(5) One set of instructions furnished by the manufacturer.

(6) One auxiliary line, 500 feet of 3-inch circumference manila.

#### § 192.45-20 Accessibility.

(a) The line-throwing appliance and its equipment shall be kept easily and readily accessible and ready for use. No part of this equipment shall be used for any other purpose.

#### § 192.45-25 Service recommendations.

(a) In firing the line-throwing appliances, the operating instructions and safety precautions furnished by the manufacturer should be followed.

#### § 192.45-90 Vessels contracted for prior to March 1, 1968.

(a) Vessels in ocean or coastwise service contracted for prior to March 1, 1968, shall meet the requirements set forth in §§ 192.45-5 through 192.45-25. However, if a Lyle gun type line-throwing appliance is already in service on such vessel, it may be continued in use so long as it is in good and serviceable condition, but may not be replaced by a similar installation. Where Lyle guns are used, the following requirements shall be met:

(1) The equipment enumerated in this subparagraph shall be carried for Lyle gun type line-throwing appliances. The equipment and the gun shall be stowed together in a suitable case or box. If the case or box does not meet the requirements of Subpart 160.038 of Subchapter Q (Specifications) of this chapter for portable magazine chest, the powder and primers shall be separately stowed in a chest meeting such requirement.

(i) Six service projectiles.

(ii) Eighteen bags (2½ ounces each) of black powder marked "One-half normal charge of Lyle gun, 2½ ounces black



powder" in a nonferrous metal screw-top container.

(iii) One approved firing attachment with accessories consisting of lanyard, wrench, washer to fit between barrel and shoulder of firing attachment, blank plug for screwing into gun when firing attachment is not in place, cartridge extractor, and 25 primers in a watertight metal box.

(iv) Twenty-five paper wads.

(v) Four service lines, each 1,700 feet in length, of 3/32-inch to 1/8-inch diameter flax or manilla, and having a breaking strength of at least 500 pounds, to be kept in faking boxes or on reels.

(vi) One ram rod, one wire brush, one can of light petrolatum, and twelve wiping patches.

(vii) One tapered wooden plug for muzzle of gun when not in use.

(viii) One set of instructions furnished by the manufacturer of the gun.

(ix) One auxiliary line, 1,500 feet of 3-inch circumference manilla.

(2) Accessibility. Same as § 192.45-20.

**Subpart 192.50—Embarkation Aids**

**§ 192.50-1 Application.**

(a) The provisions of this subpart, with the exception of § 192.50-90, shall apply to all vessels, contracted for on or after March 1, 1968.

(b) Vessels contracted for prior to March 1, 1968, shall meet the requirements of § 192.50-90.

**§ 192.50-5 Ladders.**

(a) *General.* (1) All ladders required by this section shall be of an approved type constructed in accordance with Subpart 160.017 of Subchapter Q (Specifications) of this chapter.

(b) *Vessels in ocean, coastwise, or Great Lakes service.* (1) All vessels in ocean, coastwise, or Great Lakes service shall have an approved Type II (chain suspension) ladder for each set of lifeboat davits, but existing ladders previously approved by the Coast Guard may be continued in service so long as they are maintained in good condition. Such ladders shall be kept ready and convenient for use on the lifeboat deck, and shall reach from such deck to the vessel's light waterline, no heel assumed.

(2) All ocean and coastwise vessels which normally employ a pilot shall have a ladder for the use of the pilot in addition to the ladders required by subparagraph (1) of this paragraph. Suitable spreaders, a man rope, and a safety line shall be kept readily available for use in conjunction with the pilot ladder whenever circumstances may so require. When used, the ladder shall be secured in a position so that each step rests firmly against the ship's side, and so the pilot can gain safe and convenient access to the ship after climbing not more than 30 feet. Whenever the distance from sea level is more than 30 feet, access from the pilot ladder to the ship shall be by means of an accommodation ladder or other equally safe and convenient means. Arrangements shall be such that the rigging of the ladder and the embarkation and debarkation of the pilot is supervised by a responsible officer of the ship, and handholds are

provided to assist the pilot to pass safely and conveniently from the head of the ladder into the ship and onto the ship's deck. At night a light shining over the side shall be available for use, and the deck at the position where the pilot boards the ship shall be adequately lighted.

**§ 192.50-7 Embarkation aids into inflatable liferafts.**

(a) Where inflatable liferafts are substituted for lifeboats, unless freeboard at embarkation point is such that embarkation devices are not necessary, suitable arrangements shall be made for embarkation which shall include sufficient ladders or other suitable devices to facilitate embarkation into the inflatable liferafts when waterborne.

**§ 192.50-10 Illumination of lifeboat launching operations.**

(a) Provisions shall be made on all vessels on an international voyage and all other vessels where the lifeboat deck is more than 30 feet above the light waterline, for readily and continuously available illumination from the vessel of lifeboats when alongside and in process of or immediately after being launched. Details of the illuminating system shall be in accordance with Subchapter J (Electrical Engineering) of this chapter.

**§ 192.50-15 Illumination for liferaft stowage areas.**

(a) For all vessels on an international voyage, suitable illumination shall be provided for the liferaft stowage areas.

**§ 192.50-90 Vessels contracted for prior to March 1, 1968.**

(a) Vessels contracted for prior to March 1, 1968, shall meet the following requirements:

(1) Except as specifically modified by this paragraph, the requirements of §§ 192.50-5 through 192.50-15 shall be complied with insofar as the number of items of equipment and the method of stowage is concerned.

(2) Existing items of equipment previously approved, but not meeting the applicable specifications or requirements of §§ 192.50-5 through 192.50-15 may be continued in service so long as they are maintained in good condition to the satisfaction of the Officer in Charge, Marine Inspection. All new installations or replacements shall meet the applicable specifications or requirements for new vessels.

(3) The illumination for lifeboat launching operations need not meet the detailed requirements of Subchapter J (Electrical Engineering) of this chapter.

**Subpart 192.55—Portable Radio Apparatus**

**§ 192.55-1 Required on international voyage.**

(a) Vessels on an international voyage shall be provided with a portable radio apparatus complying with the requirements of the Federal Communications Commission unless at least one lifeboat on each side of the vessel is fitted with a fixed radio installation. Such portable

radio shall be kept in the radioroom, chartroom, or other suitable location ready to be moved to one or other of the lifeboats in the event of an emergency.

**Subpart 192.60—Ship's Distress Signals**

**§ 192.60-1 Application.**

(a) The provisions of this subpart shall apply to all manned vessels of 300 gross tons and over as specifically noted.

**§ 192.60-5 Vessels in ocean or coastwise service.**

(a) All vessels in ocean and coastwise service shall carry within the pilothouse or on the navigator's bridge 12 approved hand-held rocket-propelled parachute red flare distress signals, contained in a portable watertight container, constructed in accordance with Subpart 160.036 of Subchapter Q (Specifications) of this chapter.

(b) The service use of the distress signals shall be limited to a period of 3 years from date of manufacture, and replacement of outdated items shall be made at the first port of arrival in the United States where such distress signals are available, except that replacement shall be made in all cases within 12 months after the date of expiration.

**§ 192.60-10 Vessels in Great Lakes service.**

(a) All vessels in Great Lakes service shall carry within the pilothouse or on the navigator's bridge, 12 approved hand-held red flare distress signals, contained in a portable watertight container, constructed in accordance with Subpart 160.021 or Subpart 160.023 of Subchapter Q (Specifications) of this chapter.

(b) The service use of distress signals shall be limited to a period of 3 years from date of manufacture, and replacement of outdated items shall be made at the first port of arrival in the United States where such distress signals are available, except that replacement shall be made in all cases within 12 months after the date of expiration.

**PART 193—FIRE PROTECTION EQUIPMENT**

**Subpart 193.01—Application**

Sec.	
193.01-1	General.
193.01-5	Equipment installed but not required.

**Subpart 193.05—Fire Detecting and Extinguishing Equipment, Where Required**

193.05-1	Fire detecting, manual alarm, and supervised patrol systems.
193.05-5	Fire main system.
193.05-10	Fixed fire extinguishing systems.
193.05-15	Hand portable fire extinguishers and semiportable fire extinguishing systems.
193.05-20	Sand.

**Subpart 193.10—Fire Main System, Details**

193.10-1	Application.
193.10-5	Fire pumps.
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193.10-15	Piping.
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### Subpart 193.15—Carbon Dioxide Extinguishing Systems, Details

Sec.	
193.15-1	Application.
193.15-5	Quantity, pipe sizes, and discharge rates.
193.15-10	Controls.
193.15-15	Piping.
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193.15-25	Discharge outlets.
193.15-30	Alarms.
193.15-35	Enclosure openings.
193.15-40	Pressure relief.
193.15-90	Installations contracted for prior to March 1, 1968.

### Subpart 193.50—Hand Portable Fire Extinguishers and Semiportable Fire Extinguishing Systems, Arrangements and Details

193.50-1	Application.
193.50-5	Classification.
193.50-10	Location.
193.50-15	Spare charges.
193.50-90	Vessels contracted for prior to March 1, 1968.

### Subpart 193.60—Fire Axes

193.60-1	Application.
193.60-5	Number required.
193.60-10	Location.

**AUTHORITY:** The provisions of this Part 193 issued under R.S. 405, as amended, 4462, as amended, sec. 5, 79 Stat. 424; 46 U.S.C. 375, 416, 445. Interpret or apply R.S. 4417, as amended, 4418, as amended, 4453, as amended, 4488, as amended, sec. 10, 35 Stat. 428, as amended, 41 Stat. 305, as amended, secs. 1, 2, 49 Stat. 1544, 1545, as amended, sec. 17, 54 Stat. 166, as amended, sec. 6(b)(1), 80 Stat. 938; 46 U.S.C. 391, 392, 435, 481, 395, 363, 367, 526p, 49 U.S.C. 1655(b); E.O. 11239, July 31, 1965, 30 F.R. 9671, 3 CFR, 1965 Supp.; 49 CFR 1.4(a)(2).

### Subpart 193.01—Application

#### § 193.01-1 General.

(a) The provisions of this part shall apply to all vessels other than non-self-propelled vessels of less than 300 gross tons.

(b) Non-self-propelled vessels of less than 300 gross tons shall not be subject to the provisions of this part, except as provided otherwise by §§ 193.01-5 and 193.50-1.

#### § 193.01-5 Equipment installed but not required.

(a) On all vessels, including non-self-propelled vessels of less than 300 gross tons, where fire detecting or extinguishing systems or equipment are not required, but are installed, the system or equipment and its installation shall meet the requirements of this part.

### Subpart 193.05—Fire Detecting and Extinguishing Equipment, Where Required

#### § 193.05-1 Fire detecting, manual alarm, and supervised patrol systems.

(a) Fire detecting, manual alarm, and supervised patrol systems are not required, but if installed, the systems shall meet the applicable requirements of Part 76 of Subchapter H (Passenger Vessels) of this chapter.

#### § 193.05-5 Fire main system.

(a) Fire pumps, hydrants, hose, and nozzles shall be installed on all manned vessels.

(b) Except as provided for in § 193.10-10(e), the fire main shall be a pres-

surized system with a low pressure alarm to be sounded in a continuously manned space.

(c) The arrangements and details of the fire main system shall be as set forth in Subpart 193.10.

#### § 193.05-10 Fixed fire extinguishing systems.

(a) Approved fire extinguishing systems shall be installed in those locations delineated in this section.

(b) A fixed carbon dioxide or other approved system shall be installed in all lamp and paint lockers, oil rooms, and similar spaces.

(c) Fire extinguishing systems shall be provided for internal combustion engine installations in accordance with the following:

(1) Enclosed spaces containing gasoline engines shall have fixed carbon dioxide systems.

(2) If a fire extinguishing system is installed to protect an internal combustion or gas turbine installation, the system shall be of the carbon dioxide type.

(3) On vessels of 1,000 gross tons and over, a fixed carbon dioxide system shall be installed in all spaces containing internal combustion or gas turbine main propulsion machinery, auxiliaries with an aggregate power of 1,000 b. hp. or greater, or their fuel oil units, including purifiers, valves, and manifolds.

(d) A fixed carbon dioxide system shall be installed in all chemical storerooms.

(e) On vessels of 1,000 gross tons and over, a fixed carbon dioxide, or foam system shall be installed in all spaces containing oil fired boilers, either main or auxiliary, or their fuel oil units, valves, or manifolds in the line between the settling tanks and the boilers. The arrangement and details of the foam system shall be as set forth in Part 95 of Subchapter I (Cargo and Miscellaneous Vessels) of this chapter.

(f) Where an enclosed ventilating system is installed for electric propulsion motors or generators, a fixed carbon dioxide extinguishing system shall be installed in such system.

(g) The arrangements and details of the fixed carbon dioxide extinguishing systems shall be as set forth in Subpart 193.15.

(h) Additional specific requirements for fire extinguishing systems for spaces containing explosives and other dangerous articles or substances are in Part 194 of this subchapter.

#### § 193.05-15 Hand portable fire extinguishers and semiportable fire extinguishing systems.

(a) Approved hand portable fire extinguishers and semiportable fire extinguishing systems shall be installed on all manned vessels as set forth in Subpart 193.50.

#### § 193.05-20 Sand.

(a) There shall be in each space containing oil fired boilers a metal receptacle containing not less than 10 cubic feet of sand, sawdust impregnated with soda, or other approved dry materials together with a scoop or shaker for distributing the same.

(b) In lieu of the requirements in paragraph (a) of this section, one B-II fire extinguisher may be substituted.

### Subpart 193.10—Fire Main System, Details

#### § 193.10-1 Application.

(a) The provisions of this subpart, with the exception of § 193.10-90, shall apply to all vessels contracted for on or after March 1, 1968.

(b) Vessels contracted for prior to March 1, 1968, shall meet the requirements of § 193.10-90.

#### § 193.10-5 Fire pumps.

(a) Vessels shall be equipped with independently driven fire pumps in accordance with Table 193.10-5(a). In addition, pumps other than the fire pumps may be used to maintain pressure on the fire main system provided the pressure and capacity of such pumps are satisfactory to the Officer in Charge, Marine Inspection.

TABLE 193.10-5(a)

Gross tons		Minimum number of pumps	Hose and hydrant size, inches	Nozzle orifice size, inches	Length of hose, feet
Over	Not over				
---	100	1	1 1/2	1 1/2	150
100	1,000	1	1 1/2	1 1/2	50
1,000	1,500	2	1 1/2	1 1/2	50
1,500	---	2	2 1/2	1 3/8	250

<sup>1</sup> On vessels of 65 feet in length or less, 3/4-inch hose of good commercial grade together with a commercial garden hose nozzle may be used. The pump may be hand operated and the length of hose shall be sufficient to assure coverage of all parts of the vessel.

<sup>2</sup> 75 feet of 1 1/2-inch hose and 3/4-inch nozzle may be used where specified by § 193.10-10(b) for interior locations and 50 feet 1 1/2-inch hose may be used in exterior locations on vessels in other than ocean or coastwise services.

(b) On vessels of 1,000 gross tons and over on an international voyage, each required fire pump, while delivering water through the fire main system at a pressure corresponding to that required by paragraph (c) of this section, shall have a minimum capacity of at least two-thirds of that required for an independent bilge pump. However, in no case shall the capacity of each fire pump be less than that otherwise required by this section.

(c) Each pump shall be capable of delivering water simultaneously from the outlets having the greatest pressure drop from the fire pumps to the nozzles which may not always be the two highest outlets, at a Pitot tube pressure of approximately 50 p.s.i. Where 1 1/2-inch hose is permitted in lieu of 2 1/2-inch hose by footnote 2 of Table 193.10-5(a), the pump capacity shall be determined on the same basis as if 2 1/2-inch hose had been permitted. Where 3/4-inch hose is permitted by Table 193.10-5(a), the Pitot tube pressure need be only 35 p.s.i.

(d) Fire pumps shall be fitted on the discharge side with relief valves set to relieve at 25 p.s.i. in excess of the pressure necessary to maintain the requirements of paragraph (c) of this section or 125 p.s.i., whichever is greater. Relief valves may be omitted if the pumps, operating under shutoff conditions, are not capable of developing a pressure exceeding this amount.



(e) Fire pumps shall be fitted with a pressure gage on the discharge side of the pumps.

(f) Fire pumps may be used for other purposes provided at least one of the required pumps is kept available for use on the fire system at all times. Unless specifically approved by the Commandant, no branch lines shall be connected to the fire mains for other than fire and deck wash purposes. Other discharge lines shall lead from a discharge manifold near the fire pumps. In no case shall a pump having connection to an oil line be used as fire pump.

(g) The total area of the pipes leading from a pump shall not be less than the discharge area of the pump.

(h) On vessels with oil fired boilers, either main or auxiliary, or with internal combustion propulsion machinery, where 2 fire pumps are required, they shall be located in separate spaces, and the arrangement, pumps, sea connections, and sources of power shall be such as to insure that a fire in any one space will not put all of the fire pumps out of operation. However, where 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 carbon dioxide system may be accepted as an alternate method of extinguishing any fire which would affect the powering and operation for the required fire pumps.

#### § 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(a).

(b) In lieu of the 2½-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 1½-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 1,000 gross tons and over there shall 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 shall be provided. Suitable adapters also shall be provided for furnishing the vessel's shore connections with couplings mating those on the shore fire lines. Such vessels on an international voyage, shall be provided with at least one international shore connection. Facilities shall be available enabling such a connection to be used on either side of the vessel. The international shore connection shall be in accordance with specification Subpart 162.034 of Subchapter Q (Specifications) of this chapter.

(d) Fire hydrants shall 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 shall be from a single length of hose. At least one hydrant and hose with a fog applicator

shall be located outside and in the immediate vicinity of each laboratory. In main machinery spaces, all portions of such spaces shall be capable of being reached by at least 2 streams of water, each of which shall 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 shall 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) Hose nozzles shall be as follows:

(1) All nozzles shall be of good grade bronze or equivalent metal.

(2) Where smooth bore type nozzles are used, they shall have an orifice of the size indicated in Table 193.10-5(a).

(3) Where combination solid stream and water spray fire hose nozzles are used, they shall be approved type and shall be constructed in accordance with Subpart 162.027 of Subchapter Q (Specification) of this chapter. The detachable applicator shall be stowed adjacent to the fire hydrant, except where combination nozzles are not required, in which case the applicator may be stowed at the discretion of the master.

(4) Except as noted in subparagraphs (5) and (6) of this paragraph, all hose nozzles shall be of either the smooth bore type or the approved type combination nozzle.

(5) On all vessels of 1,000 gross tons and over, the hose attached to the hydrants in propulsion machinery spaces containing oil fired boilers, internal combustion machinery, or oil fuel units shall be fitted with an approved combination nozzle. The applicator shall be not more than 6 feet in length.

(6) Where ¾-inch hose is permitted by Table 193.10-5(a), a good commercial grade garden hose nozzle or equivalent will be accepted.

(7) Where approved combination nozzles are used, but are not required, the applicators with low velocity fog spray

heads and the self-cleaning strainers may be fitted, but will not be required.

(j) Firehose shall not be used for any other purpose than fire extinguishing, drills, and testing.

(k) Fire hydrants, nozzles, and other fittings shall have threads to accommodate the hose connections noted in this paragraph. 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) All lined and unlined hoses shall be of firehose quality in conformance with Underwriters' Laboratories, Inc., Standard 18 or 19, or Federal Specification JH-H-571 or ZZ-H-451a. Hose which bears the label of Underwriters' Laboratories, Inc., as inspected lined or unlined firehose will be accepted as conforming to this requirement.

#### § 193.10-15 Piping.

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

(b) All distribution cut-off valves shall be marked as required by § 196.37-10 of this subchapter.

(c) For vessels on an international voyage, the diameter of the fire main shall be sufficient for the effective distribution of the maximum required discharge from two fire pumps operating simultaneously. This requirement is in addition to § 193.10-5(c). The discharge of this quantity of water through hoses and nozzles at a sufficient number of adjacent hydrants shall be at a minimum Pitot tube pressure of approximately 50 pounds per square inch.

#### § 193.10-90 Installations contracted for prior to March 1, 1968.

(a) Installations contracted for prior to March 1, 1968, shall meet the following requirements:

(1) Except as specifically modified by this paragraph, the requirements of §§ 193.10-5 through 193.10-15 shall be complied with insofar as the number and general type of equipment is concerned.

(2) Existing equipment previously approved, but not meeting the applicable requirements of §§ 193.10-5 through 193.10-15 may be continued in service so long as they are maintained in good condition to the satisfaction of the Officer in Charge, Marine Inspection. Minor repairs, alteration, and replacements may be permitted to the same standards as the original installations. However, all new installations or major replacements shall meet the applicable requirements in this subpart for new installations.

(3) The general requirements of § 193.10-5 (c) through (g), § 193.10-10 (d) through (i), and § 95.10-15 shall be



compiled with insofar as is reasonable and practicable.

### Subpart 193.15—Carbon Dioxide Extinguishing Systems, Details

#### § 193.15-1 Application.

(a) The provisions of this subpart shall apply to all new installations contracted for on or after March 1, 1968.

(b) Installations contracted for prior to March 1, 1968, shall meet the requirements of § 193.15-90.

(c) The requirements of this subpart are based on a "high pressure system," i.e., one in which the carbon dioxide is stored in liquid form at atmospheric temperature. Details for "low pressure systems," i.e., those in which the carbon dioxide is stored in liquid form at a continuously controlled low temperature, may be specifically approved by the Commandant where it is demonstrated that a comparable degree of safety and fire extinguishing ability is achieved.

#### § 193.15-5 Quantity, pipe sizes, and discharge rates.

(a) *General.* The amount of carbon dioxide required for each space shall be as determined by paragraphs (b) through (e) of this section.

(b) *Total available supply.* A separate supply of carbon dioxide need not be provided for each space protected. The total available supply shall be at least sufficient for the space requiring the greatest amount.

(c) *Enclosed ventilation systems for rotating electrical propulsion equipment.*

(1) The number of pounds of carbon dioxide required for the initial charge shall be equal to the gross volume of the system divided by 10 for systems having a volume of less than 2,000 cubic feet, and divided by 12 for systems having a volume of 2,000 cubic feet or more.

(2) In addition to the amount required by subparagraph (1) of this paragraph there shall be sufficient carbon dioxide available to permit delayed discharges of such quantity as to maintain at least a 25-percent concentration until the equipment can be stopped. If the initial discharge is such as to achieve this concentration until the equipment is stopped, no delayed discharge need be provided.

(3) The piping for the delayed discharge shall not be less than 1/2-inch standard pipe, and no specific discharge rate need be applied to such systems. On small systems, this pipe may be incorporated with the initial discharge piping.

(4) The piping for the initial charge shall be in accordance with Table 193.15-5(d)(4), and the discharge of the required amount shall be completed within 2 minutes.

(d) *Machinery spaces, paint lockers, tanks, chemical storerooms, and similar spaces.* (1) Except as provided in subparagraph (3) of this paragraph, the number of pounds of carbon dioxide required for each space shall be equal to the gross volume of the space divided by the appropriate factor noted in Table 193.15-5(d)(1). If fuel can drain from the compartment being protected to an

adjacent compartment, or if the compartments are not entirely separate, the requirements for both compartments shall be used to determine the amount of carbon dioxide to be provided. The carbon dioxide shall be arranged to discharge into both such compartments simultaneously.

TABLE 193.15-5(d)(1)

Gross volume of compartment, cubic feet		Factor
Over	Not over	
	500	15
500	1,600	16
1,600	4,500	18
4,500	50,000	20
50,000		22

(2) For the purpose of the requirements of this paragraph, the volume of the machinery space shall be taken as exclusive of the normal machinery casing unless the boiler, internal combustion machinery, or fuel oil installations extend into such space, in which case the volume shall be taken to the top of the casing or the next material reduction in casing area, whichever is lower. "Normal machinery casing" and "material reduction in casing area" shall be defined as follows:

(i) By "normal machinery casing" shall be meant a casing the area of which is not more than 40 percent of the maximum area of the machinery space.

(ii) By "material reduction in casing area" shall be meant a reduction to at least 40 percent of the casing area.

(3) For vessels on an international voyage contracted for on or after May 26, 1965, the amount of carbon dioxide required for a space containing propulsion boilers or internal combustion propulsion machinery shall be as given by subparagraphs (1) and (2) of this paragraph or by dividing the entire volume, including the casing, by a factor of 25, whichever is the larger.

(4) Branch lines to the various spaces shall be as noted in Table 193.15-5(d)(4).

TABLE 193.15-5(d)(4)

Maximum quantity of carbon dioxide required, pounds	Minimum pipe size, inches	Maximum quantity of carbon dioxide required, pounds	Minimum pipe size, inches
100	1/2	2,500	2 1/4
225	3/4	4,450	3
300	1	7,100	3 1/2
600	1 1/4	10,450	4
1,000	1 1/2	15,000	4 1/2
2,450	2		

(5) Distribution piping within the space shall be proportioned from the supply line to give proper distribution to the outlets without throttling.

(6) The number, type, and location of discharge outlets shall be such as to give a uniform distribution throughout the space.

(7) The total area of all discharge outlets shall not exceed 85 percent nor be less than 35 percent of the normal cylinder outlet area or the area of the supply pipe, whichever is smaller. The nominal cylinder outlet area in square

inches shall be determined by multiplying the factor 0.0022 by the number of pounds of carbon dioxide required, except that in no case shall this outlet area be less than 0.110 square inch.

(8) The discharge of at least 85 percent of the required amount of carbon dioxide shall be complete within 2 minutes.

#### § 193.15-10 Controls.

(a) Except as noted in § 193.15-20(b), all controls and valves for the operation of the system shall be outside the space protected and shall not be located in any space that might be cut off or made inaccessible in the event of fire in any of the spaces protected.

(b) If the same cylinders are used to protect more than one hazard, a manifold with normally closed stop valves shall be used to direct the carbon dioxide into the proper space. If cylinders are used to protect only one hazard, a normally closed stop valve shall be installed between the cylinders and the hazard except for systems of the type indicated in § 193.15-5(d) which contain not more than 300 pounds of carbon dioxide.

(c) One of the stations controlling the system for the main machinery space and the chemical storerooms shall be located as convenient as practicable to one of the main escapes from these spaces. All control stations and the individual valves and controls shall be marked as required by §§ 196.37-10 and 196.37-13 of this subchapter.

(d) Systems of the type indicated in § 193.15-5(d) shall be actuated by one control operating the valve to the space and a separate control releasing at least the required amount of carbon dioxide. These two controls shall be located in a box or other enclosure clearly identified for the particular space. Those systems installed without a stop valve shall be operated by one control releasing at least the required amount of carbon dioxide.

(e) Where provisions are made for the simultaneous release of a given amount of carbon dioxide by operation of a remote control, provisions shall also be made for manual control at the cylinders. Where gas pressure from pilot cylinders is used as a means for releasing the remaining cylinders, not less than two pilot cylinders shall be used for systems consisting of more than two cylinders. Each of the pilot cylinders shall be capable of manual control at the cylinder, but the remaining cylinders need not be capable of individual manual control.

(f) Systems of the type indicated in § 193.15-5(d), other than systems for tanks, which are of more than 300 pounds of carbon dioxide, shall be fitted with an approved delayed discharge so arranged that the alarm will be sounded for at least 20 seconds before the carbon dioxide is released into the space. Such systems of not more than 300 pounds of carbon dioxide shall also have a similar delayed discharge, except for those systems for tanks and for spaces which have a suitable horizontal escape.

(g) All distribution valves and controls shall be of an approved type. All controls shall be suitably protected.



(h) Complete but simple instructions for the operation of the system shall be located in a conspicuous place at or near the releasing control device.

(i) If the space or enclosure containing the carbon dioxide supply for controls is to be locked, a key to the space or enclosure shall be in a break-glass-type box conspicuously located adjacent to the opening.

#### § 193.15-15 Piping.

(a) The piping, valves, and fittings shall have a bursting pressure of not less than 6,000 pounds per square inch.

(b) All piping, in nominal sizes not over  $\frac{3}{4}$  inch shall be at least Schedule 40 (standard weight) and in nominal sizes over  $\frac{3}{4}$  inch, shall be at least Schedule 80 (extra heavy).

(c) All piping valves, and fittings of ferrous materials shall be protected inside and outside against corrosion unless specifically approved otherwise by the Commandant.

(d) A pressure relief valve or equivalent set to relieve between 2,400 and 2,800 pounds per square inch shall be installed in the distribution manifold or such other location as to protect the piping in the event that all branch line shutoff valves are closed.

(e) All dead-end lines shall extend at least 2 inches beyond the last orifice and shall be closed with cap or plug.

(f) All piping, valves, and fittings shall be securely supported, and where necessary, protected against injury.

(g) Drains and dirt traps shall be fitted where necessary to prevent the accumulation of dirt or moisture. Drains and dirt traps shall be located in accessible locations where possible.

(h) Piping shall be used for no other purpose except that it may be incorporated with the fire-detecting system.

(i) Piping passing through living quarters shall not be fitted with drains or other openings within such spaces.

(j) Installation test requirements are:

(1) Upon completion of the piping installation, and before the cylinders are connected, a pressure test shall be applied as set forth in this paragraph. Only carbon dioxide or other inert gas shall be used for this test.

(2) The piping from the cylinders to the stop valves in the manifold shall be subjected to a pressure of 1,000 pounds per square inch. With no additional gas being introduced to the system, it shall be demonstrated that the leakage of the system is such as not to permit a pressure drop of more than 150 pounds per square inch per minute for a 2-minute period.

(3) The individual branch lines to the various spaces protected shall be subjected to a test similar to that described in the preceding subparagraph with the exception that the pressure used shall be 600 pounds per square inch in lieu of 1,000 pounds per square inch. For the purpose of this test, the distribution piping shall be capped within the space protected at the first joint ahead of the nozzles.

(4) In lieu of the tests prescribed in the preceding subparagraphs in this paragraph, small independent systems protecting spaces such as emergency gen-

erator rooms, lamp lockers, chemical storerooms, etc., may be tested by blowing out the piping with air at a pressure of at least 100 pounds per square inch.

#### § 193.15-20 Carbon dioxide storage.

(a) Except as provided in paragraph (b) of this section, the cylinders shall be located outside the spaces protected, and shall not be located in any space that might be cut off or made inaccessible in the event of a fire in any of the spaces protected.

(b) Systems of the type indicated in paragraph 193.15-5(d), consisting of not more than 300 pounds of carbon dioxide, may have cylinders located within the space protected. If the cylinder stowage is within the space protected, the system shall be arranged in an approved manner to be automatically operated by a heat actuator within the space in addition to the regular remote and local controls.

(c) The space containing the cylinders shall be properly ventilated and designed to preclude an anticipated ambient temperature in excess of 130° F.

(d) Cylinders shall be securely fastened and supported, and where necessary, protected against injury.

(e) Cylinders shall be so mounted as to be readily accessible and capable of easy removal for recharging and inspection. Provisions shall be available for weighing the cylinders.

(f) Where subject to moisture, cylinders shall be so installed as to provide a space of at least 2 inches between the flooring and the bottom of the cylinders.

(g) Cylinders shall be mounted in an upright position or inclined not more than 30 degrees from the vertical. However, cylinders which are fitted with flexible or bent siphon tubes may be inclined not more than 80 degrees from the vertical.

(h) Where check valves are not fitted on each independent cylinder discharge, plugs or caps shall be provided for closing outlets when cylinders are removed for inspection or refilling.

(i) All cylinders used for storing carbon dioxide shall be fabricated, tested, and marked in accordance with the regulations of the Interstate Commerce Commission as noted in § 147.04-1 of Subchapter N (Dangerous Cargoes) of this chapter.

#### § 193.15-25 Discharge outlets.

(a) Discharge outlets shall be of an approved type.

#### § 193.15-30 Alarms.

(a) Space normally accessible to persons on board while the vessel is being navigated which are protected by a carbon dioxide extinguishing system and are required to be fitted with a delayed discharge system other than paint and lamp lockers and similar small spaces, shall be fitted with an approved audible alarm which will be automatically sounded when the carbon dioxide is admitted to the space. The alarm shall be conspicuously and centrally located and shall be marked as required by § 196.37-9 of this subchapter. Such alarms shall be so arranged as to sound during the 20-second delay period prior to the discharge of carbon dioxide into the space,

and the alarm shall depend on no source of power other than the carbon dioxide.

#### § 193.15-35 Enclosure openings.

(a) Where mechanical ventilation is provided for spaces which are protected by carbon dioxide extinguishing systems provisions shall be made so that the ventilation system is automatically shut down with the operation of the system to that space.

(b) Where natural ventilation is provided for spaces protected by a carbon dioxide extinguishing system, provisions shall be made for easily and effectively closing off the ventilation.

(c) Means shall be provided for closing all other openings to the space protected from outside such space. In this respect, relatively tight doors, shutters, or dampers shall be provided for openings in the lower portion of the space. The construction shall be such that openings in the upper portion of the space can be closed off either by permanently installed means or by the use of canvas or other material which is normally carried by the vessel.

#### § 193.15-40 Pressure relief.

(a) Where necessary, relatively tight compartments such as refrigeration spaces, paint lockers, etc., shall be provided with suitable means for relieving excessive pressure accumulating within the compartment when the carbon dioxide is injected.

#### § 193.15-90 Installations contracted for prior to March 1, 1968.

(a) Installations contracted for prior to March 1, 1968, shall meet the following requirements:

(1) Existing arrangements, materials, and facilities previously approved shall be considered satisfactory so long as they meet the minimum requirements of this paragraph and they are maintained in good condition to the satisfaction of the Officer in Charge, Marine Inspection. Minor repairs, alterations, and replacements may be permitted to the same standards as the original installations. However, all new installations or major replacements shall meet the applicable requirements in this subpart for new installations.

(2) The details of the systems shall be in general agreement with §§ 193.15-5 through 193.15-40 insofar as is reasonable and practicable, with the exception of § 193.15-5(d) (1), (2), and (4), covering machinery spaces, etc., which systems may be installed in accordance with subparagraphs (3) through (6) of this paragraph.

(3) In boilerrooms, the bilges shall be protected by a system discharging principally below the floorplates. Perforated pipe may be used in lieu of discharge nozzles for such systems. The number of pounds of carbon dioxide shall be equal to the gross volume of the boilerroom taken to the top of the boilers divided by 36. In the event of an elevated boilerroom which drains to the machinery space, the system shall be installed in the engine room bilge and the gross volume shall be taken to the flat on which the boilers are installed.



(4) In machinery spaces where main propulsion internal combustion machinery is installed, the number of pounds of carbon dioxide required shall be equal to the gross volume of the space taken to the under side of the deck forming the hatch opening divided by 22.

(5) In miscellaneous spaces other than cargo or main machinery spaces the number of pounds of carbon dioxide required shall be equal to the gross volume of the space divided by 22.

(6) Branch lines to the various spaces other than cargo and similar spaces shall be as noted in Table 193.15-90 (a) (6). This table is based on cylinders having discharge outlets and siphon tubes of 3/8-inch diameter.

TABLE 193.15-90(a) (6)

Number of cylinders		Nominal pipe size, inches
Over	Not over	
2	2	1/4—standard.
4	4	3/4—standard.
6	6	1—extra heavy.
12	12	1 1/4—extra heavy.
16	16	1 1/2—extra heavy.
27	27	2—extra heavy.
39	39	2 1/2—extra heavy.
60	60	3—extra heavy.
80	80	3 1/2—extra heavy.
104	104	4—extra heavy.
165	165	5—extra heavy.

### Subpart 193.50—Hand Portable Fire Extinguishers and Semiportable Fire Extinguishing Systems, Arrangements and Details

#### § 193.50-1 Application.

(a) The provisions of this subpart, with the exception of § 193.50-90, shall apply to all vessels, including non-self-propelled vessels of less than 300 gross tons, contracted for on or after March 1, 1968.

(b) All vessels other than unmanned barges contracted for prior to March 1, 1968, shall meet the requirements of § 193.50-90.

(c) All unmanned barges are exempted from the requirements in this subpart. However, if such barges carry on board hand portable fire extinguishers and semiportable fire extinguishing systems, then such equipment shall be in accordance with this subpart for manned barges.

#### § 193.50-5 Classification.

(a) Hand portable fire extinguishers and semiportable fire extinguishing systems shall be classified by a combination letter and number symbol. The letter indicating the type of fire which the unit could be expected to extinguish and the number indicating the relative size of the unit.

(b) The types of fire will be designated as follows:

(1) "A" for fires in ordinary combustible materials where the quenching and cooling effects of quantities of water, or solutions containing large percentages of water, are of first importance.

(2) "B" for fires in flammable liquids, greases, etc., where a blanketing effect is essential.

(3) "C" for fires in electrical equipment where the use of nonconducting

extinguishing agent is of first importance.

(c) The number designations for size will start with "I" for the smallest to "V" for the largest. Sizes I and II are considered hand portable fire extinguishers and sizes III, IV, and V are considered semiportable fire extinguishing systems which shall be fitted with suitable hose and nozzle or other practicable means so that all portions of the space concerned may be covered. Examples of size graduations for some of the typical hand portable and semiportable fire extinguishing systems are set forth in Table 193.50-5 (c).

TABLE 193.50-5(c)

Classification		soda-acid and water, gallons	Foam, gallons	Carbon dioxide, pounds	Dry chemical, pounds
Type	Size				
A	II	2 1/4	2 1/4	4	2
B	I	1 1/4	1 1/4	4	2
B	II	2 1/4	2 1/4	15	10
B	III	12	12	35	20
B	IV	20	20	50	30
B	V	40	40	100	50
C	I	4	4	4	2
C	II	15	15	15	10

TABLE 193.50-10(a)—HAND PORTABLE FIRE EXTINGUISHER AND SEMI-PORTABLE FIRE EXTINGUISHING SYSTEMS

Space	Classification (see § 193.50-5)	Quantity and location
<i>Safety Areas</i> <sup>1</sup>		
Wheelhouse or fire control room	.....	None required.
Stairway and elevator enclosures	.....	Do.
Communicating corridors	A-II	1 in each main corridor not more than 150 feet apart. (May be located in stairways.)
Lifeboat embarkation and lowering stations	.....	None required.
Radio room	C-I <sup>2</sup>	2 in vicinity of exit. <sup>3</sup>
<i>Accommodations</i> <sup>1</sup>		
Staterooms, toilet spaces, public spaces, offices, lockers, isolated storerooms, and pantries, open decks, etc.	.....	None required.
<i>Service spaces</i> <sup>1</sup>		
Galleys	B-II or C-II	1 for each 2,500 square feet or fraction thereof suitable for hazards involved.
Paint and lamp rooms	B-II	1 outside space in vicinity of exit.
Accessible baggage, mail, and specie rooms, and storerooms.	A-II	1 for each 2,500 square feet or fraction thereof located in vicinity of exits, either inside or outside the spaces.
Carpenter shop and similar spaces	A-II	1 outside the space in vicinity of exit.
<i>Machinery spaces</i>		
Coal-fired boilers: Bunker and boiler space.	.....	None required.
Oil-fired boilers: Spaces containing oil-fired boilers, either main or auxiliary, or their fuel-oil units.	B-II	2 required. <sup>4</sup>
Internal combustion or gas turbine propelling machinery spaces.	B-V	1 required. <sup>4</sup>
Electric propulsive motors or generators of open type.	B-II	1 for each 1,000 brake horsepower, but not less than 2 nor more than 6. <sup>4</sup>
Enclosed ventilating systems for motors and generators of electric propelling machinery.	B-III	1 required. <sup>5</sup>
Auxiliary spaces:	C-II	1 for each propulsion motor or generator unit.
Internal combustion gas turbine.	B-II	None required.
Electric emergency motors or generators.	C-II	1 outside the space in vicinity of exit. <sup>7</sup>
Steam	C-II	1 outside the space in vicinity of exit. <sup>8</sup>
Trunks to machinery spaces	.....	None required.
Fuel tanks	.....	Do.
<i>Scientific spaces</i>		
Chemistry laboratory	.....	Do.
Scientific laboratory	C-II	1 dry chemical and 1 carbon dioxide for each 300 square feet or fraction thereof, with one (1) of each kind located in the vicinity of the exit.
Chemical storeroom	C-II	Same as for the chemistry laboratory.

<sup>1</sup> Two B-I hand portable fire extinguishers may be substituted for 1 B-II.

<sup>2</sup> For vessels on an international voyage, substitute 1 C-II in vicinity of exit.

<sup>3</sup> Vessels of less than 1,000 gross tons require 1.

<sup>4</sup> Vessels of less than 1,000 gross tons may substitute 1 B-IV.

<sup>5</sup> Only 1 required for motorboats.

<sup>6</sup> If oil burning donkey boiler fitted in space, the B-V previously required for the protection of the boiler may be substituted. Not required where a fixed carbon dioxide system is installed.

<sup>7</sup> Not required on vessels of less than 300 gross tons if fuel has a flash-point higher than 110° F.

<sup>8</sup> Not required on vessels of less than 300 gross tons.



(b) Semiportable fire extinguishing systems shall be located in the open so as to be readily seen.

(c) If hand portable fire extinguishers are not located in the open or behind glass so that they may be readily seen, they may be placed in enclosures together with the firehose, provided such enclosures are marked as required by § 196.37-15 of this subchapter.

(d) Hand portable fire extinguishers and their stations shall be numbered in accordance with § 196.37-15 of this subchapter.

(e) Hand portable or semiportable extinguishers, which are required on their nameplates to be protected from freezing, shall not be located where freezing temperatures may be expected.

§ 193.50-15 Spare charges.

(a) For all vessels spare charges shall be carried for at least 50 percent of each size and each variety, i.e., foam, soda-acid, carbon dioxide, etc., of hand portable fire extinguishers required by § 193.50-10(a). However, if the unit is of such variety that it cannot be readily recharged by the vessel's personnel, one spare unit of the same classification shall be carried in lieu of spare charges for all such units of the same size and variety.

(b) Spare charges shall be so packaged as to minimize the hazards to personnel while recharging the units. Acid shall be contained in a Crown stopper type of bottle.

§ 193.50-90 Vessels contracted for prior to March 1, 1968.

(a) Vessels contracted for prior to March 1, 1968, shall meet the following requirements:

(1) Except as specifically modified by this paragraph, the requirements of §§ 193.50-5 through 193.50-15 shall be complied with insofar as the number and general type of equipment is concerned.

(2) Existing installations previously approved, but not meeting the applicable requirements of §§ 193.50-5 through 193.50-15 may be continued in service so long as they are maintained in good condition to the satisfaction of the Officer in Charge, Marine Inspection, and they are in general agreement with the degree of safety prescribed by Table 193.50-15(a). Minor modifications may be made to the same standard as the original installation: *Provided*, That in no case will a greater departure from the standards of Table 193.50-15(a) be permitted than presently exists.

(3) All new equipment and installations shall meet the applicable requirements in this subpart for new vessels.

Subpart 193.60—Fire Axes

§ 193.60-1 Application.

(a) The provisions of this subpart shall apply to all vessels other than unmanned barges.

(b) Unmanned barges are exempted from the requirements in this subpart. However, if such barges carry on board fire axes, then such equipment shall be in accordance with this subpart for manned barges.

§ 193.60-5 Number required.

(a) All vessels shall carry at least the minimum number of fire axes as set forth in Table 193.60-5(a). Nothing in this paragraph shall be construed as limiting the Officer in Charge, Marine Inspection, from requiring such additional fire axes as he deems necessary for the proper protection of the vessel.

TABLE 193.60-5(a)

Gross tons		Number of axes
Over	Not over	
50	50	1
200	200	2
500	500	4
1000	1000	6
		8

§ 193.60-10 Location.

(a) Fire axes shall be distributed throughout the spaces available to persons on board so as to be most readily available in the event of emergency.

(b) If fire axes are not located in the open, or behind glass, so that they may be readily seen, they may be placed in enclosures together with the firehose, provided such enclosures are marked as required by § 196.37-15 of this subchapter.

PART 194—HANDLING, USE AND CONTROL OF EXPLOSIVES AND OTHER DANGEROUS ARTICLES

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- 194.05-13 Corrosive liquids as chemical stores—Detail requirements.
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Subpart 194.20—Chemical Stores and/or Storerooms

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- 194.20-3 Responsibility.
- 194.20-5 Ventilation.
- 194.20-7 Fire protection.
- 194.20-9 Storage.
- 194.20-11 Flushing systems.
- 194.20-15 Chemical stores other than compressed gases.
- 194.20-17 Compressed gases.
- 194.20-19 Piping and electrical requirements.

Subpart 194.90—Vessels Contracted for Prior to March 1, 1968

194.90-1 Requirements.

AUTHORITY: The provisions of this Part 194 issued under R.S. 4405, as amended, 4462, as amended, sec. 5, 79 Stat. 424; 46 U.S.C. 375, 416, 445. Interpret or apply R.S. 4417, as amended, 4418, as amended, 4453, as amended, 4472, as amended, 4488, as amended, sec. 10, 35 Stat. 428, as amended, 41 Stat. 305, as amended, secs. 1, 2, 49 Stat. 1544, 1545, as amended, sec. 6(b) (1), 80 Stat. 938; 46 U.S.C. 391, 392, 435, 170, 481, 489, 395, 363, 367, 49 U.S.C. 1655(b); E.O. 11239, July 31, 1965, 30 F.R. 9671, 3 CFR, 1965 Supp.; 49 CFR 1.4 (a) (2).

Subpart 194.01—Application

§ 194.01-1 General.

(a) The provisions of this part, with the exception of Subpart 194.90, shall apply to all vessels other than non-self-propelled vessels of less than 300 gross tons contracted for on or after March 1, 1968.

(b) Non-self-propelled vessels of less than 300 gross tons shall not be subject to the provisions of this part except as provided otherwise by paragraph (c) of this section.

(c) Non-self-propelled vessels of less than 300 gross tons shall be governed by the applicable portions of Part 145 of Subchapter N (Dangerous Cargoes) of this chapter, and the applicable portions of 33 CFR Parts 6 and 121 to 126, inclusively. Alternately, the owner, at his option, may comply with the provisions of this part.

(d) Vessels contracted for prior to March 1, 1968, shall meet the requirements of Subpart 194.90.

Subpart 194.05—Stowage and Marking

§ 194.05-1 General.

(a) The master shall be held responsible for and shall require the proper handling, stowage, and marking of all chemical stores and reagents.

(b) Chemical stores shall be stowed in a chemical storeroom in approved drums, barrels, or other packages, properly marked and labeled, as prescribed by Part 146 of Subchapter N (Dangerous Cargoes) of this chapter for the specific commodities, except that those chemical stores excluded from the storeroom by §§ 194.20-15 and 194.20-17, and those chemical stores not desired to be located in a chemical storeroom, shall be stored in accordance with the appropriate provisions of Part 146 insofar as such regulations apply to cargo vessels.



(c) Ships' stores shall be regulated in accordance with the appropriate provisions of Part 147 of Subchapter N (Dangerous Cargoes) of this chapter.

#### § 194.05-3 Chemical stores.

(a) Chemical stores are those chemicals which possess one or more of the following properties and shall be classed, marked, and labeled in accordance with Subchapter N (Dangerous Cargoes) of this chapter:

(1) Explosives, in accordance with Subpart 146.20.

(2) Flammable liquids, in accordance with Subpart 146.24.

(3) Flammable solids, in accordance with Subpart 146.22.

(4) Oxidizing materials, in accordance with Subpart 146.22.

(5) Corrosive liquids, in accordance with Subpart 146.23.

(6) Compressed gasses, in accordance with Subpart 146.24.

(7) Poisonous articles, in accordance with Subpart 146.25.

(8) Combustible liquids, in accordance with Subpart 146.26.

(9) Hazardous articles, in accordance with Subpart 146.27.

(b) Substances for use in the chemistry laboratory, or to be stored in the chemical storeroom and generally covered under paragraph (a) of this section but not specifically listed by name in § 146.04-5 must be approved by the Commandant prior to being carried on board a vessel.

#### § 194.05-5 Chemicals in the chemistry laboratory.

(a) Small working quantities of chemical stores in the chemistry laboratory which have been removed from the approved shipping container need not be marked or labeled as required by Part 146 of Subchapter N (Dangerous Cargoes) of this chapter. Reagent containers in the laboratory shall be marked to show at least the following:

(1) Common chemical name.

(2) Hazards, if any; e.g., flammable, poison, etc.

(b) In the interest of facilitating scientific activities, no restrictions are intended which will limit the variety of chemical stores which may be used in the chemical laboratory. With the knowledge and approval of the master, the laboratory supervisor may be responsible for stowage and use of materials within the laboratory and chemical storeroom.

(c) Reagent containers shall be properly secured against shifting and spillage. Insofar as practical all reagents shall be stowed in suitable, unbreakable containers.

#### § 194.05-7 Explosives—Detail requirements.

(a) Class A explosives and blasting caps, except as otherwise provided by this subpart, shall be carried in magazines specifically fitted for that purpose as described in Subpart 194.10. The Class A explosives magazine requirements of § 146.09-1 through 146.09-6 of Subchapter N (Dangerous Cargoes) of this chapter, shall apply only to those vessels al-

ready so fitted under the provisions of Subpart 146.90.

(b) Military explosives shall be identified by their appropriate Interstate Commerce Commission classification.

(c) (1) Compatibility of magazine stowage shall be in accordance with § 146.20-90 of Subchapter N (Dangerous Cargoes) of this chapter.

(2) Magazine chests, magazine vans, and deck stowage areas shall be separated by a distance of at least 25 feet if their contents are incompatible with each other. Reduction of this distance to allow for special configurations will be permitted only if specifically approved by the Commandant.

(d) On deck stowage of unfused depth charges or other unfused case type military explosives is authorized as follows:

(1) Stowage shall be in a location reasonably protected from the full force of boarding seas.

(2) Stowage shall be protected from direct exposure to the sun by overhead decks, awnings, or tarpaulins. Decks shall be constructed of incombustible materials; awnings and tarpaulins shall be fire-resistant and/or flame proof fabric.

(3) Items shall be properly secured by using existing vessel structures such as bulwarks, hatch coamings, shelter deck and poop bulkheads as part boundaries and effectively closing in the items by fitting angle bar closing means secured by bolting to clips or other parts of the ship's structure. Lashing of deck stowage is permitted provided eye pads or other suitable means are fitted to secure such lashings and provided the individual items are of such a configuration as to prevent slippage of the lashings. Shoring and dunnage may be used as necessary to further facilitate the security of the stowage.

(4) Stowage area shall be selected so as to provide for safe access to all internal spaces and to all parts of the deck required to be used in navigation and working of the vessel. Stowage shall not be on or under the bridge, or navigating deck, or within a distance, in a horizontal plane, of 25 feet of an operating or embarkation point of any lifeboat or raft. Reduction of this distance to allow for special configurations will be permitted only if specifically approved by the Commandant.

#### § 194.05-9 Flammable liquid chemical stores—Detail requirements.

(a) Flammable liquids as chemical stores and reagents are governed by Subparts 194.15 and 194.20.

(b) Other flammable liquids are regulated by the appropriate portions of Subpart 146.21 or Part 147 of Subchapter N (Dangerous Cargoes) of this chapter.

#### § 194.05-11 Flammable solids and oxidizing materials—Detail requirements.

(a) Flammable solids and oxidizing materials used as chemical stores and reagents are governed by Subparts 194.15 and 194.20.

(b) Oxidizing materials used as blasting agents are regulated by the appropriate portions of Subpart 146.22 of Sub-

chapter N (Dangerous Cargoes) of this chapter.

#### § 194.05-13 Corrosive liquids as chemical stores—Detail requirements.

(a) Corrosive liquids as chemical stores and reagents are governed by Subparts 194.15 and 194.20.

(b) Other corrosive liquids are regulated by the appropriate portions of Subpart 146.23 or Part 147 of Subchapter N (Dangerous Cargoes) of this chapter.

#### § 194.05-15 Compressed gases as chemical stores—Detail requirements.

(a) Compressed gases as chemical stores and reagents are governed by Subparts 194.15 and 194.20.

(b) Other compressed gases are regulated in accordance with the appropriate portions of Subpart 146.24 or Part 147 of Subchapter N (Dangerous Cargoes) of this chapter.

#### § 194.05-17 Poisonous articles as chemical stores—Detail requirements.

(a) Poisonous articles as chemical stores and reagents shall be governed by Subparts 194.15 and 194.20.

(b) Other poisonous articles shall be regulated by the appropriate portions of Subpart 146.25 or Part 147 of Subchapter N (Dangerous Cargoes) of this chapter.

#### § 194.05-19 Combustible liquids as chemical stores—Detail requirements.

(a) Combustible liquid chemical stores and reagents shall be governed by Subparts 194.15 and 194.20.

(b) Other combustible liquids shall be regulated by the appropriate portions of Subpart 146.26 or Part 147 of Subchapter N (Dangerous Cargoes) of this chapter.

#### § 194.05-21 Hazardous articles as chemical stores—Detail requirements.

(a) Hazardous articles as chemical stores and reagents shall be governed by appropriate portions of Subparts 194.15 and 194.20.

(b) Other hazardous articles shall be regulated by the appropriate portions of Subpart 146.27 or Part 147 of Subchapter N (Dangerous Cargoes) of this chapter.

### Subpart 194.10—Magazines

#### § 194.10-1 Application.

(a) The provisions of this subpart apply to the construction of integral magazines, magazine vans, and magazine chests.

(b) Loading, loading procedures, shipper's requirements, and other features not related to the construction of magazines shall be in accordance with the applicable provisions of Part 146 of Subchapter N (Dangerous Cargoes) of this chapter and 33 CFR Part 6 and Parts 121 to 126, inclusive.

#### § 194.10-5 Type and location.

(a) *Integral magazines.* (1) Magazines shall be of permanent construction located below the freeboard deck and where practicable below the waterline.

(2) Magazines shall not be located in horizontal proximity to or below accommodation spaces.



(3) Magazines shall not be located adjacent to the collision bulkhead, nor in bearing with a bulkhead forming the boilerroom, engine room, galley, or other high fire hazard area boundary. If it is necessary to construct the magazine in proximity to these areas, a cofferdam space of at least 2 feet shall be provided between the bulkhead or deck involved and the magazine. Such a cofferdam shall be provided with suitable ventilation and shall not be used for storage purposes.

(b) *Magazine vans.* (1) Magazine vans may be installed on deck in a location protected from boarding seas. The location selected shall not impair access to accommodations or other spaces necessary to the safe working and navigation of the vessel and shall not be within 15 feet of ventilation terminals emitting warm air or hazardous vapors, such as from galleys and pumprooms, or within 10 feet of any unshielded radio apparatus or antenna lead.

(2) Magazine vans may be installed below decks in holds provided the hold location meets the location requirements for integral magazines. The cofferdam requirement of paragraph (a) (3) of this section is considered as fulfilled if the van is of steel construction. Holds so utilized shall not be used for stowage of other dangerous or hazardous materials covered by Part 146 of Subchapter N (Dangerous Cargoes) of this chapter. The stowage of other explosives or oxidizing materials in the same hold is permitted in accordance with the requirements of Part 146 of this chapter.

(c) *Magazine chests.* (1) Magazine chests shall be located on the weather decks in a position suitable for jettisoning the contents.

(2) Magazine chests shall be set off at least 4 inches from decks and deckhouse.

(3) Magazine chests shall not be located within 15 feet of ventilation terminals emitting warm air or hazardous vapors, such as from galleys and pumprooms.

(4) Magazine chests intended for the stowage of blasting caps, detonators, or boosters, in addition to the requirements in this paragraph, shall not be stowed within 10 feet of any unshielded radio apparatus or antenna leads.

#### § 194.10-10 Integral magazine construction.

(a) Magazines shall be of permanent watertight construction. Bulkheads and decks, including the deck overhead, which are common with storerooms or workshops shall be of A-15 construction as defined by § 72.05-10 of Subchapter H (Passenger Vessels) of this chapter. Flush construction shall be employed where practicable.

(b) Where the shell or unsheathed weather decks form boundaries of the magazine spaces suitable approved incombustible thermal insulation shall be provided to prevent condensation of moisture.

(c) Where a tank top forms the magazine deck it shall be insulated with an approved deck covering to prevent con-

densation of moisture. Tank top manholes shall not be installed in magazines.

(d) Light fixtures shall be of an approved type equipped with globes and guards. Control of the lighting system shall be from a location external to the magazine. An indicator light shall be provided at the switch location to indicate when the lighting circuits are energized. Other electrical equipment and wiring shall not be installed within or pass through the magazine. Electrical cables enclosed in a watertight trunk are permitted.

(e) Piping, other than fresh or salt water service and drainage system, shall not be routed through magazines except as required for the magazines themselves. Other piping systems enclosed in a watertight trunk are permitted.

(f) Access doors for the magazine, or magazine groups, shall be of substantial watertight construction and be provided with means whereby they may be securely locked.

(g) Racks, stanchions, battens, and other devices shall be installed to provide rigid and safe stowage of explosives in their approved shipping containers with a minimum of dunnage.

(h) Decks shall be covered with a permanent nonslip nonspark covering.

#### § 194.10-15 Magazine van construction.

(a) Vans shall be of substantial metal construction. Their interior shall be insulated with an approved incombustible insulation to the standards required for A-15 divisional bulkheads as prescribed in Part 72 of Subchapter H (Passenger Vessels) of this chapter. The interior shall be lined flush with incombustible materials.

(b) Lighting fixtures, if installed, shall be of an approved type equipped with globes and guards. All electrical installations shall meet the applicable requirements of Subchapter J (Electrical Engineering) of this chapter. The electrical terminals for connections to the ship's electrical system shall be of watertight construction and bear a label plate denoting the power requirement of the van.

(c) Access doors and ventilation closures shall be of watertight construction. Doors shall be provided with means whereby they may be securely locked.

(d) Vans shall be provided with suitable pads and clips for securing to the deck and for installation of wire rope sway braces.

(e) Vans shall bear a label plate stating light weight, gross weight and weight of explosives. Gross weight shall not exceed 250 pounds per square foot of deck area.

#### § 194.10-20 Magazine chest construction.

(a) Magazine chests shall be of watertight metal construction with flush interior. The body and lid shall have a minimum thickness of  $\frac{1}{8}$  inch.

(b) Permanent sun shields shall be provided for sides and top including the lid. These shall have a minimum thickness of  $\frac{1}{8}$ -inch aluminum or 16-gage steel. Side shields shall be offset from

the body a distance of 1 inch. The top shield shall be offset a distance of  $1\frac{1}{2}$  inches. Sun shields may be omitted when chests are installed "on deck protected," shielded from direct exposure to the sun.

(c) Chests shall be limited to a gross capacity of 100 cubic feet.

(d) Chests shall be secured to the vessel's structure by means of permanently installed foundation clips or bolts or a combination thereof. Lashings will not be acceptable.

(e) Chests shall be provided with substantial hasps and staples for locking purposes.

#### § 194.10-25 Ventilation.

(a) *Integral magazines.* (1) All integral magazines shall be provided with natural or mechanical ventilation. Design calculations shall be submitted demonstrating that the system has sufficient capacity to maintain the magazine temperature below 100° F. with 88° F. weather air. Mechanical cooling may be used where ventilation requirements exceed 1,500 cubic feet per minute.

(2) Ventilation systems shall be of watertight construction and shall serve no other space. Weather cowls shall be provided with a double layer of wire screen of not less than  $\frac{1}{8}$ -inch mesh. Metal watertight closures shall be provided for use when the ventilation system is not in operation. A 2-inch IPS bypass with check valve shall be provided in parallel with at least one of the ventilation closures to prevent pressure buildup.

(b) *Magazine vans.* (1) All magazine vans shall be provided with natural ventilation sufficient to maintain the inside air temperature below 130° F. with an assumed outside temperature of 115° F.

(2) Ventilation supply weather openings shall be located at least 6 feet above the deck. Exhaust terminals shall be located in the van overhead. Louvers or weather cowls with a double layer of wire screen of not less than  $\frac{1}{8}$ -inch mesh shall be provided for protection of weather openings.

#### § 194.10-30 Magazine sprinklers.

(a) *Sprinkler system required.* (1) A manual control, hydraulic control, or automatic sprinkler system shall be installed in each magazine or magazine group. The control valve shall generally be in accordance with Specification MIL-V-17501<sup>1</sup> insofar as materials and test fittings are concerned. All systems shall be remotely operable from a control station on the freeboard deck and manually operable at the control valve location.

(2) Where automatic systems are installed sprinkler heads shall be of the open head design so as to permit either manual or automatic operation.

<sup>1</sup> This specification may be obtained from the Commanding Officer, Naval Supply Depot, 5801 Tabor Avenue, Philadelphia, Pa. 19120. This specification may also be examined at the Office of the Commandant (M), U.S. Coast Guard, Washington, D.C., or at the Office of any Coast Guard District Commander or Officer in Charge, Marine Inspection.



(3) Sprinkler systems shall be designed in accordance with the requirements of Part 76 of Subchapter H (Passenger Vessels) of this chapter. Minimum total system capacity shall be based on 0.8 gallon per minute per square foot of overhead area.

(4) The normally required fire pumps may be used for magazine sprinkling purposes. However, the use of the magazine sprinkling system shall not interfere with the simultaneous use of the fire main system.

(b) *Magazine vans.* (1) A manual control sprinkler system shall be installed in each magazine van. The system shall be connected to the nearest fire main outlet by jumper hose. The hose shall be protected from physical damage by a grating or similar arrangement. The fire station valve shall serve as the sprinkler control valve.

(2) Sprinkler systems shall be designed in accordance with the requirements of Part 76 of Subchapter H (Passenger Vessels) of this chapter, except that the system capacity shall be sufficient to provide a coverage of 0.4 gallon per minute per square foot of overhead area.

#### § 194.10-35 Labeling.

(a) Labeling shall be in 3-inch block type lettering. Letters shall be red or white, whichever provides the better contrast against the background. On small chests the labeling size may be reduced to that consistent with the size of the chest so that the inscription may be placed in its entirety on the side or top.

(b) The access door to magazines and magazine vans shall bear the inscription:

MAGAZINE  
KEEP OPEN LIGHTS AND FIRE AWAY  
KEEP DOOR CLOSED  
  
REMOVE MATCHES AND LIGHTERS  
PRIOR TO ENTERING

(c) Magazine chests shall be marked in a conspicuous location, preferably the top, with the inscription:

MAGAZINE CHEST  
KEEP OPEN LIGHTS AND FIRE AWAY

(d) Magazine chests used for blasting caps, detonators, or boosters shall be marked in a conspicuous location with the inscription as appropriate:

BLASTING CAP LOCKER  
or  
DETONATOR LOCKER  
or  
BOOSTER LOCKER  
KEEP OPEN LIGHTS AND FIRE AWAY

(e) Magazine van, unless specifically approved as a portable magazine under provisions of § 146.09-6 of Subchapter N (Dangerous Cargoes) of this chapter, shall bear the additional statements on each side:

MAGAZINE  
WARNING  
DO NOT LIFT WITH CONTENTS

(f) Control locations for magazine sprinkler systems, in addition to the operating instructions required by § 76.20-

20 of Subchapter H (Passenger Vessels) of this chapter shall bear the inscription:

#### MAGAZINE SPRINKLER CONTROL

### Subpart 194.15—Chemistry Laboratory and Scientific Laboratory

#### § 194.15-1 General.

(a) Chemical and scientific laboratories shall be considered service areas, and as such shall be subject to the applicable requirements of § 190.07-10(d).

(1) Incombustible materials shall be used, insofar as is reasonable and practicable, for permanently installed laboratory furnishings and equipment, such as desks, file and storage cabinets, waste paper baskets, work benches, chair frames, etc. Working surfaces where chemical stores are used shall be of incombustible material.

(2) Combustible materials may be used for other working surfaces and for temporary furnishings and equipment installed to facilitate a specific scientific mission.

(b) Storage of all equipment, materials, etc., and cleanliness shall be consistent with sound laboratory practices. All items shall be securely stowed.

(c) Provision shall be made for rapid removal of chemical spills and protection of the deck. In areas where chemicals will commonly be used, the deck shall be covered with a nonskid masonry or other suitably resistant material so fashioned that spillage will be contained and easily removed.

(d) The access doors to the laboratory shall bear the inscription "Chemical Laboratory", or "Scientific Laboratory", in lettering meeting requirements of § 194.10-35(a).

#### § 194.15-3 Responsibility.

(a) With the knowledge and approval of the master, the senior member of the scientific party embarked may supervise the safety and operation of the chemical laboratory.

(b) The laboratory supervisor shall:

(1) Maintain the highest standards of safe working conditions.

(2) Provide safeguards against hazardous undertakings.

(3) Educate personnel working in the laboratory spaces to be alert for hazards.

#### § 194.15-5 Ventilation.

(a) Operations, reactions or experiments which produce toxic, noxious or corrosive vapors shall be conducted under a suitably installed fume hood. The fume hood shall be equipped with an independent power exhaust ventilation system which terminates so as to prevent fumes from entering other portions of the vessel. The exhaust system of the fume hood shall be compatible with the ventilation system of the laboratory to prevent fumes from backing-up within the fume hood system. The terminals shall be equipped with acceptable flame screens.

(b) Chemical laboratories shall be equipped with power ventilation system

of the exhaust type serving the entire laboratory for use in the event of spills or other emergencies. The system shall have a capacity sufficient to effect a complete change of air in not more than 4 minutes based upon the volume of the compartment.

(1) Power ventilation units shall have nonsparking impellers and shall not produce a source of vapor ignition in either the compartment or the ventilation system associated with the compartment.

(2) The power ventilation system shall be interlocked with any other ventilation or air conditioning system serving the laboratory in a manner to prevent the circulation of vapors to other spaces.

(3) This ventilation system shall be independent of any other ventilation system in the vessel. It shall serve no other space. It shall be of watertight construction.

(4) Ventilation exhaust outlets shall terminate more than 6 feet from any opening to the interior part of the vessel and from any possible source of vapor ignition.

(5) The control for the power ventilation system shall be conveniently located and marked in a manner to clearly identify the purpose of the control.

(c) Ventilation of air conditioning systems serving the chemical laboratory shall be designed so that air cannot be recirculated into an accommodation space.

#### § 194.15-7 Fire protection.

(a) If a fixed or semiportable firefighting system is installed, it shall meet the applicable requirements in Part 193 of this subchapter. Other firefighting systems will be given special consideration by the Commandant.

(b) Portable fire extinguishers are required in accordance with Table 193.50-10(a) of this subchapter.

#### § 194.15-9 Storage.

(a) Chemical stores mentioned in § 194.05-3 may be stored in small working quantities in the laboratory provided their containers are labeled in accordance with § 195.05-5(a).

(b) Chemical stores in greater than small laboratory working quantities shall be stored in approved containers in the chemical storeroom as prescribed in § 194.05-1(b).

(c) All material stored in any laboratory shall be securely stowed for sea with due consideration for chemical compatibility and safety standards.

#### § 194.15-11 Flushing systems.

(a) Working spaces in which chemical stores are used shall be equipped with a fresh water supply shower.

(b) There shall be a provision for flushing away chemical spills.

#### § 194.15-15 Chemicals other than compressed gases.

(a) Chemicals, including those listed in Part 146 of Subchapter N (Dangerous Cargoes) of this chapter, may be stored in small working quantities in the chemical laboratory.



§ 194.15-17 Compressed gases other than inert gases.

(a) When, in consideration for a particular operation, compressed gases are needed within the laboratory, the cylinders may be temporarily installed in the laboratory, provided no more than one (1) cylinder of each gas is in the laboratory simultaneously. When transporting compressed gas cylinders to, from, or within the vessel, the cylinder valves shall be capped or otherwise protected in accordance with § 146.24-15(d) of Subchapter N (Dangerous Cargoes) of this chapter.

(b) Cylinders temporarily installed in the laboratory shall be securely stowed for sea. Appropriate safety signs shall be displayed and safety precautions observed.

(c) Oxygen and acetylene cylinders for use in ship's maintenance shall not be stored in the laboratory.

(d) Systems providing gas for bunsen burners or similar semipermanent/permanent installations shall be installed in accordance with Subpart 195.03.

§ 194.15-19 Electrical.

(a) All electrical equipment located within 18 inches of the deck of the chemical laboratory shall be in accordance with the applicable requirements of Subchapter J (Electrical Engineering) of this chapter for Class I, Division 2, hazardous locations. Electrical equipment located 18 inches or more above the deck may be of a type suitable for wet or dry locations in accordance with Subchapter J.

Subpart 194.20—Chemical Stores and/or Storerooms

§ 194.20-1 General.

(a) The chemical storerooms shall be considered to be service areas and as such shall be subject to the applicable requirements of § 190.07-10(d).

(1) Installed equipment, such as shelves and cabinets, shall be constructed of incombustible materials.

(2) The access doors to the storeroom shall bear the inscription "Chemical Storeroom."

(b) Storage and cleanliness shall be consistent with good chemical stowage practices.

(c) The deck of the chemical storeroom shall be of a nonskid material suitable resistant to chemical spills. Provision shall be made for the containment and removal of chemical spills.

(d) Chemical reactions and experiments shall not be conducted in the chemical storeroom.

(e) A storeroom, when used as a chemical storeroom, shall be exclusively for the stowage of chemical stores.

(f) All doors shall open in the direction of escape.

(g) Movement of chemical stores to, or from, the storeroom shall be accomplished utilizing suitable, portable containers. In no event shall piping systems, or similar arrangements, be permitted for transfer of chemical stores between the storeroom and the area in which the chemical stores are to be used.

§ 194.20-3 Responsibility.

(a) With the knowledge and approval of the master, the senior member of the scientific party embarked may supervise the safety and operation of the chemical storerooms.

(b) The chemical storeroom supervisor shall:

(1) Maintain the highest standards of safe working conditions.

(2) Provide safeguards against hazardous undertakings.

(3) Educate personnel working in, and near, the storeroom to be alert for hazards.

§ 194.20-5 Ventilation.

(a) Chemical storerooms shall be equipped with a power ventilation system of exhaust type. The system shall have a capacity sufficient to effect a complete change of air in not more than 4 minutes based upon the volume of the compartment.

(1) Power ventilation units shall have nonsparking impellers and shall not produce a source of vapor ignition in either the compartment or the ventilation system associated with the compartment.

(2) This ventilation system shall be independent of any other ventilation system. It shall serve no other space in the vessel. It shall be of watertight construction.

(3) Inlets to exhaust ducts shall be provided and located at points where concentration of vapors may be expected. Ventilation exhaust outlets shall terminate more than 6 feet from any opening to the interior part of the vessel and from any possible source of vapor ignition. Terminals shall be fitted with acceptable flame screens.

(4) The control for the power ventilation system shall be conveniently located and marked in a manner to clearly identify the purpose of the control.

(b) Provisions shall be made so that the chemical storeroom will be ventilated before it is entered. An Indicator shall be provided outside the space to show that ventilation is being provided. In addition, the storeroom shall be marked "Danger—Ventilate Before Entering."

§ 194.20-7 Fire protection.

(a) Each chemical storeroom shall be protected by a fixed automatic carbon dioxide extinguishing system installed in accordance with Subpart 193.15 of this subchapter.

(b) Portable fire extinguishers are required in accordance with Table 193.50-10(a) of this subchapter.

§ 194.20-9 Storage.

(a) Chemical stores shall be stored in the chemical storeroom as prescribed in § 194.05-1(b).

(b) All items stored in the storeroom shall be secured against shifting and with due consideration for chemical compatibility and safety standards.

(1) Items shall not be stowed on the deck.

(2) Shelving shall be so constructed as to provide a clear space of at least 4 inches between the bottom shelf and the deck.

§ 194.20-11 Flushing systems.

(a) Provision shall be made for flushing away chemical spills.

(b) If a drainage system is installed, it shall be separate from any other drainage system.

§ 194.20-15 Chemical stores other than compressed gases.

(a) Flammable liquids are excluded from the storeroom unless contained in properly marked and labeled metal safety cans not in excess of 5 gallons of each kind. Refer to Subpart 194.05 for applicable requirements governing quantities greater than 5 gallons.

(b) Combustible liquids in approved portable drums, barrels or containers not in excess of 55 gallons of each kind may be stored in the storeroom. Refer to Subpart 194.05 for applicable requirements governing quantities greater than 55 gallons.

(c) Containers when used for dispensing flammable and combustible liquids shall be equipped with automatic closing valves.

(d) Poisons listed in Part 146 of Subchapter N (Dangerous Cargoes) of this chapter may be stored in approved containers in the chemical storeroom.

(e) Explosives and oxidizing materials not for use in the chemical laboratory shall not be stored in the chemical storeroom.

(f) Chemical stores specifically mentioned in Part 146 of Subchapter N (Dangerous Cargoes) of this chapter may be carried in the chemical storeroom.

§ 194.20-17 Compressed gases.

(a) Nonflammable compressed gases (excluding oxygen) may be securely stowed in the storeroom: *Provided*, That no more than eight (8) cylinders total are stowed simultaneously in the same chemical storeroom.

(b) Flammable compressed gases and oxygen shall be stowed in accordance with Subpart 146.24 of Subchapter N (Dangerous Cargoes) of this chapter.

(c) Compressed gas cylinders shall have valve protection in accordance with § 146.24-15(d) of Subchapter N (Dangerous Cargoes) of this chapter, and shall be securely stowed in a vertical position in suitable racks.

§ 194.20-19 Piping and electrical requirements.

(a) Piping, electrical equipment, and wiring shall not be installed within or pass through a chemical storeroom except as required for the chemical storeroom itself.

(b) The electrical installation shall be in accordance with the applicable requirements of Subchapter J (Electrical Engineering) of this chapter for Class I, Division 1, Group C hazardous locations.

Subpart 194.90—Vessels Contracted for Prior to March 1, 1968

§ 194.90-1 Requirements.

(a) Vessels contracted for prior to March 1, 1968, shall meet the following requirements:

(1) Existing arrangements, materials, and facilities previously approved but not



meeting the applicable requirements of Subparts 194.05 through 194.20 may be continued in service so long as they are maintained in good condition to the satisfaction of the Officer in Charge, Marine Inspection. Minor repairs, alterations, and replacements may be permitted to the same standards as the original design: *Provided*, That in no case will a greater departure from the standards of Subparts 194.05 through 194.20 be permitted than presently exists.

(2) All new installations, major alterations, and major replacements shall meet the applicable requirements in this part for new vessels.

(3) The general requirements of Subparts 194.05 through 194.20 shall apply unless in the opinion of the Officer in Charge, Marine Inspection, it is unreasonable or impracticable, or the arrangement or construction of the vessel makes it unnecessary.

## PART 195—VESSEL CONTROL AND MISCELLANEOUS SYSTEMS AND EQUIPMENT

### Subpart 195.01—Application

Sec.  
195.01-1 General.

### Subpart 195.03—Marine Engineering Systems

195.03-1 Installation and details.

### Subpart 195.05—Electrical Engineering and Interior Communications Systems

195.05-1 Installation and details.

### Subpart 195.07—Anchors, Chains, and Hawsers

195.07-1 Application.  
195.07-5 Ocean, coastwise, or Great Lakes service.  
195.07-10 Lakes, bays, and sounds, or river service.  
195.07-90 Vessels contracted for prior to March 1, 1968.

### Subpart 195.09—Scientific Equipment

195.09-1 Application.  
195.09-5 General.

### Subpart 195.11—Portable Vans and Tanks

195.11-1 Application.  
195.11-5 Scope.  
195.11-10 Design and construction of portable vans.  
195.11-15 Plan approval and inspection.  
195.11-20 Marking and label plate.  
195.11-25 Loading and stowage.  
195.11-30 Portable tanks.

### Subpart 195.13—Radiotelegraph and Radiotelephone

195.13-1 Required by Federal Communications Commission.

### Subpart 195.15—Radio Direction Finder

195.15-1 When required.

### Subpart 195.20—Navigation Lights and Shapes, Signal Lights, Whistles, Foghorns, Fog Bells, and Gongs

195.20-1 Vessels operating on waters governed by the International Rules of the Road.  
195.20-10 Vessels operating on waters governed by the Inland, Great Lakes, or Western Rivers Rules of the Road.

### Subpart 195.27—Sounding Equipment

Sec.  
195.27-1 When required.

### Subpart 195.30—Protection From Refrigerants

195.30-1 Application.  
195.30-5 General.  
195.30-15 Refrigeration masks.  
195.30-90 Vessels contracted for prior to March 1, 1968.

### Subpart 195.35—Fireman's Outfit

195.35-1 Application.  
195.35-5 General.  
195.35-10 Fireman's outfit.  
195.35-15 Stowage.  
195.35-20 Spare charges.  
195.35-90 Vessels contracted for prior to March 1, 1968.

**AUTHORITY:** The provisions of this Part 195 issued under R.S. 4405, as amended, 4462, as amended, sec. 5, 79 Stat. 424; 46 U.S.C. 375, 416, 445. Interpret or apply R.S. 4417, as amended, 4418, as amended, 4453, as amended, 4488, as amended, sec. 10, 35 Stat. 428, as amended, 41 Stat. 305, as amended, secs. 1, 2, 49 Stat. 1544, 1545, as amended, sec. 6(b)(1), 80 Stat. 938; 46 U.S.C. 391, 392, 435, 481, 395, 363, 367, 49 U.S.C. 1655(b); E.O. 11239, July 31, 1967, 30 F.R. 9671, 3 CFR, 1965 Supp.; 49 CFR 1.4(a)(2); unless otherwise noted.

### Subpart 195.01—Application

§ 195.01-1 General.

(a) The provisions of this part shall apply to all vessels except as specifically noted in this part.

### Subpart 195.03—Marine Engineering Systems

§ 195.03-1 Installation and details.

(a) The installation of all systems of a marine engineering nature, together with the details of design, construction, and installation, shall be in accordance with the requirements of Subchapter F (Marine Engineering) of this chapter. Systems of this type include the following:

Steering Systems.  
Bilge and Ballast Systems.  
Tank Vent and Sounding Systems.  
Overboard Discharges and Shell Connections.  
Pipe and Pressure Systems.  
Liquefied Petroleum Gas Systems.

### Subpart 195.05—Electrical Engineering and Interior Communications Systems

§ 195.05-1 Installation and details.

(a) The installation of all systems of an electrical engineering or interior communication nature, together with the details of design, construction, and installation shall be in accordance with the requirements of Subchapter J (Electrical Engineering) of this chapter. Systems of this type include the following:

Ship's Service Generating Systems.  
Ship's Service Power Distribution Systems.  
Ship's Lighting Systems.  
Electric Propulsion and Propulsion Control Systems.  
Emergency Lighting and Power Systems.  
Electric Lifeboat Winch Systems.  
Electric Steering Gear and Steering Control Systems.  
Fire Detecting and Alarm Systems.  
Sound Powered Telephone and Voice Tube Systems.

Engine Order Telegraph Systems.  
Rudder Angle Indicator Systems.  
Refrigerated Spaces Alarm Systems.  
Navigation Lights Systems.  
Daylight Signaling Lights.  
Miscellaneous Machinery Alarms and Controls.  
General Alarm Systems.

### Subpart 195.07—Anchors, Chains, and Hawsers

§ 195.07-1 Application.

(a) The provisions of this subpart, with the exception of § 195.07-90, shall apply to all vessels other than unmanned barges, contracted for on or after March 1, 1968.

(b) Vessels other than unmanned barges contracted for prior to March 1, 1968 shall meet the requirements of § 195.07-90.

### § 195.07-5 Ocean, coastwise, or Great Lakes service.

(a) Vessels in ocean, coastwise, or Great Lakes service shall be fitted with anchors, chains, and hawsers which shall be in general agreement with the standards established by the American Bureau of Shipping, see Subpart 188.35 of this subchapter.

### § 195.07-10 Lakes, bays, and sounds, or river service.

(a) Vessels in lakes, bays, and sounds, or river service shall be fitted with such ground tackle and hawsers as deemed necessary by the Officer in Charge, Marine Inspection, depending upon the size of the vessel and the waters on which it operates.

### § 195.07-90 Vessels contracted for prior to March 1, 1968.

(a) Vessels contracted for prior to March 1, 1968, shall meet the following requirements:

(1) Existing arrangements, materials, installations, and facilities previously accepted or approved shall be considered satisfactory for the same service so long as they are maintained in good condition to the satisfaction of the Officer in Charge, Marine Inspection. If the service of the vessel is changed, the suitability of the equipment will be established by the Officer in Charge, Marine Inspection.

(2) Minor repairs, alterations and replacements may be permitted to the same standards as the original installations. However, all new installations, major alterations, or major replacements shall meet the applicable requirements in this subpart for new vessels.

### Subpart 195.09—Scientific Equipment

**AUTHORITY:** The provisions of this Subpart 195.09 interpret or apply R.S. 4429, as amended, 4433, as amended, 4472, as amended; 46 U.S.C. 407, 411, 170.

§ 195.09-1 Application.

(a) The provisions of this subpart shall apply to all vessels.

### § 195.09-5 General.

(a) All scientific equipment shall be designed to good commercial standards for such appliances, where applicable.



Their electrical and pressure connections to the ship's supply shall be designed to marine standards.

(b) It shall be the responsibility of the owner to assure that the scientific equipment and their electrical or pressure connections to the ship's supply are maintained in such a manner as to be free of personnel hazards which may be caused by shock, temperature extremes, and moving parts.

#### Subpart 195.11—Portable Vans and Tanks

**AUTHORITY:** The provisions of this Subpart 195.11 interpret or apply R.S. 4472, as amended, 46 U.S.C. 170.

##### § 195.11-1 Application.

(a) The provisions of this subpart shall apply to all vessels.

##### § 195.11-5 Scope.

(a) The provisions in this subpart contain requirements for the design, construction, and stowage of portable vans, or tanks, which may be carried on board vessels. As used in this subpart, portable vans and tanks, are intended to include those temporary structures which may be carried aboard a vessel for a limited period of time and which are not permanently attached to the vessel.

(b) Special consideration may be given to the approval of portable structures which have been used for other purposes prior to proposed use on these vessels.

(c) As used in this subpart, portable vans, magazines, chests, etc., are intended to include those temporary structures which may be carried aboard a vessel for a limited period of time and which are not permanently attached to the vessel. The use, arrangement, and handling of such portable structures shall be approved by the Officer in Charge, Marine Inspection, prior to placement on board the vessel.

##### § 195.11-10 Design and construction of portable vans.

(a) The design and material selection shall incorporate consideration of forces and environmental conditions to which the structure, attachments, and attachment points will be exposed.

(b) Steel, aluminum or other substantial material suitable for a marine environment may be used for construction of the basic van box.

(c) Accommodation vans are those intended to provide increased accommodation and related spaces of a temporary nature aboard a vessel. They shall, insofar as is reasonable and practicable, meet the applicable requirements of this subchapter for means of escape, arrangement, interior construction, and electrical installations.

(d) Power vans are those outfitted with electrical power generating machinery or batteries providing electrical power for other vans or to scientific equipment. They shall insofar as is reasonable and practicable meet the applicable requirements of this subchapter for pressure piping, electrical,

fire extinguishing and ventilation systems.

(e) Vans for the use or storage of chemical stores as defined in § 194.05-3 of this subchapter shall be constructed and outfitted in accordance with the applicable requirements of this subchapter.

(f) Vans containing scientific equipment are considered as within the definition of § 188.10-67.

##### § 195.11-15 Plan approval and inspection.

(a) Accommodation, power and chemical stores vans are subject to normal plan submission procedures of 189.55 and to initial construction inspection. They shall also be subject to reinspection at two year intervals.

(b) Vans which have not undergone plan review and initial inspection may be accepted on a single voyage basis by the OCMI provided that they are in good condition and are free of hazards to personnel.

##### § 195.11-20 Marking and label plate.

(a) All vans shall be provided with a label plate stating light weight, gross weight, and power requirements where applicable.

(b) For vans subject to inspection label plates shall provide space for the date of initial inspection, the marine inspector's initials, and stamp. Space shall also be provided for the reinspection stamping.

##### § 195.11-25 Loading and stowage.

(a) Vans required to be inspected and bearing a current inspection stamp may be accepted for loading and stowage by the master of the vessel who shall insure that the van is in good condition.

(1) Vans containing scientific equipment and nonhazardous stores may be accepted by the master of the vessel subject to his inspection to determine that electrical and pressure connections are in good condition and adequate for the service intended.

(b) The master shall insure that all vans are securely stowed and attached to the vessel to prevent shifting in a seaway. Portable vans to be occupied during the vessel's operation shall be securely attached to the vessel by welding, bolting, or equivalent means.

(c) Vans shall be located with due regard to access and to prevent recirculation of the discharge from the exhaust systems of the vessel.

(d) The loading of vans shall be in accordance with the stability requirements of the vessel.

(e) Prior to a vessel's departure, an entry shall be made in the official logbook for each portable van placed on board that such van and its stowage are in compliance with the applicable requirements in this subchapter.

##### § 195.11-30 Portable tanks.

(a) All portable tanks, whether hazardous or nonhazardous commodities, shall be loaded and stowed in accordance with the stability requirements of the vessel.

(b) Portable tanks for flammable or combustible liquids in bulk (see § 188.05-30(b)), shall not be carried on vessels.

(c) Portable tanks containing other hazardous commodities shall be in accord with the requirements of Part 146 of this chapter.

#### Subpart 195.13—Radiotelegraph and Radiotelephone

##### § 195.13-1 Required by Federal Communications Commission.

(a) Radiotelegraph and radiotelephone installations are required on certain vessels. Details of the application of this requirement as well as details of the installation shall be as required by the statutes and regulations under the jurisdiction of the Federal Communications Commission.

#### Subpart 195.15—Radio Direction Finder

##### § 195.15-1 When required.

(a) All mechanically propelled vessels of 1,600 gross tons and over, in ocean service or on an international voyage, shall be fitted with a radio direction finder. Details of the installation shall be as required by the statutes and regulations under the jurisdiction of the Federal Communications Commission.

#### Subpart 195.20—Navigation Lights and Shapes, Signal Lights, Whistles, Foghorns, Fog Bells, and Gongs

##### § 195.20-1 Vessels operating on waters governed by the International Rules of the Road.

(a) All vessels operating on waters governed by the International Rules of the Road (33 U.S.C. 1051-1094) shall be equipped with the navigation lights and shapes, signal lights, whistles, foghorns, fog bells, and gongs, as required by those rules.

##### § 195.20-10 Vessels operating on waters governed by the Inland, Great Lakes, or Western Rivers Rules of the Road.

(a) All vessels (other than motorboats) operating on waters governed by the Inland, Great Lakes, or Western Rivers Rules of the Road (33 U.S.C. 154-232, 241-295, 301-355) shall be equipped with the navigation lights and shapes, signal lights, whistles, foghorns, fog bells, and gongs as required by the Rules of the Road applicable to the waters on which the vessel is being navigated. For motorboats see the applicable requirements described in Part 25 of Subchapter C (Uninspected Vessels) of this chapter.

#### Subpart 195.27—Sounding Equipment

##### § 195.27-1 When required.

(a) All mechanically propelled vessels of 500 gross tons and over shall be fitted with an efficient mechanical or electronic deep-sea sounding apparatus and another independent means of obtaining deep-sea soundings, which may be a deep-sea hand lead.



### Subpart 195.30—Protection From Refrigerants

#### § 195.30-1 Application.

(a) The provisions of this subpart, with the exception of § 195.30-90, shall apply to all vessels contracted for on or after March 1, 1968.

(b) Vessels contracted for prior to March 1, 1968, shall meet the requirements of § 195.30-90.

#### § 195.30-5 General.

(a) All self-contained breathing apparatus and gas masks shall be of an approved type, constructed in accordance with Subpart 160.011 of Subchapter Q (Specifications) of this chapter.

(b) All equipment shall be maintained in an operative condition, and it shall be the responsibility of the master and chief engineer to ascertain that a sufficient number of the crew are familiar with the operation of the equipment.

#### § 195.30-15 Refrigeration masks.

(a) On all vessels equipped with refrigeration, other than small unit type refrigeration of not more than 20 cubic feet capacity, a gas mask, suitable for protection against each refrigerant used, or a self-contained breathing apparatus shall be provided. The refrigeration gas mask shall be stowed convenient to, but outside of the spaces containing the refrigeration equipment.

(b) A complete recharge shall be carried for each gas mask and self-contained breathing apparatus. The spare charge shall be stowed in the same location as the equipment it is to reactivate.

#### § 195.30-90 Vessels contracted for prior to March 1, 1968.

(a) Vessels contracted for prior to March 1, 1968, shall meet the following requirements:

(1) The requirements of §§ 195.30-5 and 195.30-15 shall be complied with insofar as the number of items of equipment and the method of stowage of the equipment is concerned unless it can be shown to the satisfaction of the Officer in Charge, Marine Inspection, that other arrangements provide adequate protection.

(2) Existing items of equipment previously approved, but not meeting the applicable specifications set forth in § 195.30-5, may be continued in service so long as they are maintained in good condition to the satisfaction of the Officer in Charge, Marine Inspection, but all new installations or replacements shall meet the applicable specifications or requirements in this subpart for new vessels.

### Subpart 195.35—Fireman's Outfit

#### § 195.35-1 Application.

(a) The provisions of this subpart, with the exception of § 195.35-90, shall apply to all vessels other than unmanned barges contracted for on or after March 1, 1968.

(b) All vessels other than unmanned barges contracted for prior to March 1,

1968, shall meet the requirements in § 195.35-90.

(c) All unmanned barges are exempted from the requirements in this subpart. However, if such barges carry on board a fireman's outfit, then such equipment shall be in accordance with the requirements in this subpart for manned barges.

#### § 195.35-5 General.

(a) All flame safety lamps shall be of an approved type, constructed in accordance with Subpart 160.016 of Subchapter Q (Specifications) of this chapter.

(b) All self-contained breathing apparatus shall be of an approved type, constructed in accordance with Subpart 160.011 of Subchapter Q (Specifications) of this chapter.

(c) All flashlights shall be of an approved three-cell explosion-proof type, constructed in accordance with Subpart 161.008 of Subchapter Q (Specifications) of this chapter.

(d) All lifelines shall be of steel or bronze wire rope. Steel wire rope shall be either inherently corrosion-resistant, or made so by galvanizing or tinning. Each end shall be fitted with a hook with keeper having throat opening which can be readily slipped over a 5/8-inch bolt. The total length of the lifeline shall be dependent upon the size and arrangement of the vessel, and more than one line may be hooked together to achieve the necessary length. No individual length of lifeline may be less than 50 feet in length. The assembled lifeline shall have a minimum breaking strength of 1,500 pounds.

(e) All equipment shall be maintained in an operative condition, and it shall be the responsibility of the master and chief engineer to ascertain that a sufficient number of the crew are familiar with the operation of the equipment.

#### § 195.35-10 Fireman's outfit.

(a) A fireman's outfit shall consist of one self-contained breathing apparatus with lifeline attached, one flashlight, one flame safety lamp, and one fire axe.

(b) Every vessel shall carry at least one fireman's outfit.

#### § 195.35-15 Stowage.

(a) Equipment shall be stowed in a convenient, accessible location as determined by the master, for use in case of emergency.

#### § 195.35-20 Spare charges.

(a) A complete recharge shall be carried for each self-contained breathing apparatus, and a complete set of spare batteries shall be carried for each flashlight. The spares shall be stowed in the same location as the equipment it is to reactivate.

#### § 195.35-90 Vessels contracted for prior to March 1, 1968.

(a) Vessels contracted for prior to March 1, 1968, shall meet the following requirements:

(1) The requirements of §§ 195.35-5 through 195.35-20 shall be complied with insofar as the number of items of equip-

ment and the method of stowage of the equipment is concerned.

(2) Existing items of equipment previously approved, but not meeting the applicable specifications set forth in § 195.35-5, may be continued in service so long as they are maintained in good condition to the satisfaction of the Officer in Charge, Marine Inspection, but all new installations or replacements shall meet the applicable specifications or requirements for new vessels.

## PART 196—OPERATIONS

### Subpart 196.01—Application

Sec.  
196.01-1 General.

### Subpart 196.03—Statutory Penalties

196.03-1 General.

### Subpart 196.05—Notice to Mariners and Aids to Navigation

196.05-1 Duty of officers.  
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### Subpart 196.07—Notice of Casualty and Voyage Records

196.07-1 Notice of casualty.  
196.07-5 Information required.  
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### Subpart 196.13—Station Bills

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196.13-5 Master's responsibility.  
196.13-10 Duties of crew and scientific personnel.  
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196.14-5 Person in command of lifeboat or liferaft.  
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### Subpart 196.20—Whistling

196.20-1 Unnecessary whistling prohibited.



**Subpart 196.23—Unauthorized Lights**

Sec. 196.23-1 Unauthorized lights prohibited.

**Subpart 196.25—Searchlights**

196.25-1 Improper use prohibited.

**Subpart 196.27—Lookouts**

196.27-1 Master's and officer's responsibility.  
196.27-10 Reckless or negligent operation prohibited by law.

**Subpart 196.30—Reports of Accidents, Repairs, and Unsafe Equipment**

196.30-1 Repairs to boilers and pressure vessels.  
196.30-5 Accidents to machinery.  
196.30-10 Notice required before repair.  
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**Subpart 196.33—Cable Traveler**

196.33-1 When required.

**Subpart 196.34—Work Vests**

196.34-1 Application.  
196.34-5 Approved unicellular plastic foam work vests.  
196.34-10 Use.  
196.34-15 Shipboard stowage.  
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**Subpart 196.35—Logbook Entries**

196.35-1 Application.  
196.35-3 Logbooks and records.  
196.35-5 Actions required to be logged.  
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**Subpart 196.36—Display of Plans**

196.36-1 When required.

**Subpart 196.37—Markings for Fire and Emergency Equipment, etc.**

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196.37-47 Portable magazine chests.

**Subpart 196.39—Posting Placards of Instructions for Launching and Inflating Inflatable Liferrafts**

196.39-1 When required.

**Subpart 196.40—Markings on Vessels**

196.40-1 Application.  
196.40-5 Markings required.  
196.40-10 Draft marks.  
196.40-15 Load line marks.

**Subpart 196.43—Placard of Lifesaving Signals and Breeches Buoy Instructions**

196.43-1 Application.  
196.43-5 Availability.

**Subpart 196.45—Carrying of Excess Steam**

196.45-1 Master and chief engineer responsible.

**Subpart 196.50—Compliance With Provisions of Certificate of Inspection**

Sec. 196.50-1 Master or person in charge responsible.

**Subpart 196.53—Exhibition of License**

196.53-1 Licensed officers.

**Subpart 196.60—Motion Picture Film and Equipment**

196.60-1 Type required.

**Subpart 196.75—Prevention of Oil Pollution**

196.75-1 Prohibited zones.

**Subpart 196.80—Explosive Handling Plan**

196.80-1 Master's responsibility.

**Subpart 196.85—Magazine Control**

196.85-1 Magazine operation and control.

**AUTHORITY:** The provisions of this Part 196 issued under R.S. 4405, as amended, 4462, as amended, sec. 5, 79 Stat. 424; 46 U.S.C. 375, 416, 445. Interpret or apply R.S. 4417, as amended, 4418, as amended, 4453, as amended, sec. 10, 35 Stat. 428, as amended, 41 Stat. 305, as amended, secs. 1, 2, 49 Stat. 1544, 1545, as amended, sec. 6(b) (1), 80 Stat. 938; 46 U.S.C. 391, 392, 435, 395, 363, 367, 49 U.S.C. 1655(b); E.O. 11239, July 31, 1965, 30 F.R. 9671, 3 CFR, 1965 Supp.; 49 CFR 1.4(a) (2); unless otherwise noted.

**Subpart 196.01—Application**

**§ 196.01-1 General.**

(a) The provisions of this part shall apply to all vessels except as specifically noted in this part.

**Subpart 196.03—Statutory Penalties**

**§ 196.03-1 General.**

(a) The marine safety and criminal statutes provide penalties for the violation of the applicable provisions of this subchapter, which penalties, depending upon the gravity of the violation, are as follows:

(1) Assessment and collection of civil monetary penalty.

(2) Criminal prosecution where no loss of life results.

(3) Criminal prosecution for manslaughter where loss of life results from violation of statute or regulation or from misconduct, negligence, or inattention to duty.

(4) Libel against vessel.

(b) In addition to the foregoing, any licensed or certificated personnel committing an act of misbehavior, negligence, unskillfulness, endangering life, violation of marine safety statutes or regulations or requirements thereunder, and incompetency shall be subject to proceedings under the provisions of 46 U.S.C. 239 and regulations thereunder (Part 137 of this chapter) with respect to suspension or revocation of license or certificate.

**Subpart 196.05—Notice to Mariners and Aids to Navigation**

**§ 196.05-1 Duty of officers.**

(a) Licensed deck officers are required to acquaint themselves with the latest information published by the Coast Guard and the U.S. Navy regarding aids to navigation. Neglect to do so is evidence of neglect of duty. It is desirable that all

vessels have available in the pilothouse for convenient reference at all times a file of the applicable Notice to Mariners.

(b) Weekly Notices to Mariners (Great Lakes Edition) as published by the Commander, 9th Coast Guard District, contains announcements and information on changes in aids to navigation and other marine information affecting the safety of navigation on the Great Lakes. These notices may be obtained free of charge, by making application to Commander, 9th Coast Guard District.

(c) Weekly Notices to Mariners (Part I, Atlantic and Mediterranean) are prepared jointly by the U.S. Coast Guard, the U.S. Coast and Geodetic Survey and the U.S. Naval Oceanographic Office. They include changes in aids to navigation in assembled form for the 1st, 3d, 5th, 7th, and 8th Coast Guard Districts and the Greater Antilles Section. Foreign marine information in the Atlantic and Mediterranean area is also included in these notices. These notices are available without charge from the U.S. Naval Oceanographic Office, Branch Oceanographic Offices, and U.S. Collector of Customs of the major seaports in the United States and are also on file in the U.S. Consulates where they may be inspected.

(d) Weekly Notices to Mariners (Part II, Pacific and Indian Oceans) are prepared jointly by the U.S. Coast Guard, the U.S. Coast and Geodetic Survey, and the U.S. Naval Oceanographic Office. They include changes in aids to navigation in assembled form for the 11th, 12th, 13th, 14th, and 17th Coast Guard Districts. Foreign marine information in the Pacific and Indian Oceans area is also included in these notices. These notices are available without charge from the U.S. Naval Oceanographic Office, Branch Oceanographic Offices and U.S. Collector of Customs of the major seaports in the United States and are also on file in the U.S. Consulates where they may be inspected.

**§ 196.05-5 Charts.**

(a) All vessels, except barges and vessels operating exclusively on rivers, shall have charts of the waters upon which they operate available for convenient reference at all times.

**Subpart 196.07—Notice of Casualty and Voyage Records**

**AUTHORITY:** The provisions of this Subpart 196.07 interpret or apply R.S. 4450, as amended, 4453, as amended, secs. 13, 17, 54 Stat. 165, 166, as amended, sec. 10, 18 Stat. 128, as amended; 46 U.S.C. 239, 435, 5261(c), 526p, 33 U.S.C. 361.

**§ 196.07-1 Notice of casualty.**

(a) The owner, agent, master, or person in charge of a vessel involved in a marine casualty shall give notice as soon as possible to the nearest marine inspection office of the U.S. Coast Guard whenever the casualty results in any of the following:

(1) Damage to property in excess of \$1,500 except for scientific equipment.

(2) Material damage affecting the seaworthiness or efficiency of a vessel.



(3) Stranding or grounding.

(4) Loss of life.

(5) Injury causing any person to remain incapacitated for a period in excess of 72 hours; except injuries to harbor workers not resulting in death and not resulting from vessel casualty or vessel equipment casualty.

(b) The master of any nuclear vessel shall immediately inform the Commandant in the event of any accident or casualty to the nuclear vessel which may lead to an environmental hazard. The master shall also immediately inform the competent governmental authority of the country in whose waters the vessel may be in, or whose waters the vessel approaches in a damaged condition.

#### § 196.07-5 Information required.

(a) The notice required by § 196.07-1 shall show the name and official number of the vessel involved, the owner or agent thereof, the nature and probable occasion of the casualty, the locality in which it occurred, the nature and extent of injury to persons and the damage to property.

#### § 196.07-10 Written report.

(a) In addition to the notice required by § 196.07-1 the person in charge of the vessel shall, as soon as possible, report in writing and in person to the Officer in Charge, Marine Inspection, at the port in which the casualty occurred or nearest the port of first arrival. However, if due to the distance it may be inconvenient to report in person, it may be done in writing only. The written report required for personal accident shall be made on Form CG-924E and submitted for each individual injured and each loss of life. For all other vessel casualties the written report shall be made on Form CG-2692.

(b) If filed without delay, the Form CG-924E or CG-2692 may also provide the notice required by § 196.07-1.

#### § 196.07-15 Retention of records.

(a) The owner, agent, master, or other person in charge of any vessel involved in a marine casualty shall retain such voyage records of the vessel as are maintained by the vessel, such as both rough and smooth deck and engineroom logs, bell books, navigation charts, navigation work books, compass deviation cards, gyrocompass records, stowage plans, record of draft, aids to mariners, radiograms sent and received, the radio log, and crew and passenger lists. The owner, agent, master, or other officer in charge, shall make these records available to a duly authorized Coast Guard officer or employee for examination upon request.

#### § 196.07-20 Aids to Navigation.

(a) Whenever a vessel collides with a lightship, buoy, or other aid to navigation under the jurisdiction of the Coast Guard, or is connected with any such collision, it shall be the duty of the person in charge of such vessel to report the accident to the nearest Officer in Charge, Marine Inspection. No report on Form

CG-2692 is required unless any of the results listed in § 196.07-1(a) occur.

#### § 196.07-25 Reports when state of war exists.

(a) During the period when a state of war exists between the United States and any foreign nation, communications in regard to casualties or accidents shall be handled with caution and the reports shall not be made by radio or by telegram.

#### Subpart 196.13—Station Bills

**AUTHORITY:** The provisions of this Subpart 196.13 interpret or apply R.S. 4488, as amended; 46 U.S.C. 481.

##### § 196.13-1 Application.

(a) The provisions of this subpart shall apply to all manned vessels.

##### § 196.13-5 Master's responsibility.

(a) A station bill (muster list) shall be prepared by the master of the vessel who shall be responsible to sign such station bill and to ascertain that it is duly posted in conspicuous locations in the vessel, particularly in the quarters of crewmembers and scientific personnel, before the vessel sails.

##### § 196.13-10 Duties of crew and scientific personnel.

(a) The station bill shall set forth the special duties and duty station of each member of the crew and scientific personnel for the various emergencies. The duties shall, as far as possible, be comparable with the regular work of the individual. The duties shall in general include the following, and in addition such other duties shall be assigned as are necessary in the case of the particular vessel for the proper handling of the particular emergency:

(1) The closing of airports, watertight doors, scuppers, sanitary, and other discharges which lead through the vessel's hull below the margin line, etc., the stopping of fans and ventilating systems, and the operation of all safety equipment.

(2) The preparation and launching of lifeboats and liferafts.

(3) The extinction of fire.

(4) The custody of the portable radio apparatus required by Subpart 192.55 of this subchapter.

##### § 196.13-15 Emergency signals.

(a) *General.* The station bill shall set forth the various signals to be used for the calling of the crew to their stations and for giving instructions while at their stations. These signals shall be as set forth in this section.

(b) *Fire alarm stations.* (1) The fire alarm signal shall be a continuous blast of the whistle for a period of not less than 10 seconds supplemented by the continuous ringing of the general alarm bells for not less than 10 seconds.

(2) For dismissal from fire alarm stations, the general alarm shall be sounded three times supplemented by three short blasts of the whistle.

(c) *Boat stations or boat drills.* (1) The signal for boat stations or boat drill

shall be a succession of more than six short blasts followed by one long blast of the whistle supplemented by a comparable signal on the general alarm bells.

(2) Where whistle signals are used for handling the lifeboats, they shall be as follows:

(i) To lower lifeboats, one short blast.

(ii) To stop lowering the lifeboats, two short blasts.

(3) For dismissal from boat stations, there shall be three short blasts of the whistle.

(d) The master of any vessel may establish such other emergency signals, in addition to the above, as will provide that all officers, crew, and passengers will have positive and certain notice of the existing emergency.

##### § 196.13-20 Master to instruct crew and scientific personnel.

(a) The master shall conduct such drill and give such instructions as are necessary to insure that all hands are familiar with their duties as specified in the station bill.

#### Subpart 196.14—Manning of Lifeboats and Liferafts

**AUTHORITY:** The provisions of this Subpart 196.14 interpret or apply R.S. 4488, as amended; 46 U.S.C. 481.

##### § 196.14-1 Application.

(a) The provisions of this subpart shall apply to all vessels equipped with lifeboats and/or liferafts.

##### § 196.14-5 Person in command of lifeboat or liferaft.

(a) For vessels in ocean service, a licensed deck officer, an able seaman, or a certificated lifeboatman shall be placed in charge of each lifeboat or liferaft. When two or more certificated lifeboatmen are required by Table 196.14-10(a) a second in command shall also be appointed, which person shall be either a licensed deck officer, an able seaman or a certificated lifeboatman.

(b) For vessels in services other than ocean service, the master shall appoint a person in command of each lifeboat and each liferaft. Except for vessels in river service, this person in command shall be either a licensed deck officer, an able seaman, or a certificated lifeboatman.

(c) The person in charge of each lifeboat or liferaft shall have a list of its crew, and shall see that the persons under his orders are acquainted with their several duties.

##### § 196.14-10 Certificated lifeboatmen.

(a) Except for vessels in river service, there shall be for each lifeboat and each liferaft a number of certificated lifeboatmen equal to that specified in Table 196.14-10(a): *Provided,* That vessels required to carry sufficient lifeboats on each side to accommodate all persons on board need only carry the certificated lifeboatmen required for the manning of the lifeboats on one side.



TABLE 196.14-10(a)

Prescribed complement of lifeboat or liferaft		Minimum number of lifeboatmen	
Over	Not over	Ocean service	All services other than ocean <sup>1</sup>
	25	1	1
25	40	2	2
40	60	3	3
60	85	4	4
85	110	5	5
110		6	6

<sup>1</sup> Certificated lifeboatmen are not required on vessels in river service.

(b) The allocation of the certificated lifeboatmen to each lifeboat and each liferaft shall be at the discretion of the master according to the circumstances.

**§ 196.14-15 Motor-propelled lifeboat.**

(a) The master shall assign to each motor-propelled lifeboat a man capable of working the motor.

**§ 196.14-20 Lifeboat carrying a radiotelegraph and/or searchlight.**

(a) The master shall assign to each lifeboat carrying a radiotelegraph and/or searchlight a man capable of operating such equipment.

**Subpart 196.15—Test, Drills, and Inspections**

**AUTHORITY:** The provisions of this Subpart 196.15 interpret or apply R.S. 4488, as amended; 46 U.S.C. 481.

**§ 196.15-1 Application.**

(a) The provisions of this subpart shall apply to all vessels.

**§ 196.15-3 Steering gear, whistle, and means of communication.**

(a) On all vessels making a voyage of more than 48 hours duration, the entire steering gear, the whistle, and the means of communication between the bridge or pilothouse and engine room shall be examined and tested by an officer of the vessel within a period of not more than 12 hours prior to departure. On all other vessels similar examinations and tests shall be made at least once in every week.

(b) The date of the test and the condition of the equipment shall be noted in the official logbook.

**§ 196.15-5 Drafts.**

(a) The master of every vessel on an ocean, coastwise, or Great Lakes voyage shall enter the drafts of the vessel, forward and aft, in the official logbook when leaving port.

(b) On vessels subject to the requirements of Subchapter E (Load Lines) of this chapter at the time of departure from port on an ocean, coastwise, or Great Lakes voyage, the master shall insert in the official logbook a statement of the position of the loadline mark, port, and starboard, in relation to the surface of the water in which the vessel is then floating.

(1) When an allowance for draft is made for density of the water in which the vessel is floating, this density is to be noted in the official logbook.

**§ 196.15-10 Sanitation.**

(a) It shall be the duty of the master and chief engineer to see that the vessel, and, in particular, the quarters are in a clean and sanitary condition. The chief engineer shall be responsible only for the sanitary condition of the engineering department.

**§ 196.15-15 Examination of boilers and machinery.**

(a) It shall be the duty of the chief engineer when he assumes charge of the boilers and machinery of a vessel to examine them thoroughly. If any parts thereof are in unsatisfactory condition, or if the safety-valve seals are broken, the fact shall immediately be reported to the master, owner, or agent, and the Officer in Charge, Marine Inspection.

**§ 196.15-20 Hatches and other openings.**

(a) It shall be the responsibility of the master to assure himself that all exposed hatches and other openings in the hull of his vessel are closed, made properly watertight by the use of tarpaulins, gaskets or similar devices, and in all respects properly secured for sea before leaving protected waters.

(b) The openings to which this section applies are as follows:

- (1) Exposed hatches.
- (2) Gangway and other ports fitted below the freeboard deck.
- (3) Port lights that are not accessible during navigation, including the dead lights for such port lights.

(c) The master at his discretion may permit hatches or other openings to remain uncovered or open, or to be uncovered or opened for reasonable purposes such as ship's maintenance while the vessel is being navigated: *Provided*, That in his opinion existing conditions warrant such action.

(d) In the event the master employs the discretionary provisions of this section after leaving port he shall cause appropriate entries to be made in the official log or equivalent thereof setting forth the time of uncovering, opening, closing or covering of the hatches or other openings to which this section applies and the circumstances warranting the action taken.

(e) The discretionary provisions of this section shall not relieve the master of his responsibility for the safety of his vessel, equipment or persons on board.

**§ 196.15-25 Line-throwing appliances.**

(a) On vessels fitted with a line-throwing appliance, it shall be the duty of the master to drill his crew in the use of such appliance, and require it to be fired at least once in every 3 months. Each drill shall be recorded in the vessel's official logbook. The service line shall not be used for drill purpose. The drill shall be conducted as follows:

(1) For impulse-projected rocket type, by actually firing the rocket with any flexible line of proper size and length, suitably faked or laid out.

(2) For shoulder gun type, by actually firing, using the regular cartridge and projectile with any flexible line of proper

size and length, suitably faked or laid out.

(3) For Lyle gun type, by actually firing, using 2½ ounces of powder, the regular service projectile with any flexible line of proper size and length suitably faked or laid out.

**§ 196.15-30 Emergency lighting and power systems.**

(a) Where fitted, it shall be the duty of the master to see that the emergency lighting and power systems are operated and inspected at least once in each week that the vessel is navigated to be assured that the system is in proper operating condition.

(b) Internal combustion engine driven emergency generators shall be operated under load for at least 2 hours, at least once in each month that the vessel is navigated.

(c) Storage batteries for emergency lighting and power systems shall be tested at least once in each 6-month period that the vessel is navigated to demonstrate the ability of the storage battery to supply the emergency loads for the specified period of time.

(d) The date of the tests and the condition and performance of the apparatus shall be noted in the official logbook.

**§ 196.15-35 Fire and boat drills.**

(a) The master shall be responsible for conducting a fire and boat drill at least once in every week. The scheduling of such drills shall be at the discretion of the master except that at least one fire and boat drill shall be held within 24 hours of leaving a port if more than 25 percent of the crew have been replaced at that port.

(b) The fire and boat drill shall be conducted as if an actual emergency existed. All hands should report to their respective stations and be prepared to perform the duties specified in the station bill.

(1) Fire pumps shall be started and a sufficient number of outlets used to ascertain that the system is in proper working order.

(2) All rescue and safety equipment shall be brought from the emergency equipment lockers and the persons designated shall demonstrate their ability to use the equipment.

(3) All watertight doors which are in use while the vessel is underway shall be operated.

(4) Weather permitting, lifeboat covers and strongbacks shall be removed, plugs or caps put in place, boat ladders secured in position, painters led forward and tended, and other lifesaving equipment prepared for use. The motor and hand-propelling gear of each lifeboat, where fitted, shall be operated for at least 5 minutes.

(5) In port, every lifeboat shall be swung out, if practicable, and the unobstructed lifeboats shall be lowered to the water and the crew exercised in the use of the oars and other means of propulsion if provided for the lifeboat. Although all lifeboats may not be used in a particular drill, care shall be taken that all lifeboats are given occasional use



to ascertain that all lowering equipment is in proper order and the crew properly trained. The master shall be responsible that each lifeboat is lowered to the water at least once in each 3 months.

(6) When the vessel is underway, and weather permitting, all lifeboats shall be swung out to ascertain that the gear is in proper order.

(7) The person in charge of each lifeboat and liferaft shall have a list of its crew and shall see that the men under his command are acquainted with their duties.

(8) Lifeboat equipment shall be examined at least once a month to insure that it is complete.

(c) An entry shall be made in the vessel's official logbook relative to each fire and boat drill setting forth the date and hour, length of time of the drill, numbers on the lifeboats swung out and numbers on those lowered, the length of time that motor and hand-propelled lifeboats are operated, the number of lengths of hose used, together with a statement as to the condition of all fire and life-saving equipment, watertight door mechanisms, valves, etc. An entry shall also be made to report the monthly examination of the lifeboat equipment. If in any week the required fire and boat drills are not held or only partial drills are held, an entry shall be made stating the circumstances and extent of the drills held.

(d) A copy of these requirements, Form CG-809, Notice-Station Bill and Drills, shall be framed under glass or other transparent material and posted in a conspicuous place about the vessel. This form may be obtained from the Officer in Charge, Marine Inspection.

#### § 196.15-40 Electric power-operated lifeboat winches.

(a) It shall be the duty of the master to see that all lifeboat winch control apparatus, including motor controllers, emergency switches, master switches, are examined at least once in each 3 months. The examination shall include the removal of drain plugs and/or the opening of drain valves in such appliances to assure that the enclosures are free of water.

(b) The date of the examination required by this section and the condition of the equipment shall be noted in the official logbook.

#### § 196.15-45 Lifeboats, rescue boats, liferafts, lifeboats, and buoyant apparatus.

(a) (1) It shall be the duty of the master or person in charge to see that the lifeboats, rescue boats, liferafts, lifeboats, and buoyant apparatus are properly maintained at all times, and that all equipment for his vessel required by the regulations in this subchapter is provided, maintained, and replaced as indicated.

(2) The master shall assign to one or more officers the duty of seeing that the lifeboats, rescue boats, liferafts, lifeboats, and buoyant apparatus are at all times ready for immediate use.

(3) The decks on which lifeboats, rescue boats, liferafts, lifeboats, and buoyant apparatus are stowed shall be kept clear of cargo or any other obstructions which would interfere with the immediate launching of such equipment.

(b) Where motor-propelled lifeboats are carried, the motor of each lifeboat shall be operated in the ahead and astern position for a period of not less than 5 minutes at least once in each week.

(c) All lifeboats, rescue boats and rigid type liferafts shall be stripped, cleaned, and thoroughly overhauled at least once in every year. When lifeboats are removed from a vessel for this purpose on a rotational basis, the installation test prescribed by Subpart 192.35 of this subchapter need not be made.

(d) The fuel tanks of all motor-propelled lifeboats shall be emptied and the fuel changed at least once in every year.

(e) Vessels in ocean or coastwise service having a sufficient number of lifeboats on each side to accommodate all persons on board may care for their lifeboats at sea: *Provided*, That a number of lifeboats sufficient to accommodate all persons on board are fully equipped and ready for use at all times.

(f) Inflatable liferafts shall be serviced at an approved service facility every 12 months or not later than next inspection for certification provided the time since date of last servicing does not exceed 15 months. Except in emergencies no servicing should be done aboard vessels.

#### § 196.15-50 Radio apparatus for lifeboats.

(a) It shall be the duty of the master to require that all batteries for all fixed and portable radio apparatus for lifeboats are brought up to full charge weekly if the batteries are of a type which require recharging.

(b) The transmitter shall be tested weekly using a suitable artificial aerial.

#### § 196.15-55 Requirements for fuel oil.

(a) It shall be the duty of the chief engineer to cause an entry in the log to be made of each supply of fuel oil received on board, stating the quantity received, the name of the vendor, the name of the oil producer, and the flashpoint (closed cup test) for which it is certified by the producer.

(b) It shall be the further duty of the chief engineer to cause to be drawn and sealed and suitably labeled at the time the supply is received on board, a half-pint sample of each lot of fuel oil. These samples shall be preserved until the particular supply of oil is exhausted.

#### § 196.15-60 Firefighting equipment, general.

(a) It shall be the duty of the owner, master, or person in charge to see that the vessel's firefighting equipment is at all times ready for use and that all such equipment required by the regulations in this subchapter is provided, maintained, and replaced as indicated.

(b) It shall be the duty of the owner, master, or person in charge to require and have performed at least once in every 12 months the tests and inspections of all hand portable fire extinguishers, semiportable fire extinguishing systems, and fixed fire extinguishing systems on board as described in Tables 189.25-20(a)(1) and 189.25-20(a)(2) in § 189.25-20(a) of this subchapter. The owner, master, or person in charge shall keep records of such tests and inspections showing the dates when performed, the number and/or other identification of each unit tested and inspected, and the name(s) of the person(s) and/or company conducting the tests and inspections. Such records shall be made available to the marine inspector upon request and shall be kept for the period of validity of the vessel's current certificate of inspection. Where practicable these records should be kept in or with the vessel's logbook. The conduct of these tests and inspections does not relieve the owner, master, or person in charge of his responsibility to maintain this firefighting equipment in proper condition at all times.

#### Subpart 196.17—Steering Orders

##### § 196.17-1 Method of communicating.

(a) All steering orders shall be given and communicated in terms of "right rudder" where it is intended that the top of the wheel, the rudder blade, and the head of the ship should go to the right, and "left rudder" where it is intended that the top of the wheel, the rudder blade, and the head of the ship should go to the left.

#### Subpart 196.20—Whistling

##### § 196.20-1 Unnecessary whistling prohibited.

(a) The unnecessary sounding of the vessel's whistle is prohibited within any harbor limits of the United States.

#### Subpart 196.23—Unauthorized Lights

##### § 196.23-1 Unauthorized lights prohibited.

(a) The master shall not authorize or permit the carrying of any lights not required by law that in any way will interfere with the distinguishing of the signal lights.

#### Subpart 196.25—Searchlights

##### § 196.25-1 Improper use prohibited.

(a) No person shall flash or cause to be flashed the rays of a searchlight or other blinding light onto the bridge or into the pilothouse of any vessel underway.

#### Subpart 196.27—Lookouts

##### § 196.27-1 Master's and officer's responsibility.

(a) Nothing in this part shall exonerate any master or officer in command from the consequences of any neglect to keep a proper lookout or the neglect of any precaution which may be required by the ordinary practice of seamen or by the special circumstances of the case.



**§ 196.27-10 Reckless or negligent operation prohibited by law.**

(a) Subsection 13(a) of the act of April 25, 1940 (46 U.S.C. 5261), reads as follows:

No person shall operate any motorboat or any vessel in a reckless or negligent manner so as to endanger the life, limb, or property of any person. To "operate" means to navigate or otherwise use a motorboat or a vessel.

**Subpart 196.30—Reports of Accidents, Repairs, and Unsafe Equipment**

**AUTHORITY:** The provisions of this Subpart 196.30 interpret or apply R.S. 4450, as amended, 4453, as amended, sec. 10, 18 Stat. 128, as amended; 46 U.S.C. 239, 435, 33 U.S.C. 361.

**§ 196.30-1 Repairs to boilers and pressure vessels.**

(a) Before making any repairs to boilers or unfired pressure vessels, the chief engineer shall submit a report covering the nature of the repairs to the Officer in Charge, Marine Inspection, at or nearest to the U.S. port where the repairs are to be made.

**§ 196.30-5 Accidents to machinery.**

(a) In the event of an accident to a boiler, unfired pressure vessel, or machinery tending to render the further use of the item unsafe until repairs are made, or if by ordinary wear such items become unsafe, a report shall be made by the Chief Engineer immediately to the Officer in Charge, Marine Inspection, or if at sea, immediately upon arrival at port.

**§ 196.30-10 Notice required before repair.**

(a) No repairs or alterations, except in an emergency, shall be made to any lifesaving or fire detecting or extinguishing equipment without advance notice to the Officer in Charge, Marine Inspection. When emergency repairs or alterations have been made, notice shall be given to the Officer in Charge, Marine Inspection, as soon as practicable.

**§ 196.30-20 Breaking of safety valve seal.**

(a) If at any time it is necessary to break the seal on a safety valve for any purpose, the Chief Engineer shall advise the Officer in Charge, Marine Inspection, at the next port of call, giving the reason for breaking the seal and requesting that the valve be examined and adjusted by an inspector. (R.S. 4419, as amended; 46 U.S.C. 393.)

**Subpart 196.33—Cable Traveler**

**AUTHORITY:** The provisions of this Subpart 196.33 interpret or apply R.S. 4488, as amended; 46 U.S.C. 481.

**§ 196.33-1 When required.**

(a) On vessels where the distance between deckhouses is more than 150 feet, a wire cable shall be stretched between the deckhouses at all times when the vessel is navigating in other than protected waters. As many loose rings with lanyards shall be attached as deemed necessary by the master. In any case, a

properly constructed raised catwalk or raised bridge or a below deck passage may be substituted for the required cable.

**Subpart 196.34—Work Vests**

**AUTHORITY:** The provisions of this Subpart 196.34 interpret or apply R.S. 4488, as amended, 4491, as amended; 46 U.S.C. 481, 489.

**§ 196.34-1 Application.**

(a) Provisions of this subpart shall apply to all vessels.

**§ 196.34-5 Approved unicellular plastic foam work vests.**

(a) Buoyant work vests carried under the permissive authority of this subpart shall conform to the specifications contained in Subpart 160.053 in Subchapter Q (Specifications) of this chapter.

**§ 196.34-10 Use.**

(a) Approved buoyant work vests are considered to be items of safety apparel and may be carried aboard vessels to be worn by crew members when working near or over the water under favorable working conditions. They shall be used under the supervision and control of designated ship's officers. When carried, such vests shall not be accepted in lieu of any portion of the required number of approved life preservers and shall not be substituted for the approved life preservers required to be worn during drills and emergencies.

**§ 196.34-15 Shipboard stowage.**

(a) The approved buoyant work vests shall be stowed separately from the regular stowage of approved life preservers.  
(b) The locations for the stowage of work vests shall be such as not to be easily confused with that for approved life preservers.

**§ 196.34-20 Shipboard inspections.**

(a) Each work vest shall be subject to examination by a marine inspector to determine its serviceability. If found to be satisfactory, it may be continued in service, but shall not be stamped by a marine inspector with a Coast Guard stamp. If a work vest is found not to be in a serviceable condition, then such work vest shall be removed from the vessel. If a work vest is beyond repair, it shall be destroyed or mutilated in the presence of a marine inspector so as to prevent its continued use as a work vest.

**Subpart 196.35—Logbook Entries**

**AUTHORITY:** The provisions of this Subpart 196.35 interpret or apply R.S. 4472, as amended, 4488, as amended, sec. 6, 45 Stat. 1494, sec. 6, 49 Stat. 889; 46 U.S.C. 170, 481, 85e, 88e.

**§ 196.35-1 Application.**

(a) Except as specifically noted, the provisions of this subpart shall apply to all manned vessels.

**§ 196.35-3 Logbooks and records.**

(a) Under various statutes or by regulations in this subchapter, all vessels with the exception of vessels operated exclusively on rivers of the United States are required to have certain logbooks or rec-

ords, and, when the occasion arises, it is the duty of the master or person in charge to place therein specific entries as required by law or regulations in this chapter.

(b) R.S. 4290, as amended (46 U.S.C. 201), states: "Every vessel making voyages from a port in the United States to any foreign port, or, being of the burden of 75 tons or upward, from a port on the Atlantic to a port on the Pacific, or vice versa, shall have an official logbook; \* \* \*." An official logbook is furnished gratuitously to masters by the U.S. Coast Guard as Form CG-706B or CG-706C, depending upon the number of persons employed as crew. A Coast Guard form official logbook may be utilized by oceanographic vessels or alternatively the owner may utilize his own format for an official logbook. Such logs shall be kept available for review by a marine inspector for a period of 1 year after the date to which the records refer or for the period of validity of the vessel's current certificate of inspection, whichever is longer.

(c) For vessels other than those required to have official logbooks by R.S. 4290 (46 U.S.C. 201), the owners, operators, and/or masters are to supply their own logs or records in any form desired, which will be considered to take the place of the official logbooks and may be used for the purpose of making entries therein as required by law or regulations in this subchapter. Such logs or records are not filed with the Officer in Charge, Marine Inspection, but shall be kept available for review by a marine inspector for a period of 1 year after the date to which the records refer, except for separate records of tests and inspections of firefighting equipment which shall be maintained with the vessel's logs for the period of validity of the vessel's certificate of inspection.

**§ 196.35-5 Actions required to be logged.**

(a) The actions and observations noted in this section shall be entered in the official logbook. This section contains no requirements which are not made in other portions of this subchapter, the items being merely grouped together for convenience.

- (1) Fire and boat drills. Weekly. See § 196.15-35.
- (2) Steering gear, whistle, and means of communication. Prior to departure. See § 196.15-3.
- (3) Drafts and load line marks. Prior to leaving port, ocean, coastwise, and Great Lakes service only. See § 196.15-5.
- (4) Line-throwing appliances. Once every 3 months. See § 196.15-25.
- (5) Emergency lighting and power systems. Weekly and semiannually. See § 196.15-30.
- (6) Electric power-operated lifeboat winches. Once every 3 months. See § 196.15-40.
- (7) Fuel oil data: Upon receipt of fuel oil on board. See § 196.15-55.
- (8) Hatches and other openings. All openings and closings required by § 196.15-20.



(9) Magazines and magazine chests. Maximum and minimum temperatures as required by § 196.85-1(b).

(10) Portable vans, prior to departure. See § 195.11-25(e).

(11) Weight handling gear, prior to departure. See § 189.35-13(b).

#### § 196.35-10 Official log entries.

(a) On vessels where an official logbook is required by R.S. 4290 (46 U.S.C. 201), all items relative to the crew as well as with respect to any casualties which may occur, shall be entered in the official logbook as required by this law.

#### Subpart 196.36—Display of Plans

##### § 196.36-1 When required.

(a) All manned vessels shall have permanently exhibited for the guidance of the officer in charge of the vessel, general arrangement plans showing for each deck the various fire retardant bulkheads together with particulars of the fire-detecting, manual alarm and fire extinguishing systems, fire doors, means of ingress to the different compartments, the ventilating systems including the positions of the dampers, the location of the remote means of stopping the fans, and the identification of the fans serving each section.

(R.S. 4488, as amended; 46 U.S.C. 481).

#### Subpart 196.37—Markings for Fire and Emergency Equipment, etc.

**AUTHORITY:** The provisions of this Subpart 196.37 interpret or apply R.S. 4488, as amended; 46 U.S.C. 481.

##### § 196.37-1 Application.

(a) The provisions of this subpart shall apply to all vessels.

##### § 196.37-3 General.

(a) It is the intent of this subpart to provide such markings as are necessary for the guidance of the persons on board in case of an emergency. In any specific case, and particularly on small vessels, where it can be shown to the satisfaction of the Officer in Charge, Marine Inspection, that the prescribed markings are unnecessary for the guidance of the persons on board in case of emergency, such markings may be modified or omitted.

(b) In addition to English, notices, directional signs, etc., shall be printed in languages appropriate to the service of the vessel.

(c) Where in this subpart red letters are specified, letters of a contrasting color on a red background will be accepted.

##### § 196.37-5 General alarm bell switch.

(a) The general alarm bell switch in the pilothouse shall be clearly and permanently identified by lettering on a metal plate or with a sign in red letters on a suitable background: "GENERAL ALARM."

**CROSS REFERENCE:** See also § 113.25-20 of Subchapter J (Electrical Engineering) of this chapter.

#### § 196.37-7 General alarm bells.

(a) All general alarm bells shall be identified by red lettering at least ½ inch high: "GENERAL ALARM—WHEN BELL RINGS GO TO YOUR STATION."

#### § 196.37-9 Carbon dioxide alarm.

(a) All carbon dioxide alarms shall be conspicuously identified: "WHEN ALARM SOUNDS—VACATE AT ONCE. CARBON DIOXIDE BEING RELEASED."

#### § 196.37-10 Fire extinguishing system branch lines.

(a) The branch line valves of all fire extinguishing systems shall be plainly and permanently marked indicating the spaces served.

#### § 196.37-13 Fire extinguishing system controls.

(a) The control cabinets or spaces containing valves or manifolds for the various fire extinguishing systems shall be distinctly marked in conspicuous red letters at least 2 inches high: "CARBON DIOXIDE FIRE APPARATUS," or "FOAM FIRE APPARATUS," etc., as the case may be.

#### § 196.37-15 Firehose stations.

(a) Each fire hydrant shall be identified in red letters and figures at least 2 inches high "FIRE STATION NO. 1", "2", "3", etc. Where the hose is not stowed in the open or behind glass so as to be readily seen, this identification shall be so placed as to be readily seen from a distance.

#### § 196.37-20 Self-contained breathing apparatus and gas masks.

(a) Lockers or spaces containing self-contained breathing apparatus shall be marked "SELF-CONTAINED BREATHING APPARATUS".

#### § 196.37-23 Hand portable fire extinguishers.

(a) Each hand portable fire extinguisher shall be marked with a number and the location where stowed shall be marked with a corresponding number at least ½ inch high. Where only one type and size of hand portable fire extinguisher is carried, the numbering may be omitted.

#### § 196.37-25 Emergency lights.

(a) All emergency lights shall be marked with a letter "E" at least ½ inch high.

#### § 196.37-33 Instructions for changing steering gear.

(a) Instructions in at least ½ inch letters and figures shall be posted in the steering engine room, relating in order, the different steps to be taken in changing to the emergency steering gear. Each clutch, gear, wheel, lever, valve, or switch which is used during the changeover shall be numbered or lettered on a metal plate or painted so that the markings can be recognized at a reasonable distance. The instructions shall indicate each clutch or pin to be "in" or "out" and each valve or switch which is to be

"opened" or "closed" in shifting to any means of steering for which the vessel is equipped. Instructions shall be included to line up all steering wheels and rudder amidship before changing gears.

#### § 196.37-35 Rudder orders.

(a) At all steering stations, there shall be installed a suitable notice on the wheel or device or in such other position as to be directly in the helmsman's line of vision, to indicate the direction in which the wheel or device must be turned for "right rudder" and for "left rudder".

#### § 196.37-37 Lifeboats.

(a) The name of the vessel shall be plainly marked or painted on each side of the bow of each lifeboat in letters not less than 3 inches high. For vessels on an international voyage, the vessel's port of registry shall be added in similar type letters.

(b) The number of each lifeboat shall be plainly marked or painted on each side of the bow of each lifeboat in figures not less than 3 inches high. The lifeboats on each side of the vessel shall be numbered from forward aft, with the odd numbers on the starboard side.

(c) The cubical contents and number of persons allowed to be carried in each lifeboat shall be plainly marked or painted on each side of the bow of each lifeboat in letters and numbers not less than 1½ inches high. In addition, the number of persons allowed shall be plainly marked or painted on top of at least two thwarts in letters and numbers not less than 3 inches high.

(d) All oars shall be conspicuously marked with the vessel's name.

(e) Where mechanical disengaging apparatus is used, the control effecting the release of the lifeboat shall be painted bright red and shall have thereon in raised letters either the words—"DANGER—LEVER DROPS BOAT" or the words—"DANGER—LEVER RELEASES HOOKS".

(f) The top of thwarts, side benches, and footings of lifeboats shall be painted or otherwise colored international orange. The area in way of the red mechanical disengaging gear control lever, from the keel to the side bench, shall be painted or otherwise colored white, to provide a contrasting background for the lever. This band of white should be approximately 12 inches wide depending on the internal arrangement of the lifeboat.

#### § 196.37-40 Liferrafts, lifefloats, and buoyant apparatus.

(a) Rigid type liferafts, lifefloats, and buoyant apparatus, together with their oars and paddles, shall be conspicuously marked with the vessel's name. For vessels on an international voyage, the vessel's port of registry also shall be similarly marked on liferafts and buoyant apparatus.

(b) The number of persons allowed on each rigid type liferaft, lifefloat, and buoyant apparatus shall be conspicuously marked or painted thereon in letters and numbers at least 1½ inches high.



(c) There shall be stenciled in a conspicuous place in the immediate vicinity of each inflatable liferaft the following:

INFLATABLE LIFERAFT NO. -----  
----- PERSONS CAPACITY

These markings shall not be placed on the inflatable liferaft containers.

**§ 196.37-43 Life preservers and ring life buoys.**

(a) All life preservers, wood floats, and ring life buoys shall be marked with the vessel's name.

(b) For vessels on an international voyage, the vessel's port of registry shall be added in similar type letters on all ring life buoys.

**§ 196.37-45 Firehose and axes.**

(a) All firehose and axes shall be marked with the vessel's name.

**§ 196.37-47 Portable magazine chests.**

(a) Portable magazine chests shall be marked in letters at least 3 inches high: "PORTABLE MAGAZINE CHEST—FLAMMABLE—KEEP LIGHTS AND FIRE AWAY".

**Subpart 196.39—Posting Placards of Instructions for Launching and Inflating Inflatable Liferafts**

**§ 196.39-1 When required.**

(a) Every vessel equipped with inflatable liferafts shall have posted in conspicuous places which are regularly accessible to the crew and/or scientific personnel, approved placards containing instructions for launching and inflating inflatable liferafts for the information of persons on board. The number and location of such placards shall be as determined necessary by the Officer in Charge, Marine Inspection.

(b) Under the requirements contained in § 160.051-6(c) (1) of Subpart 160.051 in Subchapter Q (Specifications) of this chapter, the manufacturer of approved inflatable liferafts is required to provide approved placards containing such instructions with each liferaft.

**Subpart 196.40—Markings on Vessels**

**§ 196.40-1 Application.**

(a) The provisions of this subpart shall apply to all vessels except as specifically noted.

**§ 196.40-5 Markings required.**

(a) The markings described in this paragraph are required for documented vessels. Details of the application of these required markings shall be in accordance with 19 CFR 3.16 and 3.17.

(1) *Name of vessel.* On both bows and the stern. On steam vessels the name is also required on both sides of the pilothouse.

(2) *Hailing Port.* On the stern.

(3) *Official Number.* On the vessel's main beam.

(4) *Net tonnage.* On the vessel's main beam.

(b) The markings described in this paragraph are required for undocu-

mented vessels and are in addition to the motorboat registration number required under the Federal Boating Act of 1958.

(1) *Name of vessel.* At least 6 inches above the motorboat registration num-

(2) *Hailing Port.* On the stern. The letters shall meet the requirements which apply to paragraph (a) (1) of this section.

(2) *Hailing Port.* On the stern. The letters shall meet the requirements which apply to paragraph (a) (2) of this section.

**§ 196.40-10 Draft marks.**

(a) All documented vessels and all undocumented vessels shall have the draft of the vessel plainly and legibly marked upon the stem and upon the sternpost or rudderpost or at any place at the stern of the vessel as may be necessary for easy observance. The draft shall be taken from the bottom of the keel at the marks to the surface of the water, the bottom of the mark to indicate the draft in feet.

(b) In cases where the keel does not extend forward or aft to the location of the draft marks, due to raked stem, or cutaway skeg, the datum line from which the draft shall be taken shall be obtained by projecting the line of the bottom of keel forward, or aft, as the case may be, to the location of the draft marks.

(c) In cases where a vessel may have a skeg or other appendage extending locally below the line of the keel, the draft at the end of the vessel adjacent to such appendage shall be measured to a line tangent to the lowest part of such appendage and parallel to the line of the bottom of the keel.

**§ 196.40-15 Load line marks.**

(a) Vessels assigned a load line shall have the deck line and the load line marks permanently marked or embossed as required by Subchapter E (Load Lines) of this chapter.

**Subpart 196.43—Placard of Lifesaving Signals and Breeches Buoy Instructions**

**§ 196.43-1 Application.**

(a) The provisions of this subpart shall apply to all manned vessels certificated for ocean, coastwise, or Great Lakes service.

**§ 196.43-5 Availability.**

(a) On all vessels to which this subpart applies there shall be posted in the pilothouse and readily available to the deck officer of the watch a placard (Form CG-811) containing instructions for the use of breeches buoys and the lifesaving signals as set forth in Regulation 16, Chapter V, of the International Convention for Safety of Life at Sea, 1960. These signals shall be used by vessels or persons in distress when communicating with lifesaving stations and maritime rescue units.

(b) A copy of Form CG-811 shall also be conveniently posted in the engine room and crews quarters of all vessels to which this subpart applies.

**Subpart 196.45—Carrying of Excess Steam**

**§ 196.45-1 Master and chief engineer responsible.**

(a) It shall be the duty of the master and the engineer in charge of the boilers of any vessel to require that a steam pressure is not carried in excess of that allowed by the certificate of inspection, and to require that the safety valves, once set and sealed by the inspector, are in no way tampered with or made inoperative except as provided in § 196.30-20.

**Subpart 196.50—Compliance With Provisions of Certificate of Inspection**

**§ 196.50-1 Master or person in charge responsible.**

(a) It shall be the duty of the master or other person in charge of the vessel to see that all of the provisions of the certificate of inspection are strictly adhered to. Nothing in this subpart shall be construed as limiting the master or other person in charge of the vessel, at his own responsibility, from diverting from the route prescribed in the certificate of inspection or taking such other steps as he deems necessary and prudent to assist vessels in distress or for other similar emergencies.

**Subpart 196.53—Exhibition of License**

**§ 196.53-1 Licensed officers.**

(a) All licensed officers on a vessel shall have their licenses conspicuously displayed as required by R.S. 4446 (46 U.S.C. 232).

**Subpart 196.60—Motion Picture Film and Equipment**

**§ 196.60-1 Type required.**

(a) Only acetate or slow-burning film may be used. Nitrocellulose film is specifically prohibited.

(b) Projectors shall be of an approved type.

(R.S. 4488, as amended; 46 U.S.C. 481)

**Subpart 196.75—Prevention of Oil Pollution**

**§ 196.75-1 Prohibited zones.**

(a) All vessels shall be so operated as to meet the requirements of the Oil Pollution Act, 1924 (33 U.S.C. 431-437). In addition, all vessels shall be so operated as to avoid discharging any oil or oily ballast which may foul the surface of the sea, within any of the prohibited zones as described in 33 CFR Part 151.

(Sec. 8, 75 Stat. 403; 33 U.S.C. 1007)

**Subpart 196.80—Explosive Handling Plan**

**§ 196.80-1 Master's responsibility.**

(a) It shall be the responsibility of the master to have prepared, sign, and



prominently posted in conspicuous locations operating procedures, plans, and safety precautions for all operations involving the use of explosives.

(b) The operating procedures referred to in paragraph (a) of this section shall include and set forth the special duties and stations of appropriate qualified persons for various operations involving the use of explosives. Assignment of such persons shall be commensurate with their experience and training.

(c) A copy of the operating procedures, plans and safety precautions required by paragraph (a) of this section and all subsequent changes or revisions shall be forwarded to the Officer in Charge, Marine Inspection, issuing the certificate of inspection for review.

#### Subpart 196.85—Magazine Control

##### § 196.85-1 Magazine operation and control.

(a) Keys to magazine spaces and magazine chests shall be kept in the sole control or custody of the Master or one delegated qualified person at all times. Test fittings for magazine sprinkler systems shall be kept in a locked cabinet under the custody of the Master.

(b) Whenever explosives are stored in magazines and magazine chests they shall be inspected daily. Magazine inspection results and corrective action, when taken, shall be noted in the ship's log daily. Maximum and minimum temperatures for the previous 24-hour

period shall be recorded in the ship's log along with general magazine condition and corrective action taken when necessary.

(c) The magazine sprinkler controls shall be tested monthly. Test results and all corrective actions taken shall be recorded in the ship's log.

(d) The Master shall limit access to the magazines, or the contents thereof, to persons who can document 3 months on board ship training in the use of explosives. This shall not be construed as prohibiting access to the Master or others designated by the Master.

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