AUTHENTICATED
U.S. GOVERNMENT
INFORMATION
GPO

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, ABS Plaza, 16855 Northchase Drive, Houston, TX 77060.

(b) These standards may also be examined at Coast Guard Headquarters. Contact Commandant (CG–CVC), Attn: Office of Commercial Vessel Compliance, U.S. Coast Guard Stop 7501, 2703 Martin Luther King Jr. Avenue SE., Washington, DC 20593–7501. The standards are also available at the Office of any Coast Guard District Commander or Officer in Charge, Marine Inspection.

[CGFR 67–83, 33 FR 1113, Jan. 27, 1968, as amended by CGD 88–070, 53 FR 34538, Sept. 7, 1988; 53 FR 37570, Sept. 27, 1988; 53 FR 44011, Nov. 1, 1988; CGD 95–072, 60 FR 50469, Sept. 29, 1995; CGD 96–041, 61 FR 50735, Sept. 27, 1996; USCG–2000–7790, 65 FR 58465, Sept. 29, 2000; USCG–2009–0702, 74 FR 49240, Sept. 25, 2009; USCG–2012–0832, 77 FR 59789, Oct. 1, 2012; USCG–2013–0671, 78 FR 60164, Sept. 30, 2013]

PART 189—INSPECTION AND CERTIFICATION

Subpart 189.01—General Provisions; Certificate of Inspection

Sec.

189.01–1 Preemptive effect.
189.01–2 When required.
189.01–5 Posting.
189.01–10 Period of validity for a Certificate of Inspection.
189.01–15 Temporary certificate.

Subpart 189.05—Permit To Proceed to Another Port for Repair

189.05–1 When issued.
189.05–5 To whom issued.
189.05–10 Conditions of permit.
189.05–15 Posting.

Subpart 189.15—Inspection of Vessels

189.15–1 Standards in inspection of hulls, boilers, and machinery.
189.15–5 Alternate compliance.

Subpart 189.20—Initial Inspection

189.20–1 Prerequisite of certificate of inspection.
189.20–5 When made.
189.20–10 Plans.
189.20–15 Scope of inspection.
189.20–20 Specific tests and inspections.
189.20–25 Chemical and explosive hazards.

Subpart 189.25—Inspection for Certification

189.25–1 Prerequisite of reissuance of certificate of inspection.
189.25–5 Application for a Certificate of Inspection.
189.25–10 Scope of inspection.
189.25–15 Lifesaving equipment.
189.25–20 Fire extinguishing equipment.
189.25–25 Hull equipment.
189.25–30 Electrical engineering equipment.
189.25–35 Marine engineering equipment.
189.25–38 Pollution prevention.
189.25–40 Sanitary inspection.
189.25–45 Fire hazards.
189.25–47 Chemical and explosive hazards.
189.25–50 Inspector not limited.

Subpart 189.27—Annual and Periodic Inspections

189.27–1 Annual inspection.
189.27–5 Periodic inspection.
189.27–10 Certificate of Inspection: Conditions of validity.

Subpart 189.30—Inspection After Accident

189.30–1 General or partial survey.

Subpart 189.33—Sanitary Inspections

189.33–1 When made.

Subpart 189.35—Weight Handling Gear

189.35–1 Application.
189.35–3 Intent.
189.35–5 Tests.
189.35–7 Examinations.
189.35–9 Plans.
189.35–11 Special cases.
189.35–13 Master's responsibility.
189.35–15 Major installations.

189.35–90 Weight handling gear manufactured prior to March 1, 1968.

Subpart 189.40—Drydocking

189.40–1 Definitions relating to hull examinations.
189.40–3 Drydock examination, internal structural examination, cargo tank internal examination, and underwater survey intervals.
189.40–5 Notice and plans required.

Subpart 189.43—Integral Fuel Oil Tank Examinations

189.43–1 When required.

Subpart 189.45—Repairs and Alterations

189.45–1 Notice required.
189.45–5 Inspection required.

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.

Subpart 189.55—Plan Approval

189.55–1 General.
189.55–5 Plans and specifications required for new construction.
189.55–10 Plans required for alterations of existing vessels.
189.55–15 Procedure for submittal of plans.
189.55–20 Number of plans required.

Subpart 189.60—Certificates Under International Convention for Safety of Life at Sea, 1974

189.60–1 Application.
189.60–5 Cargo Ship Safety Construction Certificate.
189.60–10 Cargo Ship Safety Equipment Certificate.
189.60–15 Cargo Ship Safety Radio Certificate.
189.60–25 Exemption Certificate.
189.60–30 Safety Management Certificate.
189.60–35 Availability of Certificates.
189.60–40 Duration of Convention certificates.
189.60–45 American Bureau of Shipping.

AUTHORITY: 46 U.S.C. 2113, 3306, 3307, 70034; E.O. 12234, 45 FR 58801, 3 CFR, 1980 Comp., p. 277; E.O. 12777, 56 FR 54757, 3 CFR, 1991 Comp., p. 351; DHS Delegation 00170.1, Revision No. 01.2.

SOURCE: CGFR 67–83, 33 FR 1118, Jan. 27, 1968, unless otherwise noted.

Subpart 189.01—General Provisions; Certificate of Inspection

§ 189.01–1 Preemptive effect.

The regulations in this part have preemptive effect over State or local regulations in the same field.

[USCG–2006–24797, 77 FR 33892, June 7, 2012]

§ 189.01–2 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.

[CGFR 67–83, 33 FR 1118, Jan. 27, 1968. Redesignated by USCG–2006–24797, 77 FR 33892, June 7, 2012]

§ 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 for a Certificate of Inspection.

(a) A Certificate of Inspection is valid for 5 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.

(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 not to exceed 5 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 inspection will be endorsed as an unmanned seagoing barge.

[CGFR 67–83, 33 FR 1118, Jan. 27, 1968, as amended by CGFR 68–82, 33 FR 18911, Dec. 18, 1968; CGD 95–012, 60 FR 48052, Sept. 18, 1995; 60 FR 50120, Sept. 28, 1995; USCG–1999–4976, 65 FR 6509, Feb. 9, 2000]

§ 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

§ 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 Standards in inspection of hulls, boilers, and machinery.

In the inspection of hulls, boilers, and machinery of vessels, the standards established by the American Bureau of Shipping, see part 188, subpart 188.35 of this chapter, respecting material and construction of hulls, boilers, and machinery, and 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), subchapter J (Electrical Engineering), and subchapter W (Lifesaving Appliances and Arrangements) of this chapter shall be accepted as standard by the inspectors.

[CGD 84–069, 61 FR 25312, May 20, 1996]

§ 189.15–5 Alternate compliance.

(a) In place of compliance with other applicable provisions of this subchapter, the owner or operator of a vessel subject to plan review and inspection under this subchapter for initial issuance or renewal of a Certificate of Inspection may comply with the Alternate Compliance Program provisions of 46 CFR part 8.

(b) For the purposes of this section, a list of authorized classification societies, including information for ordering copies of approved classification society rules and supplements, is available from Commandant (CG–ENG), Attn: Office of Design and Engineering Systems, U.S. Coast Guard Stop 7509, 2703 Martin Luther King Jr. Avenue SE., Washington, DC 20593–7509; telephone 202–372–1371 or fax 202–372–1925. Approved classification society rules

and supplements are incorporated by reference into 46 CFR 8.110(b).

[74 FR 20419, May 4, 2009, as amended by USCG–2009–0702, 74 FR 49240, Sept. 25, 2009; USCG–2012–0832, 77 FR 59789, Oct. 1, 2012; USCG–2013–0671, 78 FR 60164, Sept. 30, 2013]

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, lifesaving appliances, fire detecting and extinguishing equipment, pilot boarding equipment, pollution prevention equipment, 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 be such as to ensure 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 statutes and regulations.

(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.

[CGFR 67–83, 33 FR 1118, Jan. 27, 1968, as amended by CGFR 68–82, 33 FR 18911, Dec. 18, 1968; CGD 71–161R, 37 FR 28263, Dec. 21, 1972; CGD 82–036, 48 FR 654, Jan. 6, 1983; CGD 79–032, 49 FR 25455, June 21, 1984; CGD 95–012, 60 FR 48052, Sept. 18, 1995; 60 FR 50120, Sept. 28, 1995]

§ 189.20–20 Specific tests and inspections.

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.

(a) For inspection procedures of lifesaving appliances and arrangements, see subchapter W (Lifesaving Appliances and Arrangements) of this chapter.

(b) Installation of carbon dioxide extinguishing piping. See §193.15–15 of this subchapter.

(c) Marine engineering equipment and systems. See Subchapter F (Marine Engineering) of this chapter.

(d) Electrical engineering equipment and systems. See Subchapter J (Electrical Engineering) of this chapter.

[CGFR 67–83, 33 FR 1118, Jan. 27, 1968, as amended by CGD 84–069, 61 FR 25312, May 20, 1996]

§ 189.20–25 Chemical and explosive hazards.

(a) If installed, the marine inspector shall examine the laboratories, storerooms, 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 Application for a Certificate of Inspection.

You must submit a written application for an inspection for certification to the cognizant OCMI. To renew a Certificate of Inspection, you must submit an application at least 30 days before the expiration of the tank vessel's current certificate. You must use Form CG–3752, Application for Inspection of U.S. Vessel, and submit it to the OCMI at, or nearest to, the port where the vessel is located. When renewing a Certificate of Inspection, you must schedule an inspection for certification within the 3 months before the expiration date of the current Certificate of Inspection.

[USCG–1999–4976, 65 FR 6509, Feb. 9, 2000]

§ 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 boarding equipment, pollution prevention equipment, 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, means of making sound signals, and distress signals carried by the vessel shall also be subject to the above-mentioned inspection for the purpose of ensuring that they comply with the requirements of the applicable statutes and regulations.

(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) 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.

[CGFR 67–83, 33 FR 1118, Jan. 27, 1968, as amended by CGFR 68–82, 33 FR 18911, Dec. 18, 1968; CGD 71–161R, 37 FR 28263, Dec. 21, 1972; CGD 82–036, 48 FR 655, Jan. 6, 1983; CGD 79–032, 49 FR 25455, June 21, 1984; CGD 95–012, 60 FR 48052, Sept. 18, 1995; 60 FR 50120, Sept. 28, 1995; USCG–2014–0688, 79 FR 58288, Sept. 29, 2014]

§ 189.25–15 Lifesaving equipment.

For inspection procedures of lifesaving appliances and arrangements, see subchapter W (Lifesaving Appliances and Arrangements) of this chapter.

[CGD 84–069, 61 FR 25312, May 20, 1996]

§ 189.25–20 Fire extinguishing equipment.

(a) At each inspection for certification, periodic inspection, and at such other times as considered necessary the inspector must 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 must determine if the tests and inspections required by § 196.15–60 of this subchapter have been conducted.

(1) All portable fire extinguishers and semi-portable fire extinguishing systems must be inspected and maintained in accordance with NFPA 10 (incorporated by reference, see §188.01–5 of this chapter) as amended here:

(i) Certification or licensing by a state or local jurisdiction as a fire extinguisher servicing agency will be accepted by the Coast Guard as meeting the personnel certification requirements of NFPA 10 for annual maintenance and recharging of extinguishers.

(ii) Monthly inspections required by NFPA 10 may be conducted by the owner, operator, person-in-charge, or a designated member of the crew.

(iii) Non-rechargeable or non-refillable extinguishers must be inspected and maintained in accordance with NFPA 10; however, the annual maintenance need not be conducted by a certified person and can be conducted by the owner, operator, person-in-charge, or a designated member of the crew.

(iv) The owner or managing operator must provide satisfactory evidence of the required servicing to the marine inspector. If any of the equipment or records have not been properly maintained, a qualified servicing facility must perform the required inspections, maintenance procedures, and hydrostatic pressure tests. A tag issued by a qualified servicing organization, and attached to each extinguisher, may be accepted as evidence that the necessary maintenance procedures have been conducted.

(2) Fixed fire-extinguishing systems must be checked as noted in Table 189.25–20(a)(2). In addition, all parts of the fixed fire-extinguishing systems must be examined for excessive corrosion and general conditions.

TABLE 189.25–20(a)(2)

Type system	Test
Foam	Systems utilizing a soda solution must have such solution replaced. In all cases, ascertain that powder is not caked.
Carbon dioxide	Weigh cylinders. Recharge cylinder if weight loss exceeds 10 percent of the weight of the charge. Test time delays, alarms, and ventilation shutdowns with carbon dioxide, nitrogen, or other nonflammable gas as stated in the system manufacturer's instruction manual. Inspect hoses for damage or decay. Ensure that nozzles are unobstructed. Cylinders must be tested and marked, and all flexible connections on fixed carbon dioxide systems must be tested or renewed, as required by 46 CFR 147.60 and 147.65.
Halon 1301 or halocarbon.	Recharge or replace if weight loss exceeds 5 percent of the weight of the charge or if cylinder has a pressure gauge, recharge cylinder if pressure loss exceeds 10 percent, adjusted for temperature. Test time delays, alarms, and ventilation shutdowns with carbon dioxide, nitrogen, or other nonflammable gas as stated in the system manufacturer's instruction manual. Inspect hoses for damage or decay. Ensure that nozzles are unobstructed. Cylinders must be tested and marked, and all flexible connections to Halon 1301 and halocarbon cylinders must be tested or renewed, as required by 46 CFR 147.60 and 147.65 or 147.67. Note that Halon 1301 system approvals have expired, but that existing systems may be retained if they are in good and serviceable condition to the satisfaction of the Coast Guard inspector.
Inert gas	Recharge or replace cylinder if cylinder pressure loss exceeds 5 percent of the specified gauge pressure, adjusted for temperature. Test time delays, alarms, and ventilation shutdowns with carbon dioxide, nitrogen, or other nonflammable gas as stated in the system manufacturer's instruction manual. Inspect hoses for damage or decay. Ensure that nozzles are unobstructed. Cylinders must be tested and marked, and all flexible connections on fixed inert extinguishers must be tested or renewed as required by 46 CFR 147.60 and 147.66.
Water mist	Maintain system in accordance with the maintenance instructions in the system manufacturer's design, installation, operation, and maintenance manual.

(3) On all fire-extinguishing systems all piping, controls, valves, and alarms must be checked to ascertain that the system is in operating condition.

(4) The fire main system must 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 must 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.

[CGFR 67–83, 33 FR 1118, Jan. 27, 1968, as amended by CGD 78–154, 44 FR 13492, Mar. 12, 1979; CGD 84–044, 53 FR 7752, Mar. 10, 1988; USCG–1999–4976, 65 FR 6509, Feb. 9, 2000; USCG–2006–24797, 77 FR 33892, June 7, 2012; USCG–2012–0196, 81 FR 48301, July 22, 2016]

§ 189.25–25 Hull equipment.

(a) At each inspection for certification and periodic inspection 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.

[CGFR 67–83, 33 FR 1118, Jan. 27, 1968, as amended by USCG–1999–4976, 65 FR 6509, Feb. 9, 2000]

§ 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.

§ 189.25–38 Pollution prevention.

At each inspection for certification and periodic inspection, the inspector shall examine the vessel to determine that it meets the vessel design and equipment requirements for pollution prevention in 33 CFR part 155, subpart B.

[CGD 71–161R, 37 FR 28263, Dec. 21, 1972; USCG–1999–4976, 65 FR 6509, Feb. 9, 2000]

§ 189.25–40 Sanitary inspection.

(a) At each inspection for certification and periodic inspection, 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.

[CGFR 67–83, 33 FR 1118, Jan. 27, 1968, as amended by USCG–1999–4976, 65 FR 6509, Feb. 9, 2000]

§ 189.25–45 Fire hazards.

At each inspection for certification and periodic inspection, 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.

[CGFR 67–83, 33 FR 1118, Jan. 27, 1968, as amended by USCG–1999–4976, 65 FR 6509, Feb. 9, 2000]

§ 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 and periodic inspection.

(b) Magazines, vans, and chests shall be inspected during each inspection for certification and periodic inspection.

[CGFR 67–83, 33 FR 1118, Jan. 27, 1968, as amended by USCG–1999–4976, 65 FR 6509, Feb. 9, 2000; 65 FR 11904, Mar. 7, 2000]

§ 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 or she deems necessary to be assured of the safety and seaworthiness of the vessel.

(b) [Reserved]

[CGFR 67–83, 33 FR 1118, Jan. 27, 1968, as amended by USCG–2021–0348, 87 FR 3225, Jan. 21, 2022]

Subpart 189.27—Annual and Periodic Inspections

§ 189.27–1 Annual inspection.

(a) Your vessel must undergo an annual inspection within the 3 months before or after each anniversary date, except as specified in § 189.27–5.

(b) You must contact the cognizant OCMI to schedule an inspection at a time and place which he or she approves. No written application is required.

(c) The scope of the annual inspection is the same as the inspection for certification, as specified in § 189.25–10, but in less detail unless the cognizant marine inspector finds deficiencies or determines that a major change has occurred since the last inspection. If deficiencies are found or a major change to the vessel has occurred, the marine inspector will conduct an inspection more detailed in scope to ensure that the vessel is in satisfactory condition and fit for the service for which it is intended. If your vessel passes the annual inspection, the marine inspector will endorse your current Certificate of Inspection.

(d) If the annual inspection reveals deficiencies in your vessel's maintenance, you must make any or all repairs or improvements within the time period specified by the OCMI.

(e) Nothing in this subpart limits the marine inspector from conducting such tests or inspections he or she deems necessary to be assured of the vessel's seaworthiness.

[USCG–1999–4976, 65 FR 6509, Feb. 9, 2000]

§ 189.27–5 Periodic inspection.

(a) Your vessel must undergo a periodic inspection within 3 months before or after the second or third anniversary of the date of your vessel's Certificate of Inspection. This periodic inspection will take the place of an annual inspection.

(b) You must contact the cognizant OCMI to schedule an inspection at a time and place which he or she approves. No written application is required.

(c) The scope of the periodic inspection is the same as that for the inspection for certification, as specified in § 189.25–10. The OCMI will insure that the vessel is in satisfactory condition and fit for the service for which it is intended. If your vessel passes the periodic inspection, the marine inspector will endorse your current Certificate of Inspection.

(d) If the periodic inspection reveals deficiencies in your vessel's maintenance, you must make any or all repairs or improvements within the time period specified by the OCMI.

(e) Nothing in this subpart limits the marine inspector from conducting such tests or inspections he or she deems necessary to be assured of the vessel's seaworthiness.

[USCG–1999–4976, 65 FR 6509, Feb. 9, 2000]

§ 189.27–10 Certificate of Inspection: Conditions of validity.

To maintain a valid Certificate of Inspection, you must complete your annual and periodic inspections within the periods specified in §§ 189.27–1 and 189.27–5 respectively, and your Certificate of Inspection must be endorsed.

[USCG–1999–4976, 65 FR 6509, Feb. 9, 2000]

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.

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.

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 calculations 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 standards of a recognized organization or association recognized by the Commandant under § 31.10–6.

(3) Hydraulic or pneumatic systems will be evaluated on the basis of Subchapter F (Marine Engineering) of this chapter.

[CGFR 67–83, 33 FR 1118, Jan. 27, 1968, as amended by CGFR 69–116, 35 FR 6863, Apr. 30, 1970; CGD 95–028, 62 FR 51219, Sept. 30, 1997]

§ 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 Definitions relating to hull examinations.

As used in this part—

(a) *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.

(b) *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 or fuel oil tanks.

(c) *Underwater survey* means the examination, while the vessel is afloat, of all accessible parts of the vessel's underwater body and all through-hull fittings.

[CGD 84–024, 52 FR 39656, Oct. 23, 1987, as amended at 53 FR 32232, Aug. 24, 1988; CGD 95–028, 62 FR 51220, Sept. 30, 1997]

§ 189.40–3 Drydock examination, internal structural examination, cargo tank internal examination, and underwater survey intervals.

(a) Except as provided for in paragraphs (b) through (g) of this section, each vessel must undergo drydock and internal structural examinations as follows:

(1) Vessels that operate in salt water must undergo two drydock and two internal structural examinations within any five year period. No more than three years may elapse between any two examinations.

(2) Vessels that operate in fresh water at least six months in every 12 month period since the last drydock examination must undergo drydock and internal structural examinations at intervals not to exceed five years.

(b) Vessels with wooden hulls must undergo two drydock and two internal structural examinations within any five year period regardless of the type of water in which they operate. No more than three years may elapse between any two examinations.

(c) If, during an internal structural examination or underwater survey, damage or deterioration to the hull plating or structural members is discovered, the Officer in Charge, Marine Inspection, may require the vessel to be drydocked or otherwise taken out of service to further assess the extent of the damage and to effect permanent repairs.

(d) Each vessel under paragraph (a) of this section that is less than 15 years of age may be considered for an underwater survey instead of alternate drydock examinations, provided the vessel is fitted with an effective hull protection system. Vessel owners or operators must apply to the Officer in Charge, Marine Inspection, for approval of underwater surveys instead of alternate drydock examinations for each vessel. The application must include the following information:

(1) The procedure to be followed in carrying out the underwater survey.

(2) The location where the underwater survey will be accomplished.

(3) The method to be used to accurately determine the diver location relative to the hull.

(4) The means that will be provided for examining through-hull fittings.

(5) The means that will be provided for taking shaft bearing clearances.

(6) The condition of the vessel, including the anticipated draft of the vessel at the time of the survey.

(7) A description of the hull protection system.

(e) Vessels otherwise qualifying under paragraph (d) of this section, that are 15 years of age or older, may be considered for continued participation in or entry into the underwater survey program on a case-by-case basis if—

(1) Before the vessel's next scheduled drydocking, the owner or operator submits a request for participation or continued participation to Commandant (CG–CVC);

(2) During the vessel's next drydocking after the request is submitted, no appreciable hull deterioration is indicated as a result of a complete set of hull gaugings; and

(3) The results of the hull gauging and the results of the Coast Guard drydock examination together with the recommendation of the Officer in Charge, Marine Inspection, are submitted to Commandant (CG–CVC) for final approval.

(f) Each vessel which has not met with the applicable examination schedules in paragraph (a) through (e) of this section because it is on a voyage, must undergo the required examinations upon completion of the voyage.

(g) The Commandant (CG–CVC) may authorize extensions to the examination intervals specified in paragraphs (a) and (b) of this section.

[CGD 84–024, 52 FR 39656, Oct. 23, 1987, as amended at 53 FR 32232, Aug. 24, 1988; CGD 95–072, 60 FR 50469, Sept. 29, 1995; CGD 96–041, 61 FR 50735, Sept. 27, 1996; CGD 95–028, 62 FR 51220, Sept. 30, 1997; USCG–2009–0702, 74 FR 49240, Sept. 25, 2009; USCG–2012–0832, 77 FR 59789, Oct. 1, 2012]

§ 189.40–5 Notice and plans required.

(a) The master, owner, operator, or agent of the vessel shall notify the Officer in Charge, Marine Inspection, whenever the vessel is to be drydocked regardless of the reason for drydocking.

(b) Each vessel, except barges, that holds a Load Line Certificate must have on board a plan showing the vessel's scantlings. This plan must be made available to the Coast Guard marine inspector whenever the vessel undergoes a drydock examination, internal structural examination, or underwater survey or whenever repairs are made to the vessel's hull.

(c) Each barge that holds a Load Line Certificate must have a plan showing the barge's scantlings. The plan need not be maintained on board the barge but must be made available to the Coast Guard marine inspector whenever the barge undergoes a drydock examination, internal structural examination, or underwater survey or whenever repairs are made to the barge's hull.

[CGD 84–024, 52 FR 39657, Oct. 23, 1987]

Subpart 189.43—Integral Fuel Oil Tank Examinations

§ 189.43–1 When required.

(a) Each fuel oil tank with at least one side integral to the vessel's hull and located within the hull (''integral fuel oil tank'') is subject to inspection as provided in this section. The owner or operator of the vessel shall have the tanks cleaned out and gas freed as necessary to permit internal examination of the tank or tanks designated by the marine inspector. The owner or operator shall arrange for an examination of the fuel tanks of each vessel during an internal structural examination at intervals not to exceed five years.

(b) Integral non-double-bottom fuel oil tanks need not be cleaned out and internally examined if the marine inspector is able to determine by external examination that the general condition of the tanks is satisfactory.

(c) Double-bottom fuel oil tanks on vessels less than 10 years of age need not be cleaned out and internally examined if the marine inspector is able to determine by external examination that the general condition of the tanks is satisfactory.

(d) All double-bottom fuel oil tanks on vessels 10 years of age or older but less than 15 years of age need not be cleaned out and internally examined if the marine inspector is able to determine by internal examination of at least one forward double-bottom fuel oil tank, and by external examination of all other double-bottom fuel oil tanks on the vessel, that the general condition of the tanks is satisfactory.

(e) All double-bottom fuel oil tanks on vessels 15 years of age or older need not be cleaned out and internally examined if the marine inspector is able to determine by internal examination of at least one forward, one amidships, and one aft double-bottom fuel oil tank, and by external examination of all other double-bottom fuel oil tanks

on the vessel, that the general condition of the tanks is satisfactory.

[CGD 84–024, 52 FR 39657, Oct. 23, 1987, as amended at 53 FR 32232, Aug. 24, 1988]

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, 1 Batterymarch Park, Quincy, MA 02269, 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.

[CGFR 67–83, 33 FR 1118, Jan. 27, 1968, as amended by CGD 95–072, 60 FR 50469, Sept. 29, 1995]

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.*[1] (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 hinged subdivision 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) *Subdivision and stability.* Plans required by part 170 of this chapter.

(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, clean agent, 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.

[1] The asterisk (*) indicates items which may require approval by the American Bureau of Shipping for vessels classed by that society.

(g) *Lifesaving equipment.* These plans are to show the location and arrangement of embarkation decks, all overboard discharges and projections in 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.

(j) For vessels of 100 meters (328 feet) or more in length contracted for on or after September 7, 1990, a plan must be included which shows how visibility from the navigation bridge will meet the standards contained in §190.02–15 of this subchapter.

[CGFR 67–83, 33 FR 1118, Jan. 27, 1968, as amended by CGD 79–023, 48 FR 51052, Nov. 4, 1983; CGD 85–099, 55 FR 32249, Aug. 8, 1990; CGD 88–032, 56 FR 35829, July 29, 1991; 56 FR 46354, Sept. 11, 1991; 56 FR 50754, Oct. 8, 1991; USCG–2006–24797, 77 FR 33893, June 7, 2012]

§ 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 by visitors directly to the Commanding Officer, Marine Safety Center, U.S. Coast Guard, 2703 Martin Luther King Jr. Avenue SE., Washington, DC 20593, or transmitted by mail to: Commanding Officer (MSC), Attn: Marine Safety Center, U.S. Coast Guard Stop 7430, 2703 Martin Luther King Jr. Avenue SE., Washington, DC 20593–7430, in a written or electronic format. Information for submitting the VSP electronically can be found at *http://www.uscg.mil/HQ/MSC*. 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) 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 paragraph (a)(2) of this section.

[CGFR 67–83, 33 FR 1118, Jan. 27, 1968]

EDITORIAL NOTE: For FEDERAL REGISTER citations affecting §189.55–15, see the List of CFR Sections Affected, which appears in the Finding Aids section of the printed volume and at *www.govinfo.gov*.

§ 189.55–20 Number of plans required.

(a) Three 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.

[CGFR 67–83, 33 FR 1118, Jan. 27, 1968, as amended by CGFR 69–116, 35 FR 6862, Apr. 30, 1970]

Subpart 189.60—Certificates Under International Convention for Safety of Life at Sea, 1974

§ 189.60–1 Application.

The provisions of this subpart shall apply to all oceanographic research vessels on an international voyage. (See § 188.05–10 of this subchapter.)

[CGD 95–012, 60 FR 48052, Sept. 18, 1995; 60 FR 50120, Sept. 28, 1995]

§ 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, 1974.

(b) All such vessels shall meet the applicable requirements of this chapter for vessels on an international voyage.

[CGFR 67–83, 33 FR 1118, Jan. 27, 1968, as amended by CGD 90–008, 55 FR 30665, July 26, 1990]

§ 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 Radio Certificate.

Every vessel equipped with a radio installation on an international voyage must have a Cargo Ship Safety Radio Certificate. Each radio installation must meet the requirements of the Federal Communication Commission and the International Convention for Safety of Life at Sea.

[USCG–1999–4976, 65 FR 6510, Feb. 9, 2000]

§ 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 Safety Management Certificate.

All vessels to which 33 CFR part 96 applies on an international voyage must have a valid Safety Management Certificate and a copy of their company's valid Document of Compliance certificate on board.

[CGD 95–073, 62 FR 67515, Dec. 24, 1997]

§ 189.60–35 Availability of Certificates.

The Convention certificates must be on board the vessel and readily available for examination at all times.

[USCG–1999–4976, 65 FR 6510, Feb. 9, 2000]

§ 189.60–40 Duration of Convention certificates.

(a) The following certificates are valid for a period of not more than 60 months (5 years).

(1) A Cargo Ship Safety Construction Certificate.

(2) A Cargo Ship Safety Equipment Certificate.

(3) A Safety Management Certificate.

(4) A Cargo Ship Safety Radio Certificate.

(b) An Exemption certificate must not be valid for longer than the period of the certificate to which it refers.

(c) A Convention certificate may be withdrawn, revoked, or suspended at any time when it is determined that the vessel is no longer in compliance with applicable requirements. (See

§2.01–70 of this chapter for procedures governing appeals.)

[USCG–1999–4976, 65 FR 6510, Feb. 9, 2000]

§ 189.60–45 American Bureau of Shipping.

(a) The American Bureau of Shipping, with its home office at ABS Plaza, 16855 Northchase Drive, Houston, TX 77060, is hereby designated as an organization duly authorized to issue the ''Cargo Ship Safety Construction Certificate'' to certain oceanographic research 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, 1974, and Executive Order 12234 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.

[CGFR 67–83, 33 FR 1118, Jan. 27, 1968, as amended by CGD 77–081, 46 FR 56204, Nov. 16, 1981; CGD 90–008, 55 FR 30665, July 26, 1990; CGD 96–041, 61 FR 50735, Sept. 27, 1996: USCG–2000–7790, 65 FR 58465, Sept. 29, 2000]

PART 190—CONSTRUCTION AND ARRANGEMENT

Subpart 190.00—General Provisions

Sec.

190.00–1 Preemptive effect.

Subpart 190.01—Hull Structure

190.01–1 Application.
190.01–5 Vessels subject to load line.
190.01–10 Structural standards.
190.01–15 Special consideration.
190.01–90 Vessels contracted for prior to March 1, 1968.

Subpart 190.02—Navigation Bridge Visibility

190.02–1 Navigation bridge visibility.

Subpart 190.03—Subdivision and Stability

190.03–1 General.

Subpart 190.05—General Fire Protection

190.05–1 Application.
190.05–3 Fire hazards to be minimized.
190.05–5 Woodwork insulated from heated surfaces.
190.05–10 Chemical storeroom and lamp room construction.
190.05–15 Segregation of spaces containing the emergency source of electric power.
190.05–20 Segregation of chemical laboratories and chemical storerooms.

Subpart 190.07—Structural Fire Protection

190.07–1 Application.
190.07–5 Definitions.
190.07–10 Construction.
190.07–90 Vessels contracted for prior to March 1, 1968.

Subpart 190.10—Means of Escape

190.10–1 Application.
190.10–5 Two means required.
190.10–10 Location.
190.10–15 Vertical ladders not accepted.
190.10–20 No means for locking doors.
190.10–25 Stairway size.
190.10–30 Dead end corridors.
190.10–35 Public spaces.
190.10–40 Access to lifeboats.
190.10–45 Weather deck communications.