

SUBCHAPTER T—SMALL PASSENGER VESSELS (UNDER 100 GROSS TONS)

PART 175—GENERAL PROVISIONS

- Sec.
175.100 Purpose.
175.110 General applicability.
175.112 Specific applicability for individual parts.
175.115 Applicability to offshore supply vessels.
175.118 Vessels operating under an exemption afforded in the Passenger Vessel Safety Act of 1993 (PVSA).
175.120 Vessels on an international voyage.
175.122 Load lines.
175.124 Requirements for DUKW Amphibious Passenger Vessels.
175.200 Gross tonnage as criterion for requirements.
175.400 Definitions of terms used in this subchapter.
175.540 Equivalents.
175.550 Special consideration.
175.560 Appeals.
175.600 Incorporation by reference.
175.800 Approved equipment and material.
175.900 OMB control numbers.

AUTHORITY: Authority: 46 U.S.C. 2103, 3205, 3306, 3703; Pub. L. 103-206, 107 Stat. 2439; 49 U.S.C. 5103; DHS Delegation 00170.1, Revision No. 01.3, paragraph (II)(92)(a); §175.900 also issued under 44 U.S.C. 3507

SOURCE: CGD 85-080, 61 FR 947, Jan. 10, 1996, unless otherwise noted.

EDITORIAL NOTE: Nomenclature changes to part 175 appear by USCG-2025-0186, 90 FR 12238, Mar. 17, 2025.

§ 175.100 Purpose.

The purpose of this subchapter is to implement applicable sections of Subtitle II of Title 46, United States Code, which require the inspection and certification of small passenger vessels. The regulations in this subchapter have preemptive effect over State or local regulations in the same field.

[CGD 85-080, 61 FR 947, Jan. 10, 1996, as amended by USCG-2012-0196, 81 FR 48296, July 22, 2016]

§ 175.110 General applicability.

(a) Except as in paragraph (b) of this section, this subchapter applies to each vessel of less than 100 gross tons that carries 150 or less passengers, or has

overnight accommodations for 49 or less passengers, and that—

- (1) Carries more than six passengers, including at least one for hire;
- (2) Is chartered with a crew provided or specified by the owner or the owner's representative and is carrying more than six passengers;
- (3) Is chartered with no crew provided or specified by the owner or the owner's representative and is carrying more than 12 passengers; or
- (4) If a submersible vessel, carries at least one passenger for hire; or
- (5) Is a ferry carrying more than six passengers.

NOTE TO PARAGRAPH (a): For a vessel of less than 100 gross tons that carries more than 150 passengers or has overnight accommodations for more than 49 passengers, see subchapter K of this chapter.

- (b) This subchapter does not apply to:
- (1) A vessel operating exclusively on inland waters that are not navigable waters of the United States;
 - (2) An oceanographic research vessel;
 - (3) A boat forming part of a vessel's lifesaving equipment and that is not used for carrying passengers except in emergencies or during emergency drills;
 - (4) A vessel of a foreign country that is a party to the International Convention for the Safety of Life at Sea, 1974, as amended (SOLAS), to which the United States Government is currently a party, and that has on board a current valid SOLAS Passenger Ship Safety Certificate; or
 - (5) A vessel of a foreign country, whose government has inspection laws approximating those of the United States and that by its laws accords similar privileges to vessels of the United States, which has on board a current valid certificate of inspection, permitting the carrying of passengers, issued by its government.

(c) Irrespective of build date, a vessel to which this subchapter applies must meet 46 CFR 181.405, 181.450, 181.500, 185.364, and 185.420(b), if it is not a ferry, and if it—

§ 175.112

(1) Has overnight accommodations for passengers; or

(2) Is operating on a Coastwise or Oceans route.

(d) Irrespective of build date, a vessel to which this subchapter applies must meet 46 CFR 177.115(c), 177.500(n), 185.410(b), 185.507, and 185.515, if it is not a ferry and has overnight accommodations for passengers.

(e) The requirements outlined in paragraphs (c) and (d) of this section must be met no later than March 28, 2022, except for:

(1) The requirements to implement 46 CFR 181.405, 181.450, and 181.500, which must be met no later than December 27, 2022; and

(2) The requirements to implement 46 CFR 177.115(c) and 177.500(n), which must be met no later than December 27, 2023.

[CGD 85-080, 61 FR 947, Jan. 10, 1996; 61 FR 20557, May 7, 1996, as amended at 62 FR 51355, Sept. 30, 1997; USCG-2008-1107, 74 FR 63664, Dec. 4, 2009; USCG-2021-0306, 86 FR 73172, Dec. 27, 2021]

§ 175.112 Specific applicability for individual parts.

At the beginning of certain parts of this subchapter, a more specific application is given for all or particular portions of that part. This application sets forth the type, size, service, or age of a vessel to which certain portions of that part apply or particular dates by which an existing vessel must comply with certain portions of that part.

§ 175.115 Applicability to offshore supply vessels.

(a) Existing OSVs of more than 15 but less than 100 gross tons are subject to inspection under this subchapter. New OSVs of more than 15 but less than 100 gross tons are subject to inspection under subchapter L of this chapter.

(b) Each existing OSV permitted grandfathering under paragraph (a) of this section must complete construction and have a Certificate of Inspection by March 16, 1998.

[CGD 82-004, CGD 86-074, 62 FR 49355, Sept. 19, 1997]

46 CFR Ch. I (10-1-25 Edition)

§ 175.118 Vessels operating under an exemption afforded in the Passenger Vessel Safety Act of 1993 (PVSA).

(a) The Passenger Vessel Safety Act of 1993 (PVSA) contained an allowance for the exemption of certain passenger vessels that are—

(1) At least 100 gross tons but less than 300 gross tons; or

(2) Former public vessels of at least 100 gross tons but less than 500 gross tons.

(b) The owner or operator of a vessel must have applied for an exemption under PVSA by June 21, 1994, and then brought the vessel into compliance with the interim guidance in Navigation and Inspection Circular (NVIC) 7-94 not later than December 21, 1996. The PVSA exemption is valid for the service life of the vessel, as long as the vessel remains certified for passenger service. If the Certificate of Inspection (COI) is surrendered or otherwise becomes invalid (not including a term while the vessel is out of service but undergoing an inspection for recertification), the owner or operator must meet the appropriate inspection regulations to obtain a new COI without the PVSA exemption.

(c) Except where the provisions of subchapter H of this chapter apply, the owner or operator must ensure that the vessel meets the requirements of this subchapter, meets any requirements the OCMI deems applicable, and meets any specific additions or exceptions as follows:

(1) If a vessel does not meet the intact stability requirements of subchapter S of this chapter, the vessel's route(s) will be limited to an area within 20 nautical miles from a harbor of safe refuge, provided the vessel has a history of safe operation on those waters. The OCMI may further restrict the vessel's routes if the vessel's service history, condition, or other factors affect its seaworthiness or safety.

(2) The vessel may not carry more than 150 passengers, and not more than 49 passengers in overnight accommodations.

(3) The owner or operator must crew the vessel under the requirements of this subchapter. All officers must be

endorsed for the appropriate vessel tonnage. The OCMI may require an appropriately endorsed engineer officer for those vessels of at least 200 gross tons. Vessels carrying more than 50 passengers must have an additional deckhand, and all deckhands on vessels carrying more than 50 passengers must be adequately trained. The crew members on a vessel of at least 200 gross tons, except those operated exclusively on lakes and rivers, are required to hold merchant mariner credentials or merchant mariner documents and 50 percent of the merchant mariner credentials or at least an able seaman.

(4) The vessel owner or operator must comply with the lifesaving arrangements located in part 180 of this chapter, except that inflatable liferafts are required for primary lifesaving. A rescue boat or suitable rescue arrangement must be provided to the satisfaction of the OCMI.

(5) The vessel owner or operator must comply with the fire protection requirements located in part 181 of this chapter. When a vessel fails to meet the fire protection and structural fire protection requirements of this subchapter, the vessel owner or operator must meet equivalent requirements to the satisfaction of the cognizant OCMI or submit plans for approval from the Coast Guard Marine Safety Center.

(6) At a minimum, the owner or operator must outfit the vessel with portable fire extinguishers per 46 CFR 76.50. In addition, the vessel must meet any additional requirements of the OCMI, even if they exceed the requirements in 46 CFR 76.50.

(7) In addition to the means-of-escape requirements of 46 CFR 177.500, the vessel owner or operator must also meet the requirements for means of escape found in 46 CFR 78.47–40.

(d) The OCMI conducts an inspection and may issue a COI if the vessel meets these requirements. The COI's condition of operation must contain the following endorsement: "This vessel is operating under an exemption afforded in The Passenger Vessel Safety Act of 1993 and as such is limited to domestic voyages and a maximum _____ of passengers and may be subject to additional regulations and restrictions as

provided for in Sections 511 and 512 of the Act."

[USCG–1999–5040, 67 FR 34799, May 15, 2002, as amended by USCG–2006–24371, 74 FR 11266, Mar. 16, 2009]

§ 175.120 Vessels on an international voyage.

A mechanically propelled vessel that carries more than 12 passengers on an international voyage must comply with the applicable requirements of SOLAS, as well as this subchapter.

§ 175.122 Load lines.

A vessel of 24 meters (79 feet) in length or more, the keel of which was laid or that was at a similar stage of construction on or after July 21, 1968, and that is on a voyage other than a domestic voyage is subject to load line assignment, certification, and marking under subchapter E (Load Lines) of this chapter.

[CGD 85–080, 61 FR 947, Jan. 10, 1996, as amended by USCG–2014–0688, 79 FR 58288, Sept. 29, 2014]

§ 175.124 Requirements for DUKW Amphibious Passenger Vessels.

No later than January 9, 2024, all operators of a DUKW amphibious passenger vessel, as defined in 46 CFR 175.400, must:

(a) Modify the DUKW amphibious passenger vessel to either:

(1) Remove the canopies and any window coverings installed for waterborne operations, and require that all passengers wear a lifejacket approved by the Coast Guard, as described in part 180 of this subchapter, before the onset of waterborne operations of the DUKW amphibious passenger vessel; or

(2) Install a canopy that does not restrict horizontal or vertical escape by passengers in the event of flooding or sinking.

(b) Reengineer the DUKW amphibious passenger vessel to permanently close all unnecessary access plugs and reduce all through-hull penetrations to the minimum number and size necessary for the safe operation or maintenance of the DUKW amphibious passenger vessel.

(c) Install an independently powered electric bilge pump(s) with a minimum total pumping capacity of:

§ 175.200

$$\text{GPM} = 3600 \times A \times \sqrt{H}$$

Where—

GPM = The minimum total pumping capacity in gallons per minute.

A = The area (in square feet) of the largest hull penetration below a line drawn parallel to and at least 6 inches (150 millimeters) above the deepest load waterline.

\sqrt{H} = The square root of the vertical distance in feet from the center of the penetration to the deepest load waterline.

(d) Install in the DUKW amphibious passenger vessel not fewer than 4 independently powered bilge alarms.

(e) Conduct an in-water inspection of the DUKW amphibious passenger vessel after each time a through-hull penetration of such vessel has been removed or uncovered.

(f) Verify through an in-water inspection the watertight integrity of the DUKW amphibious passenger vessel at the outset of each waterborne departure of such vessel.

(g) Install within the passenger compartment LED lights capable of operating underwater that activate automatically to aid with emergency egress.

[USCG–2023–0243, 88 FR 62301, Sept. 11, 2023]

§ 175.200 Gross tonnage as criterion for requirements.

(a) The regulations in this subchapter take into account a vessel's length, passenger capacity, construction, equipment, intended service, and operating area. The criterion for application of this subchapter is the gross tonnage of the vessel. When the Commandant determines that the gross tonnage of a particular vessel, which is attained by exemptions, reductions, or other devices in the basic gross tonnage formulation, will circumvent or be incompatible with the application of specific regulations for a vessel of such physical size, the Commandant will prescribe the regulations to be made applicable to the vessel.

(b) When the Commandant determines that the gross tonnage is not a valid criterion for the use of certain regulations based on the relative size of the vessel, the owner will be informed of the determination and of the regulations applicable to the vessel. The vessel must be brought into compliance with all additional require-

46 CFR Ch. I (10–1–25 Edition)

ments before a Certificate of Inspection is issued.

§ 175.400 Definitions of terms used in this subchapter.

The following terms are used in this subchapter:

Accommodation space means a space (including a space that contains a microwave oven or other low heat appliance with a maximum heating element temperature of less than 121 °C (250 °F)) used as a:

- (1) Public space;
- (2) Hall;
- (3) Dining room and mess room;
- (4) Lounge or cafe;
- (5) Public sales room;
- (6) Overnight accommodation space;
- (7) Barber shop or beauty parlor;
- (8) Office of conference room;
- (9) Washroom or toilet space;
- (10) Medical treatment room or dispensary; or
- (11) Game or hobby room.

Adequate hull protection system means a method of protecting the vessel's hull from corrosion. It includes, as a minimum, either hull coatings and a cathodic protection (CP) system consisting of sacrificial anodes, or an impressed current CP system.

Alternative Hull Examination (AHE) Program means a program in which an eligible vessel may receive an initial and subsequent credit hull examination through a combination of underwater surveys, internal examinations and annual hull condition assessment.

Anniversary date means the day and the month of each year, which corresponds to the date of expiration of the Certificate of Inspection.

Approval series means the first six digits of a number assigned by the Coast Guard to approved equipment. Where approval is based on a subpart of subchapter Q of this chapter, the approval series corresponds to the number of the subpart. A listing of current and formerly approved equipment and materials may be found on the Internet at: <http://cgmix.uscg.mil/equipment>.

Beam or *B* means the maximum width of a vessel from:

- (1) Outside of planking to outside of planking on wooden vessels; and
- (2) Outside of frame to outside of frame on all other vessels.

Bulbous bow means a design of bow in which the forward underwater frames ahead of the forward perpendicular are swelled out at the forefoot into a bulbous formation.

Bulkhead deck means the uppermost deck to which watertight bulkheads and the watertight shell extend.

Cable means single or multiple insulated conductors with an outer protective jacket.

Cargo space means a:

- (1) Cargo hold;
- (2) Refrigerated cargo space;
- (3) A trunk leading to or from a space listed above; or
- (4) A vehicle space.

Coast Guard District Commander or *District Commander* means an officer of the Coast Guard designated as such by the Commandant to command Coast Guard activities within a district.

Coastwise means a route that is not more than 20 nautical miles offshore on any of the following waters:

- (1) Any ocean;
- (2) The Gulf of America;
- (3) The Caribbean Sea;
- (4) The Bering Sea;
- (5) The Gulf of Alaska; or
- (6) Such other similar waters as may be designated by a Coast Guard District Commander.

Cockpit vessel means a vessel with an exposed recess in the weather deck extending not more than one-half of the length of the vessel measured over the weather deck.

Cold water means water where the monthly mean low water temperature is normally 15 degrees Celsius (59 degrees Fahrenheit) or less.

Commandant means the Commandant of the Coast Guard or an authorized Headquarters staff officer designated in § 1.01 of this chapter.;

Consideration means an economic benefit, inducement, right, or profit including pecuniary payment accruing to an individual, person, or entity, but not including a voluntary sharing of the actual expenses of the voyage, by monetary contribution or donation of fuel, food, beverage, or other supplies.

Corrosion-resistant material or *corrosion-resistant* means made of one of the following materials in a grade suitable for its intended use in a marine environment:

- (1) Silver;
- (2) Copper;
- (3) Brass;
- (4) Bronze;
- (5) Aluminum alloys with a copper content of no more than 0.4 percent;
- (6) Copper-nickel;
- (7) Plastics;
- (8) Stainless steel;
- (9) Nickel-copper; or
- (10) A material, which when tested in accordance with ASTM B 117 (incorporated by reference, see 46 CFR 175.600) for 200 hours, does not show pitting, cracking, or other deterioration.

Crew accommodation space means an accommodation space designated for the use of crew members and that passengers are normally not allowed to occupy.;

Custom engineered means, when referring to a fixed gas fire extinguishing system, a system that is designed for a specific space requiring individual calculations for the extinguishing agent volume, flow rate, piping, and similar factors for the space.

Dead cover means a metal cover to close or protect a port light to avoid glass breakage in case of heavy weather.

Distribution panel means an electrical panel that receives energy from the switchboard and distributes the energy to energy consuming devices or other panels.;

Draft means the vertical distance from the molded baseline of a vessel amidships to the waterline.;

Dripproof means enclosed equipment so constructed or protected that falling drops of liquid or solid particles striking the enclosure at any angle from 0 to 15 degrees downward from the vertical do not interfere with the operation of the equipment. A National Electrical Manufacturers Association type 1 enclosure with a dripshield is considered to be dripproof.

Drydock examination means hauling out a vessel or placing a vessel in a drydock or slipway for an examination of all accessible parts of the vessel's underwater body and all through-hull fittings and appurtenances.

DUKW amphibious passenger vessel means a vessel that uses, modifies, or

is derived from the GMC DUKW-353 design, and is operating as a small passenger vessel in waters subject to the jurisdiction of the United States, as defined in 33 CFR 2.38.

Embarkation station means the place on the vessel from which a survival craft is boarded.

Enclosed space means a compartment that is not exposed to the atmosphere when all access and ventilation closures are secured.

Existing OSV means an OSV that was contracted for, or the keel of which was laid, before March 15, 1996.

Existing vessel means a vessel that is not a new vessel.

Exposed waters is a term used in connection with stability criteria and means:

(1) Waters, except the Great Lakes, more than 20 nautical miles from a harbor of safe refuge;

(2) Those portions of the Great Lakes more than 20 nautical miles from a harbor of safe refuge from October 1 of one year through April 15 of the next year (winter season); and

(3) Those waters less than 20 nautical miles from a harbor of safe refuge that the cognizant Officer in Charge, Marine Inspection, determines are not partially protected waters or protected waters because they present special hazards due to weather or other circumstances.

Ferry means a vessel that is used on a regular schedule—

(1) To provide transportation only between places that are not more than 300 miles apart; and

(2) To transport only—

(i) Passengers; or

(ii) Vehicles, or railroad cars, that are being used, or have been used, in transporting passengers or goods.

Fiber reinforced plastic means plastics reinforced with fibers or strands of some other material.

Flash point means the temperature at which a liquid gives off a flammable vapor when heated using the Pensky-Martens Closed Cup Tester method in accordance with ASTM D-93 (incorporated by reference, see 46 CFR 175.600).

Float-free launching or arrangement means that method of launching a survival craft whereby the survival craft

is automatically released from a sinking vessel and is ready for use.

Flush deck vessel means a vessel with a continuous weather deck located at the uppermost sheer line of the hull.

Freeing port means any direct opening through the vessel's bulwark or hull to quickly drain overboard water that has been shipped on exposed decks.

Galley means a space containing appliances with cooking surfaces that may exceed 121 °C (250 °F), such as ovens, griddles, and deep fat fryers.

Great Lakes means a route on the waters of any of the Great Lakes, except that for the purposes of parts 178 and 179 of this subchapter, "Great Lakes" means both the waters of the Great Lakes and of the St. Lawrence River as far east as a straight line drawn from Cap de Rosiers to West Point, Anticosti Island, and west of a line along the 63rd meridian from Anticosti Island to the north shore of the St. Lawrence River.

Gross tonnage and *gross tons* is an indicator of a vessel's approximate volume as determined in accordance with part 69 (Measurement of Vessels) of this chapter and recorded on the vessel's Tonnage Certificate (formerly Certificate of Admeasurement).

Harbor of safe refuge means a port, inlet, or other body of water normally sheltered from heavy seas by land and in which a vessel can navigate and safely moor. The suitability of a location as a harbor of safe refuge shall be determined by the cognizant Officer in Charge, Marine Inspection, and varies for each vessel, dependent on the vessel's size, maneuverability, and mooring gear.

Hazardous condition means any condition that could adversely affect the safety of any vessel, bridge, structure or shore area or the environmental quality of any port, harbor, or navigable water of the United States. This condition could include but is not limited to, fire, explosion, grounding, leaking, damage, illness of a person on board, or a manning shortage.

High seas means all waters that are neither territorial seas (the waters in a belt 3 nautical miles wide, that is adjacent to the coast and seaward of the territorial sea baseline) nor internal

waters of the United States or of any foreign country.

High speed craft means a craft that is operable on or above the water and has characteristics so different from those of conventional displacement ships, to which the existing international conventions, particularly SOLAS, apply, that alternative measures should be used to achieve an equivalent level of safety. In order to be considered a high speed craft, the craft must be capable of a maximum speed equal to or exceeding $V = 3.7 \times \text{displ}^{.1667}$, where “V” is the maximum speed and “displ” is the vessel displacement corresponding to the design waterline in cubic meters.

Ignition source means an internal combustion engine regardless of horsepower or continuously running electrical motors without overload protection or other run-limiting devices. Properly installed electrical wire or cabling with associated connections and outlets must not be considered an ignition source.

Independent laboratory means a laboratory accepted under part 159, Subpart 159.010 of this chapter.

Inflatable survival craft or “inflatable life jacket” means one that depends upon nonrigid, gas-filled chambers for buoyancy, and which is normally kept uninflated until ready to use.

Internal structural examination means an examination of the vessel while afloat or in drydock and consists of a complete examination of the vessel’s main strength members, including the major internal framing, the hull plating, voids, and ballast tanks, but not including cargo, sewage, or fuel oil tanks.

International voyage means a voyage between a country to which SOLAS applies and a port outside that country. A country, as used in this definition, includes every territory for the international relations of which a contracting government to the convention is responsible or for which the United Nations is the administering authority. For the U.S., the term “territory” includes the Commonwealth of Puerto Rico, all possessions of the United States, and all lands held by the United States under a protectorate or mandate. For the purposes of this subchapter, vessels are not considered as

being on an “international voyage” when solely navigating the Great Lakes and the St. Lawrence River as far east as a straight line drawn from Cap des Rosiers to West Point, Anticosti Island and, on the north side of Anticosti Island, the 63rd meridian.

Isolated space means a closed, watertight space infrequently accessed by the crew while the vessel is in operation. Examples of these spaces are the fore-peak spaces, lazarettes, and spaces with unattended continuously running electrical motors. Small, non-watertight compartments visible to the crew and passengers such as storage lockers under the operating station or passenger seating areas, are not considered isolated spaces.

Lakes, bays, and sounds means a route on any of the following waters:

- (1) A lake other than the Great Lakes;
- (2) A bay;
- (3) A sound; or
- (4) Such other similar waters as may be designated by a Coast Guard District Commander.

Launching appliance means a device for transferring a survival craft or rescue boat from its stowed position safely to the water. For a launching appliance using a davit, the term includes the davit, winch, and falls.

Length when used in terms of the vessel’s length (excluding bow sprits, bumpkins, rudders, outboard motor brackets, handles, and other similar fittings, attachments, and extensions), means:

- (1) The length listed on the vessel’s Certificate of Documentation issued under the provisions of part 67 (Documentation of Vessels) of this chapter or Certificate of Number issued under the provisions of 33 CFR part 173, subpart B (Numbering); or
- (2) For a vessel that does not have a Certificate of Documentation or a Certificate of Number, the “registered length” as defined in §69.53 in subchapter G of this chapter or, for a vessel that is less than 24 meters (79 feet) in overall length and is measured using simplified admeasurement, the registered length as defined in §69.203 in subchapter G of this chapter; or
- (3) For the purposes of part 179 of this subchapter, the “length” of a vessel

with a bulbous bow means the larger of the length as defined in the first paragraph of this definition or the straight line horizontal measurement from the forwardmost tip of the bulbous bow to the aftermost part of the vessel measured parallel to the centerline.

Length between perpendiculars or *LBP* means the horizontal distance measured between perpendiculars taken at the forwardmost and aftermost points on the waterline corresponding to the deepest operating draft.

Limited coastwise means a route that is not more than 20 nautical miles from a harbor of safe refuge.

Listed means equipment or materials included in a list published by an organization that is an accepted independent laboratory, as defined in 46 CFR 159.010, or a nationally recognized testing laboratory, as set forth in 29 CFR 1910.7, whose listing states that either the equipment or material meets appropriate designated standards.

Machinery space means a space including a trunk, alleyway, stairway, or duct to such a space, that contains:

- (1) Propulsion machinery of any type;
- (2) Steam or internal combustion machinery;
- (3) Oil transfer equipment;
- (4) Electrical motors of more than 10 hp;
- (5) Refrigeration equipment;
- (6) One or more oil-fired boilers or heaters; or
- (7) Electrical generating machinery.

Main transverse watertight bulkhead means a transverse bulkhead that must be maintained watertight in order for the vessel to meet the damage stability and subdivision requirements of this subchapter.

Major conversion means a conversion of a vessel that, as determined by the Commandant:

- (1) Substantially changes the dimensions or carrying capacity of the vessel;
- (2) Changes the type of vessel;
- (3) Substantially prolongs the life of the vessel; or
- (4) Otherwise so changes the vessel that it is essentially a new vessel.

Marine inspector or *inspector* means any civilian employee or military member of the Coast Guard assigned by an Officer in Charge, Marine Inspec-

tion, or the Commandant to perform duties with respect to the inspection, enforcement, and administration of vessel safety and navigation laws and regulations.

Master means the individual having command of the vessel and who is the holder of a valid merchant mariner credential that authorized the individual to serve as master of a small passenger vessel.

Means of escape means a continuous and unobstructed way of exit travel from any point in a vessel to an embarkation station. A means of escape can be both vertical and horizontal, and include doorways, passageways, stairtowers, stairways, and public spaces. Cargo spaces, machinery spaces, rest rooms, hazardous areas determined by the cognizant Officer in Charge Marine Inspection, escalators, and elevators must not be any part of the means of escape.

Nationally recognized testing laboratory or *NRTL* means an organization that the Occupational Safety and Health Administration (OSHA) has recognized as meeting the requirements in 29 CFR 1910.7.

New OSV means an OSV—

- (1) That was contracted for, or the keel of which was laid, on or after March 15, 1996; or
- (2) That underwent a major conversion initiated on or after March 15, 1996.

New vessel means a vessel:

- (1) The initial construction of which began on or after March 11, 1996;
- (2) Which was issued an initial Certificate of Inspection on or after September 11, 1996;
- (3) Which underwent a major conversion that was initiated on or after March 11, 1996; or
- (4) Which underwent a major conversion that was completed and for which an amended Certificate of Inspection was issued on or after September 11, 1996.

Noncombustible material means any material approved in accordance with § 164.009 in subchapter Q, of this chapter or other standard specified by the Commandant.

Non-self-propelled vessel means a vessel that does not have installed means

of propulsion, including propulsive machinery, masts, spars, or sails.

Oceans means a route that is more than 20 nautical miles offshore on any of the following waters:

- (1) Any ocean;
- (2) The Gulf of America;
- (3) The Caribbean Sea;
- (4) The Bering Sea;
- (5) The Gulf of Alaska; or
- (6) Such other similar waters as may be designated by a Coast Guard District Commander.

Officer In Charge, Marine Inspection, or OCMI means an officer of the Coast Guard designated as such by the Commandant and who, under the direction of the Coast Guard District Commander, is in charge of a marine inspection zone, described in part 1 of this chapter, for the performance of duties with respect to the inspection, enforcement, and administration of vessel safety and navigation laws and regulations. The “cognizant OCMI” is the OCMI that has immediate jurisdiction over a vessel for the purpose of performing the duties previously described.

Offshore supply vessel (OSV) means a vessel that—

- (1) Is propelled by machinery other than steam;
- (2) Is of above 15 gross tons and of less than 500 gross tons (as measured under the Standard, Dual, or Simplified Measurement System under part 69, subpart C, D, or E, of this chapter), or is less than 6,000 gross tons (as measured under the Convention Measurement System under part 69, subpart B, of this chapter); and
- (3) Regularly carries goods, supplies, or equipment in support of exploration, exploitation, or production of offshore mineral or energy resources.

Open boat means a vessel not protected from entry of water by means of a complete weathertight deck, or by a combination of a partial weathertight deck and superstructure that is structurally suitable for the waters upon which the vessel operates.

Open deck means a deck that is permanently open to the weather on one or more sides and, if covered, any spot on the overhead is less than 4.5 meters (15 feet) from the nearest opening to the weather.

Open to the atmosphere means a compartment that has at least 0.342 square meters of open area directly exposed to the atmosphere for each cubic meter (15 square inches for each cubic foot) of net compartment volume.

Operating station means the principal steering station on the vessel from which the individual on duty normally navigates the vessel.

Overnight accommodations or overnight accommodation space means an accommodation space for use by passengers or by crew members, which has one or more berths, including beds or bunks, for passengers or crew members to rest for extended periods. Staterooms, cabins, and berthing areas are normally overnight accommodation spaces. Overnight accommodations do not include spaces that contain only seats, including reclining seats.

Partially enclosed space means a compartment that is neither open to the atmosphere nor an enclosed space.

Partially protected waters is a term used in connection with stability criteria and means:

- (1) Waters not more than 20 nautical miles from the mouth of a harbor of safe refuge, unless determined by the cognizant OCMI to be exposed waters;
- (2) Those portions of rivers, estuaries, harbors, lakes, and similar waters that the cognizant OCMI determines not to be protected waters; and
- (3) Waters of the Great Lakes from April 16 through September 30 of the same year (summer season).

Passenger means an individual carried on a vessel, except:

- (1) The owner or an individual representative of the owner, or in the case of a vessel under charter, an individual charterer or individual representative of the charterer;
- (2) The master; or
- (3) A member of the crew engaged in the business of the vessel who has not contributed consideration for carriage and who is paid for on board services.

Passenger accommodation space means an accommodation space designated for the use of passengers.

Passenger for hire means a passenger for whom consideration is contributed as a condition of carriage on the vessel, whether directly or indirectly flowing to the owner, charterer, operator,

agent, or any other person having an interest in the vessel.

Pilothouse control means that controls to start and stop the engines and control the direction and speed of the propeller of the vessel are located at the operating station.

Piping system includes piping, fittings, and appurtenances as described in § 56.07–5 in subchapter F of this chapter.

Pontoon vessel means any vessel having two or more watertight hulls, which are structurally independent from the vessel's deck or cross structure.

Port light means a hinged glass window, generally circular, in a vessel's side or deckhouse for light and ventilation.

Protected waters is a term used in connection with stability criteria and means sheltered waters presenting no special hazards such as most rivers, harbors, and lakes, and that is not determined to be exposed waters or partially protected waters by the cognizant OCMI.

Pre-engineered means, when referring to a fixed gas fire extinguishing system, a system that is designed and tested to be suitable for installation without modification as a complete unit in a space of a set volume, regardless of the specific design of the vessel on which it is installed.

Remotely operated vehicle (ROV) team, at a minimum, consist of an ROV operator, a non-destructive testing inspector, an ROV tender or mechanic, and a team supervisor who is considered by the Officer in Charge, Marine Inspection (OCMI), have the appropriate training and experience to perform the survey and to safely operate the ROV in an effective manner. The team must also have a hull-positioning technician present. This position may be assigned to a team member already responsible for another team duty.

Rivers means a route on any of the following waters:

- (1) A river;
- (2) A canal; or
- (3) Such other similar waters as may be designated by a Coast Guard District Commander.

Sailing vessel means a vessel principally equipped for propulsion by sail

even if the vessel has an auxiliary means of propulsion.

Scantlings means the dimensions of all structural parts such as frames, girders, and plating, used in building a vessel.

Scupper means a pipe or tube of at least 30 millimeters (1.25 inches) in diameter leading down from a deck or sole and through the hull to drain water overboard.

Self-bailing cockpit means a cockpit, with watertight sides and floor (sole), which is designed to free itself of water by gravity drainage through scuppers.

Shallow water is an ascertained water depth at which the uppermost deck(s) of a sunken vessel remain above the water's surface. The determination of the water's depth is made by the Officer in Charge, Marine Inspection (OCMI) who considers the vessel's stability (passenger heeling moment), the contour of the hull, the composition of the river bottom, and any other factors that would tend to prevent a vessel from resting an even keel.

Ship's service loads means services necessary for maintaining the vessel in normal operational and habitable conditions. These loads include, but are not limited to, safety, lighting, ventilation, navigational, and communications loads.

Short international voyage means an international voyage where:

- (1) The vessel is not more than 200 nautical miles from a port or place in which the passengers and crew could be placed in safety; and
- (2) The total distance between the last port of call in the country in which the voyage began and the final port of destination does not exceed 600 nautical miles.

Stairway means an inclined means of escape between two decks.

Steel or equivalent material means steel or any noncombustible material that, by itself or due to insulation provided, has structural and integrity properties equivalent to steel at the end of the standard fire test.

Submersible vessel means a vessel that is capable of operating below the surface of the water.

Survival craft means a lifeboat, rigid liferaft, inflatable liferaft, life float, inflatable buoyant apparatus, buoyant

apparatus, or a small boat carried aboard a vessel in accordance with § 180.200(b) of this subchapter.

Switchboard means an electrical panel that receives power from a generator, battery, or other electrical power source and distributes power directly or indirectly to all equipment supplied by the generating plant.

Third party examiner means an entity:

(1) With a thorough knowledge of diving operations, including diving limitations as related to diver safety and diver supervision;

(2) Having a familiarity with, but not limited to, the following—

(i) The camera used during the AHE; and

(ii) The NDT equipment used during the AHE, including the effect of water clarity, and marine growth in relation to the quality of the readings obtained;

(3) Having a familiarity with the communications equipment used during the AHE;

(4) Possessing the knowledge of vessel structures, design features, nomenclature, and the applicable AHE regulations; and

(5) Able to present the Officer in Charge, Marine Inspection, with evidence of formal training, demonstrated ability, past acceptance, or a combination of these.

Total test weight means the weight used to simulate heeling and trimming moments when a simplified stability test is performed in accordance with § 178.330 or § 178.340 of this subchapter.

Trunk means a vertical shaft or duct for the passage of pipes, wires, or other devices except that for the purposes of part 179 of this chapter, “trunk” means a large enclosed passageway through any deck or bulkhead of a vessel.

Underwater Survey in Lieu of Drydocking (UWILD) means a program in which an eligible vessel may alternate between an underwater survey and the required drydock examinations.

Variable load means the weight of all items brought on board a vessel for which explicit account is not made in approved stability calculations, including but not limited to, personal effects, carry-on items, luggage, and equipment of any kind.

Vehicle space means a space not on an open deck, for the carriage of motor vehicles with fuel in their tanks, into and from which such vehicles can be driven and to which passengers have access.

Vessel includes every description of watercraft or other artificial contrivance, used or capable of being used as a means of transportation on water.

Vessel of the United States means a vessel documented or numbered under the laws of the United States, the states of the United States, Guam, Puerto Rico, the Virgin Islands, American Samoa, the District of Columbia, the Northern Mariana Islands, and any other territory or possession of the United States.

Warm water means water where the monthly mean low water temperature is normally more than 15 degrees Celsius (59 degrees Fahrenheit).

Watertight means designed and constructed to withstand a static head of water without any leakage, except that “watertight” for the purposes of electrical equipment means enclosed so that water does not enter the equipment when a stream of water from a hose with a nozzle one inch in diameter that delivers at least 246 liters (65 gallons) per minute is sprayed on the enclosure from any direction from a distance of ten feet for five minutes.

Weather deck means a deck that is partially or completely exposed to the weather from above or from at least two sides, except that for the purposes of parts 178 and 179 of this chapter, “weather deck” means the uppermost deck exposed to the weather to which a weathertight sideshell extends.

Weathertight means that water will not penetrate in any sea condition, except that “weathertight equipment” means equipment constructed or protected so that exposure to a beating rain will not result in the entrance of water.

Well deck vessel means a vessel with a weather deck fitted with solid bulwarks that impede the drainage of water over the sides or a vessel with an exposed recess in the weather deck extending more than one-half of the length of the vessel measured over the weather deck.

§ 175.540

Wire means an individual insulated conductor without an outer protective jacket.

Wood vessel means, for the purposes of subdivision and lifesaving equipment requirements in this subchapter, a traditionally-built, plank-on-frame vessel, where mechanical fasteners (screws, nails, trunnels) are used to maintain hull integrity.

Work space means a space, not normally occupied by a passenger, in which a crew member performs work and includes, but is not limited to, a galley, operating station, or machinery space.

[CGD 85-080, 61 FR 947, Jan. 10, 1996; 61 FR 20557, May 7, 1996]

EDITORIAL NOTE: For FEDERAL REGISTER citations affecting § 175.400, see the List of CFR Sections Affected, which appears in the Finding Aids section of the printed volume and at www.govinfo.gov.

§ 175.540 Equivalents.

(a) The Commandant may approve any arrangement, fitting, appliance, apparatus, equipment, calculation, information, or test, which provides a level of safety equivalent to that established by specific provisions of this subchapter. Requests for approval must be submitted to the Marine Safety Center via the cognizant OCMI. If necessary, the Marine Safety Center may require engineering evaluations and tests to demonstrate the equivalence of the substitute.

(b) The Commandant may accept compliance by a high speed craft with the provisions of the International Maritime Organization (IMO) "Code of Safety for High Speed Craft" as an equivalent to compliance with applicable requirements of this subchapter. Requests for a determination of equivalency for a particular vessel must be submitted to the Marine Safety Center via the cognizant OCMI.

(c) The Commandant may approve a novel lifesaving appliance or arrangement as an equivalent if it has performance characteristics at least equivalent to the appliance or arrangement required under this part, and:

(1) Is evaluated and tested under IMO Resolution A. 520(13) (incorporated by reference, see 46 CFR 175.600); or

46 CFR Ch. I (10-1-25 Edition)

(2) Has successfully undergone an evaluation and tests that are substantially equivalent to those recommendations.

(d) The Commandant may accept alternative compliance arrangements in lieu of specific provisions of the International Safety Management (ISM) Code (IMO Resolution A.741(18)) for the purpose of determining that an equivalent safety management system is in place on board a vessel. The Commandant will consider the size and corporate structure of a vessel's company when determining the acceptability of an equivalent system. Requests for determination of equivalency must be submitted to Commandant (CG-CVC) via the cognizant OCMI.

[CGD 85-080, 61 FR 947, Jan. 10, 1996; 61 FR 24464, May 15, 1996, as amended by CGD 95-073, 62 FR 67515, Dec. 24, 1997; USCG-2003-16630, 73 FR 65203, Oct. 31, 2008; USCG-2009-0702, 74 FR 49240, Sept. 25, 2009; USCG-2012-0832, 77 FR 59788, Oct. 1, 2012]

§ 175.550 Special consideration.

In applying the provisions of this subchapter, the OCMI may give special consideration to authorizing departures from the specific requirements when unusual circumstances or arrangements warrant such departures and an equivalent level of safety is provided. The OCMI of each marine inspection zone in which the vessel operates must approve any special consideration granted to a vessel.

§ 175.560 Appeals.

Any person directly affected by a decision or action taken under this subchapter, by or on behalf of the Coast Guard, may appeal therefrom in accordance with § 1.03 in subchapter A of this chapter.

§ 175.600 Incorporation by reference.

(a) Certain material is incorporated by reference into this subchapter with the approval of the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. All approved material is available for inspection at the U.S. Coast Guard, Office of Design and Engineering Standards (CG-ENG), 2703 Martin Luther King Jr. Avenue SE., Stop 7509, Washington, DC 20593-7509, and is available from the

sources listed below. It is also available for inspection at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030 or go to http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

(b) American Boat and Yacht Council (ABYC), 613 Third St., Suite 10, Annapolis, MD 21403, 410-990-4460, <http://www.abycinc.org>.

(1) A-1-93, Marine Liquefied Petroleum Gas (LPG) Systems (“ABYC A-1”), IBR approved for §184.240(a), (c), (d), and (g).

(2) A-3-93, Galley Stoves (“ABYC A-3”), IBR approved for §184.200.

(3) A-7-70, Boat Heating Systems (“ABYC A-7”), IBR approved for §184.200.

(4) A-16-89, Electric Navigation Lights (“ABYC A-16”), IBR approved for §183.130(a).

(5) A-22-93, Marine Compressed Natural Gas (CNG) Systems (“ABYC A-22”), IBR approved for §184.240(b) through (e).

(6) E-8, Alternating Current (AC) Electrical Systems on Boats, July 2001 (“ABYC E-8”), IBR approved for §§183.130(a) and 183.340(b).

(7) E-9, Direct Current (DC) Electrical Systems on Boats (May 28, 1990) (“ABYC E-9”), IBR approved for §§183.130(a) and 183.340(b).

(8) H-2-89, Ventilation of Boats Using Gasoline (“ABYC H-2”), IBR approved for §§182.130 and 182.460(m).

(9) H-22-86, DC Electric Bilge Pumps Operating Under 50 Volts (“ABYC H-22”), IBR approved for §§182.130 and 182.500(b).

(10) H-24-93, Gasoline Fuel Systems (“ABYC H-24”), IBR approved for §§182.130, 182.440(d), 182.445, 182.450(f) and 182.455(c).

(11) H-25-94, Portable Gasoline Fuel Systems for Flammable Liquids (“ABYC H-25”), IBR approved for §§182.130 and 182.458(b).

(12) H-32-87, Ventilation of Boats Using Diesel Fuel (“ABYC H-32”), IBR approved for §§182.130, 182.465(i) and 182.470(c).

(13) H-33-89, Diesel Fuel Systems (“ABYC H-33”), IBR approved for

§§182.130, 182.440(d), 182.445(f), 182.450(f) and 182.455(c).

(14) P-1-93, Installation of Exhaust Systems for Propulsion and Auxiliary Engines (“ABYC P-1”), IBR approved for §§177.405(b), 177.410(c), 182.130, 182.425(c), and 182.430(k).

(15) P-4-89, Marine Inboard Engines (“ABYC P-4”), IBR approved for §§182.130 and 182.420(b) and (d).

(c) American Bureau of Shipping (ABS), ABS Plaza, 16855 Northchase Drive, Houston, TX 77060, 281-877-5800, <http://www2.eagle.org>.

(1) Guide for High Speed Craft, 1997 (“ABS High Speed Craft”), IBR approved for §177.300(c) and (d).

(2) Rules for Building and Classing Aluminum Vessels, 1975 (“ABS Aluminum Vessel Rules”), IBR approved for §177.300(d).

(3) Rules for Building and Classing Reinforced Plastic Vessels, 1978 (“ABS Plastic Vessel Rules”), IBR approved for §177.300(c).

(4) Rules for Building and Classing Steel Vessels, 1995 (“ABS Steel Vessel Rules”), IBR approved for §183.360(b).

(5) Rules for Building and Classing Steel Vessels Under 61 Meters (200 feet) in Length, 1983 (“ABS Steel Vessel Rules (≤61 Meters)”), IBR approved for §177.300.

(6) Rules for Building and Classing Steel Vessels for Service on Rivers and Intracoastal Waterways, 1995 (“ABS Steel Vessel Rules (Rivers/Intracoastal)”), IBR approved for §177.300(e).

(d) American National Standards Institute (ANSI), 25 West 43rd St., New York, NY 10036, 212-642-4900, <http://www.ansi.org>.

(1) A 17.1-1984, including supplements A 17.1a and B-1985, Safety Code for Elevators and Escalators (“ANSI A 17.1”), IBR approved for §183.540.

(2) B 31.1-1986, Code for Pressure Piping, Power Piping (“ANSI B 31.1”), IBR approved for §182.710(c).

(3) Motor Vehicles Operating on Land Highways (“ANSI Z 26.1”), IBR approved for §177.1030(b).

(e) ASTM International, 100 Barr Harbor Drive, P.O. Box C700, West Conshohocken, PA 19428, 877-909-2786, <http://www.astm.org>.

(1) ASTM B 96-93, Standard Specification for Copper-Silicon Alloy Plate,

Sheet, Strip, and Rolled Bar for General Purposes and Pressure Vessels (“ASTM B 96”), IBR approved for §182.440(a).

(2) ASTM B 117–97, Standard Practice for Operating Salt Spray (Fog) Apparatus (“ASTM B 117”), IBR approved for §175.400.

(3) ASTM B 122/B 122M–95, Standard Specification for Copper-Nickel-Tin Alloy, Copper-Nickel-Zinc Alloy (Nickel Silver), and Copper-Nickel Alloy Plate, Sheet, Strip and Rolled Bar (“ASTM B 122”), IBR approved for §182.440(a).

(4) ASTM B 127–98, Standard Specification for Nickel-Copper Alloy (UNS N04400) Plate, Sheet, and Strip (“ASTM B 127”), IBR approved for §182.440(a).

(5) ASTM B 152–97a, Standard Specification for Copper Sheet, Strip, Plate, and Rolled Bar (“ASTM B 152”), IBR approved for §182.440(a).

(6) ASTM B 209–96, Standard Specification for Aluminum and Aluminum-Alloy Sheet and Plate (“ASTM B 209”), IBR approved for §182.440(a).

(7) ASTM D 93–97, Standard Test Methods for Flash Point by Pensky-Martens Closed Cup Tester (“ASTM D 93”), IBR approved for §175.400.

(8) ASTM D 635–97, Standard Test Method for Rate of Burning and or Extent and Time of Burning of Self-Supporting Plastics in a Horizontal Position (“ASTM D 635”), IBR approved for §182.440(a).

(9) ASTM D 2863–95, Standard Method for Measuring the Minimum Oxygen Concentration to Support Candle-Like Combustion of Plastics (Oxygen Index) (“ASTM D 2863”), IBR approved for §182.440(a).

(10) ASTM E 84–98, Standard Test Method for Surface Burning Characteristics of Building Materials (“ASTM E 84”), IBR approved for §177.410(a) and (b).

(f) DLA Document Services, Building 4D, 700 Robbins Avenue, Philadelphia, PA 19111, <http://quicksearch.dla.mil>.

(1) Military Specification MIL–P–21929C, Plastic Material, Cellular Polyurethane, Foam-in-Place, Rigid (2 and 4 pounds per cubic foot), 1991 (“NPFCL MIL–P–21929C”), IBR approved for §179.240(b).

(2) Military Specification MIL–R–21607E(SH), Resins, Polyester, Low Pressure Laminating, Fire Retardant (“NPFCL MIL–R–21607E(SH)”), 1990 IBR approved for §177.410.

(g) Institute of Electrical and Electronics Engineers, Inc. (IEEE), IEEE Service Center, 445 Hoes Lane, Piscataway, NJ 08854, 800–678–4333, <http://www.ieee.org>.

(1) Standard 45–1977, Recommended Practice for Electrical Installations on Shipboard (“IEEE 45–1977”), IBR approved for §183.340(o).

(2) [Reserved]

(h) International Maritime Organization (IMO) Publishing, 4 Albert Embankment, London SE1 7SR, United Kingdom, +44 (0)20 7735 7611, <http://www.imo.org>.

(1) Resolution A.520(13), Code of Practice for the Evaluation, Testing and Acceptance of Prototype Novel Life-Saving Appliances and Arrangements, dated 17 November 1983 (“IMO Resolution A.520(13)”), IBR approved for §175.540(c).

(2) Resolution A.658(16), Use and Fitting of Retro-Reflective Materials on Life-Saving Appliances, dated 20 November 1989 (“IMO Resolution A.658(16)”), IBR approved for §185.604(h) and (i).

(3) Resolution A.688(17), Fire Test Procedures For Ignitability of Bedding Components (“IMO Resolution A.688(17)”), dated 6 November 1991, IBR approved for §177.405(g).

(4) Resolution A.760(18), Symbols Related to Life-Saving Appliances and Arrangements (“IMO Resolution A.760(18)”), dated 17 November 1993, IBR approved for §185.604(f).

(5) International Convention for the Safety of Life at Sea (SOLAS), as amended, Consolidated Edition, 2009, including Erratum, IBR approved for §177.420.

(i) International Organization for Standardization (ISO), Case postale 56, CH–1211 Geneva 20, Switzerland, +41 22 749 01 11, <http://www.iso.org>.

(1) ISO 8846, Small Craft-Electrical Devices-Protection Against Ignition of Surrounding Flammable Gases, December 1990 (“ISO 8846”), IBR approved for §182.500(b).

(2) ISO 8849, Small Craft-Electrically Operated Bilge Pumps, December 15,

1990 (“ISO 8849”), IBR approved for §182.500(b).

(j) Lloyd’s Register of Shipping, 71 Fenchurch Street, London EC3M 4BS, +44 (0)20 7709 9166, <http://www.lr.org>.

(1) Rules and Regulations for the Classification of Yachts and Small Craft, as amended through 1983 (“Lloyd’s Yachts and Small Craft”), IBR approved for §177.300(a).

(2) [Reserved]

(k) National Fire Protection Association (NFPA), 1 Batterymarch Park, Quincy, MA 02169, 617-770-3000, <http://www.nfpa.org>.

(1) NFPA 10, Standard for Portable Fire Extinguishers, 2010 Edition, effective December 5, 2009, IBR approved for §176.810(b).

(2) NFPA 17–1994, Dry Chemical Extinguishing Systems, 1994 Edition, IBR approved for §181.425(b).

(3) NFPA 17A–1994, Wet Chemical Extinguishing Systems, 1994 Edition, IBR approved for §181.425(b).

(4) NFPA 70–1996, National Electrical Code (NEC), 1996 Edition, IBR approved for §§183.320(d) and (e), 183.340(d) and (o), and 183.372(c).

(5) NFPA 302–1994, Pleasure and Commercial Motor Craft, Chapter 6, 1994 Edition, IBR approved for §§184.200 and 184.240(a) through (c), (d) and (h).

(6) NFPA 306–1993, Control of Gas Hazards on Vessels, 1993 Edition, IBR approved for §176.710(a).

(7) NFPA 1963–1989, Fire Hose Connections, 1989 Edition, IBR approved for §181.320(b).

(1) Society of Automotive Engineers (SAE), 400 Commonwealth Drive, Warrendale, PA 15096, 724-776-4841, <http://www.sae.org>.

(1) SAE J-1475, Hydraulic Hose Fittings For Marine Applications, 1984 (“SAE J-1475”), IBR approved for §182.720(e).

(2) SAE J-1928, Devices Providing Backfire Flame Control for Gasoline Engines in Marine Applications, August 1989 (“SAE J-1928”), IBR approved for §182.415(c).

(3) SAE J-1942, Hose and Hose Assemblies for Marine Applications, 1992 (“SAE J-1942”), IBR approved for §182.720(e).

(m) UL (formerly Underwriters Laboratories), 12 Laboratory Drive, P.O.

Box 13995, Research Triangle Park, NC 27709, 919-549-1400, <http://www.ul.com>.

(1) UL 19—Standard for Safety for Lined Fire Hose and Hose Assemblies, Twelfth Edition, approved November 30, 2001, IBR approved for §181.320(b).

(2) UL 174–1989, as amended through June 23, 1994, Household Electric Storage Tank Heaters (“UL 174”), IBR approved for §182.320(a).

(3) UL 217–1998, Single and Multiple Station Smoke Detectors (“UL 217”), IBR approved for §181.450(a).

(4) UL 486A–1992, Wire Connectors and Soldering Lugs For Use With Copper Conductors (“UL 486A”), IBR approved for §183.340(i).

(5) UL 489–1995, Molded-Case Circuit Breakers and Circuit Breaker Enclosures (“UL 489”), IBR approved for §183.380(m).

(6) UL 595–1991, Marine Type Electric Lighting Fixtures (“UL 595”), IBR approved for §183.410(d).

(7) UL 710–1990, as amended through September 16, 1993, Exhaust Hoods For Commercial Cooking Equipment (“UL 710”), IBR approved for §181.425(a).

(8) UL 1058–1989, as amended through April 19, 1994, Halogenated Agent Extinguishing System Units (“UL 1058”), IBR approved for §181.410(g).

(9) UL 1102–1992, Non integral Marine Fuel Tanks (“UL 1102”), IBR approved for §182.440(a).

(10) UL 1110–1988, as amended through May 16, 1994, Marine Combustible Gas Indicators (“UL 1110”), IBR approved for §182.480(a).

(11) UL 1111–1988, Marine Carburetor Flame Arresters (“UL 1111”), IBR approved for §182.415(c).

(12) UL 1113, Electrically Operated Pumps for Nonflammable Liquids, Marine, Third Edition (Sep. 4, 1997) (“UL 1113”), IBR approved for §182.520(e).

(13) UL 1453–1988, as amended through June 7, 1994, Electric Booster and Commercial Storage Tank Water Heaters (“UL 1453”), IBR approved for §182.320(a).

(14) UL 1570–1995, Fluorescent Lighting Fixtures (“UL 1570”), IBR approved for §183.410(d).

(15) UL 1571–1995, Incandescent Lighting Fixtures (“UL 1571”), IBR approved for §183.410(d).

§ 175.800

(16) UL 1572-1995, High Intensity Discharge Lighting Fixtures (“UL 1572”), IBR approved for §183.410(d).

(17) UL 1573-1995, Stage and Studio Lighting Units (“UL 1573”), IBR approved for §183.410(d).

(18) UL 1574-1995, Track Lighting Systems (“UL 1574”), IBR approved for §183.410(d).

[USCG-2012-0196, 81 FR 48296, July 22, 2016]

§ 175.800 Approved equipment and material.

(a) Equipment and material that is required by this subchapter to be approved or of an approved type, must have been manufactured and approved in accordance with the design and testing requirements in subchapter Q (Equipment, Construction, and Materials: Specifications and Approval) of this chapter or as otherwise specified by the Commandant.

(b) Coast Guard publication COMDTINST M16714.3 (Series) “Equipment Lists, Items Approved, Certificated or Accepted under Marine Inspection and Navigation Laws” lists approved equipment by type and manufacturer. COMDTINST M16714.3 (Series) may be obtained from New Orders, Superintendent of Documents, P.O. Box 371954, Pittsburgh, PA 15250-7954.

[CGD 85-080, 61 FR 947, Jan. 10, 1996, as amended at 62 FR 51355, Sept. 30, 1997]

§ 175.900 OMB control numbers.

(a) *Purpose.* This section lists the control numbers assigned to information collection and recordkeeping requirements in this subchapter by the Office of Management and Budget (OMB) pursuant to the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 *et seq.*). The Coast Guard intends that this section comply with the requirements of 44 U.S.C. 3507(f) which requires that agencies display a current control number assigned by the Director of OMB for each approved agency information collection requirement.

(b) *Display.*

| 46 CFR Section where identified | Current OMB Control Number |
|---------------------------------|----------------------------|
| 176.105(a) | 1625-0057 |
| 176.202 | 1625-0057 |
| 176.204 | 1625-0057 |
| 176.302 | 1625-0057 |
| 176.306 | 1625-0057 |

46 CFR Ch. I (10-1-25 Edition)

| 46 CFR Section where identified | Current OMB Control Number |
|---------------------------------|----------------------------|
| 176.310 | 1625-0057 |
| 176.500(a) | 1625-0057 |
| 176.612 | 1625-0057 |
| 176.700 | 1625-0057 |
| 176.704 | 1625-0057 |
| 176.710 | 1625-0057 |
| 176.810(b) | 1625-0057 |
| 176.920(c) | 1625-0057 |
| 176.930 | 1625-0057 |
| 177.202 | 1625-0057 |
| 177.315 | 1625-0057 |
| 177.330 | 1625-0057 |
| 177.335 | 1625-0057 |
| 177.340 | 1625-0057 |
| 178.210 | 1625-0057 |
| 178.220 | 1625-0057 |
| 178.230 | 1625-0057 |
| 181.610 | 1625-0057 |
| 182.460(e) | 1625-0057 |
| 182.610(f) | 1625-0057 |
| 183.220(d) | 1625-0057 |
| 183.320 (d) and (e) | 1625-0057 |
| 184.420 | 1625-0057 |
| 184.506 | 1625-0057 |
| 185.202 | 1625-0001 |
| 185.206 | 1625-0001 |
| 185.208 | 1625-0057 |
| 185.220 | 1625-0057 |
| 185.230 | 1625-0057 |
| 185.280 | 1625-0057 |
| 185.340(c) | 1625-0057 |
| 185.402 | 1625-0057 |
| 185.420 | 1625-0057 |
| 185.502 | 1625-0057 |
| 185.503 | 1625-0057 |
| 185.504 | 1625-0057 |
| 185.506 | 1625-0057 |
| 185.510 | 1625-0057 |
| 185.514 | 1625-0057 |
| 185.516 | 1625-0057 |
| 185.518 | 1625-0057 |
| 185.520 | 1625-0057 |
| 185.524 | 1625-0057 |
| 185.602 | 1625-0057 |
| 185.604 | 1625-0057 |
| 185.606 | 1625-0057 |
| 185.608 | 1625-0057 |
| 185.610 | 1625-0057 |
| 185.612 | 1625-0057 |
| 185.702 | 1625-0057 |
| 185.704(c) | 1625-0057 |
| 185.728(c) | 1625-0057 |

[CGD 85-080, 61 FR 947, Jan. 10, 1996, as amended by USCG-2004-18884, 69 FR 58351, Sept. 30, 2004]

PART 176—INSPECTION AND CERTIFICATION

Subpart A—General Provisions; Certificate of Inspection

- Sec.
- 176.1 Preemptive effect.
- 176.2-176.99 [Reserved]
- 176.100 When required.
- 176.103 Description.
- 176.105 How to obtain or renew.