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§ 30.30–5 Submission of evaluation materials.

(a) The evaluation materials listed in § 30.30–3 should be sent to 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 materials should include the name and address of the person to whom correspondence concerning the evaluation can be sent.

(b) Updated materials may be submitted at any time during the evaluation process.

[CGD 79–081a, 45 FR 23427, Apr. 7, 1980, as amended by CGD 95–072, 60 FR 50461, Sept. 29, 1995; CGD 96–041, 61 FR 50726, Sept. 27, 1996; USCG–2009–0702, 74 FR 49226, Sept. 25, 2009; USCG–2013–0671, 78 FR 60146, Sept. 30, 2013]

§ 30.30–7 Availability of materials.

Evaluation materials submitted in accordance with this subpart will be available for inspection and copying 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; telephone 202–372–1251.

[USCG–2013–0671, 78 FR 60146, Sept. 30, 2013]

§ 30.30–9 Evaluation.

Materials submitted in accordance with this subpart will be evaluated by comparison to the regulations in parts 5, 10, and 13 of this chapter, and by comparison to the U.S. laws referenced in those regulations.

[CGD 79–081a, 45 FR 23427, Apr. 7, 1980, as amended by CGD 97–057, 62 FR 51043, Sept. 30, 1997]

§ 30.30–11 Determinations.

(a) After evaluation of materials submitted in accordance with this subpart, a determination will be made as to whether the licensing and certification program described by the materials has standards that are comparable to or more stringent than standards set by the regulations and laws referenced in § 30.30–9.

(b) Notice of each determination made in accordance with this section and a brief explanation of reasons therefor will be published in the FEDERAL REGISTER. A copy of this notice will also be sent to the person whose name is provided in accordance with § 30.30–5.

(c) Each determination remains in effect for 5 years unless sooner cancelled.

(d) Any request to reconsider a determination must be submitted to the address listed in § 30.30–5 and must include a statement of reasons in support. The person submitting the request will be notified in writing of the action taken.

[CGD 79–081a, 45 FR 23427, Apr. 7, 1980, as amended by USCG–2004–18884, 69 FR 58345, Sept. 30, 2004; USCG–2004–18884, 69 FR 68089, Nov. 23, 2004]

PART 31—INSPECTION AND CERTIFICATION

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31.40–25 Exemption Certificate—T/ALL.
31.40–30 Safety Management Certificate—T/ALL.
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31.40–40 Duration of Convention certificates—T/ALL.
31.40–45 American Bureau of Shipping—T/ALL.

AUTHORITY: 33 U.S.C. 1321(j); 46 U.S.C. 2103, 3205, 3306, 3307, 3703; 46 U.S.C. Chapter 701; 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 No. 00170.1, Revision No. 01.4. Section 31.10–21 also issued under the authority of Sect. 4109, Pub. L. 101–380, 104 Stat. 515.

SOURCE: CGFR 65–50, 30 FR 16662, Dec. 30, 1965, unless otherwise noted.

EDITORIAL NOTE: Nomenclature changes to part 31 appear by USCG–2025–0186, at 90 FR 12238, Mar. 17, 2025.

Subpart 31.01—General

§ 31.01–1 Inspections required—TB/ALL, preemptive effect.

(a) Every tank vessel subject to the regulations in this subchapter shall be inspected every 5 years or more often, if necessary, by the Coast Guard to see that the hull, boilers, machinery, equipment, apparatus for storage, and appliances of the vessel comply with marine inspection laws, and the regulations in this subchapter, and when applicable, subchapters E, F, J, O, Q, S, and W of this chapter and 33 CFR parts 155 and 157.

(b) Tank vessels which are laid up, dismantled, and out of commission are exempt from inspections required by law or regulations in this subchapter, provided that such vessels are cleaned of all cargo residue and maintained in a gas free condition.

(c) For inspection and tests of tanks containing certain dangerous cargoes in bulk, see part 98 and subchapter O of this chapter.

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

[CGFR 65–50, 30 FR 16662, Dec. 30, 1965, as amended by CGFR 70–10, 35 FR 3709, Feb. 25, 1970; CGD 80–009, 48 FR 36458, Aug. 11, 1983; CGD 79–023, 48 FR 51006, Nov. 4, 1983; CGD 84–069, 61 FR 25286, May 20, 1996; CGD 97–057, 62 FR 51043, Sept. 30, 1997; USCG–1999–4976, 65 FR 6499, Feb. 9, 2000; USCG–2006–24797, 77 FR 33872, June 7, 2012]

§ 31.01–2 Incorporation by reference.

(a) Certain material is incorporated by reference into this part with the approval of the Director of the Federal Register under 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–4), 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) 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 § 31.10–18(a).

(2) [Reserved]

[USCG–2012–0196, 81 FR 48247, July 22, 2016]

§ 31.01–3 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 part 8 of this chapter.

(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 202–372–1372 or fax 202–372–1925. Approved classification society rules and supplements are incorporated by reference into 46 CFR 8.110(b).

[CGD 95–010, 62 FR 67536, Dec. 24, 1997, as amended by USCG–1999–5004, 64 FR 30439, June 8, 1999; USCG–2004–18884, 69 FR 58345, Sept. 30, 2004; USCG–2006–25697, 71 FR 55745, Sept. 25, 2006; USCG–2009–0702, 74 FR 49226, Sept. 25, 2009; USCG–2013–0671, 78 FR 60146, Sept. 30, 2013]

§ 31.01–5 Scope of initial inspection—TB/ALL.

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, including the outside of the vessel's bottom, the machinery, unfired pressure vessels, equipment and the inside and outside of the boilers. The inspection shall be such as to insure that the arrangements, material, 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 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.

[CGFR 65–50, 30 FR 16662, Dec. 30, 1965, as amended by CGFR 68–32, 33 FR 5712, Apr. 12, 1968; CGFR 68–82, 33 FR 18804, Dec. 18, 1968; CGD 82–036, 48 FR 654, Jan. 6, 1983; CGD 79–032, 49 FR 25455, June 21, 1984; CGD 95–012, 60 FR 48049, Sept. 18, 1995]

§ 31.01–10 Authority of marine inspectors—TB/ALL.

Inspectors may at any time lawfully inspect any tank vessel.

§ 31.01–15 Application for a Certificate of inspection—TB/ALL.

(a) 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 of Inspection. 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.

(b) The application should be on Form CG-3752, Application for Inspection of U.S. Vessel, which requires information on name and type of vessel, nature of employment and route in which to be operated, grade or type of cargo to be carried, place where and date when the vessel may be inspected, and that no other application has been made to any Officer in Charge, Marine Inspection, since the issuance of the last valid certificate of inspection.

[CGFR 65–50, 30 FR 16662, Dec. 30, 1965, as amended by USCG–1999–4976, 65 FR 6499, Feb. 9, 2000]

§ 31.01–20 Application for inspection of a new tank vessel or conversion of a vessel to a tank vessel—TB/ALL.

Prior to the commencement of the construction of any new tank vessel, or prior to the commencement of the conversion of any vessel to a tank vessel, application for the approval of contract plans and specifications and for a certificate of inspection shall be made in writing to the Coast Guard and no such construction or conversion shall be proceeded with until such approval is granted. (See § 31.10–1.)

Subpart 31.05—Certificates of Inspection

§ 31.05–1 Issuance of certificate of inspection—TB/ALL.

(a) When a tank vessel is found to comply with all applicable regulations, including the applicable provisions of subchapters E, F, J, O, Q, S, and W of this chapter and of 33 CFR parts 104, 155, and 157, the Officer in Charge, Marine Inspection will issue a certificate of inspection to the vessel or to its owners.

(b) Certificates of inspection for tank vessels shall be similar in form to certificates issued to other cargo vessels, and in addition to the manning requirements and waters over which they may be operated, they shall be appropriately endorsed *Inspected and approved for the carriage of flammable or combustible liquids of Grade A, B, C, D, or E* (as the case may be), and such endorsement shall serve as a permit for such vessel to operate. The endorsement for the carriage of liquefied flammable gases is set forth in § 38.01–5 of this subchapter.

(c) The certificate of inspection shall be delivered to the master or owner of the tank vessel to which it relates.

[CGFR 65–50, 30 FR 16662, Dec. 30, 1965, as amended by CGD 73–96, 42 FR 49024, Sept. 26, 1977; CGD 79–023, 48 FR 51006, Nov. 4, 1983; CGD 84–069, 61 FR 25286, May 20, 1996; USCG–2003–14749, 68 FR 39314, July 1, 2003]

§ 31.05–5 Posting the certificate of inspection—TB/ALL.

The certificate of inspection shall be framed under glass and posted in a conspicuous part of the vessel, except that where it is not practicable to so expose the certificate of inspection it shall be carried in the vessel in such manner as authorized by the Officer in Charge, Marine Inspection.

§ 31.05–10 Period of validity for a Certificate of Inspection—TB/ALL.

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

(b) 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.

(c) 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.

[CGFR 68–82, 33 FR 18804, Dec. 18, 1968, as amended by CGD 95–012, 60 FR 48049, Sept. 18, 1995; USCG–1999–4976, 65 FR 6499, Feb. 9, 2000]

§ 31.05–15 Certificate of inspection; terms; endorsements—TB/ALL.

The terms, endorsements and conditions set forth on a certificate of inspection shall have the same force and effect as the regulations contained in this subchapter.

Subpart 31.10—Inspections

§ 31.10–1 Recognized classification society—TB/ALL.

(a) In the inspection of hulls, boilers, and machinery, the current standards established by the American Bureau of Shipping and designated *Rules for Building and Classing Steel Vessels* respecting material and construction of hulls, boilers, and machinery, except as otherwise provided for by law and regulations in this chapter, shall be accepted as standard by the Coast Guard.

(b) The current standards established by the American Bureau of Shipping in effect at the time of construction of the vessel, or otherwise as applicable, shall be used. The book *Rules for Building and Classing Steel Vessels* is usually published annually and may be purchased from the American Bureau of Shipping, ABS Plaza, 16855 Northchase Drive, Houston, TX 77060. These standards may also be examined at the Coast Guard Headquarters. Contact Commandant (CG–5PS), Attn: Director of Commercial Regulations and Standards, U.S. Coast Guard Stop 7509, 2703 Martin Luther King Jr. Avenue SE., Washington, DC 20593–7509, or at the office of any Coast Guard District Commander or Officer in Charge, Marine Inspection.

(c) The approved plans and certificate of the American Bureau of Shipping, or other recognized classification society for classed vessels, may be accepted by the Coast Guard as evidence of the structural efficiency of the hull and reliability of machinery of vessels subject to the regulations in this subchapter, except as otherwise provided for by laws and regulations in this chapter.

[CGFR 65–50, 30 FR 16662, Dec. 30, 1965, as amended by CGFR 68–32, 33 FR 5712, Apr. 12, 1968; CGD 88–070, 53 FR 34533, Sept. 7, 1988; 53 FR 37570, Sept. 27, 1988; 53 FR 44011, Nov. 1, 1988; CGD 95–072, 60 FR 50461, Sept. 29, 1995; USCG–2000–7790, 65 FR 58459, Sept. 29, 2000; USCG–2009–0702, 74 FR 49226, Sept. 25, 2009; USCG–2010–0759, 75 FR 60002, Sept. 29, 2010; USCG–2013–0671, 78 FR 60146, Sept. 30, 2013]

§ 31.10–5 Inspection of new tank vessels—TB/ALL.

(a) *Plans.* Triplicate copies of contract plans and specifications shall be forwarded to the Officer in Charge, Marine Inspection, in whose district the construction will take place, for submission to the Commanding Officer (MSC), Attn: Marine Safety Center, U.S. Coast Guard Stop 7430, 2703 Martin Luther King Jr. Avenue SE., Washington, DC 20593–7430, for approval, but if the tank vessel is to be classed, such plans and specifications shall first be approved by a recognized classification society. If the plans and specifications are found to be in substantial agreement with the regulations in this chapter, they shall be approved, properly stamped and dated and distributed as follows: One set to owner or builder; one set to Officer in Charge, Marine Inspection, of the district in which the vessel is to be built; and one set shall be retained at the Marine Safety Center. If such plans and specifications are not approved, the Marine Safety Center shall notify the owner or builder promptly wherein they fail to comply with the regulations in this chapter. For list of electrical plans see subchapter J (Electrical Engineering) of this chapter.

(1) The plans and specifications shall include the arrangement of the cargo gear. Prior to submission to the Officer in Charge, Marine Inspection, plans and specifications for cargo gear shall be approved by either a recognized classification society or the International Cargo Gear Bureau, Inc., whose home office is located at 321 West 44th Street, New York, NY 10036, on the Internet at *http://www.icgb.com.*

(2) 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 §32.16–1 of this subchapter.

(b) *Inspection.* During construction, and upon completion of each tank vessel, it shall be inspected by the Officer in Charge, Marine Inspection, to determine whether it has been built in accordance with the approved plans and specifications, and, if so, a certificate of inspection endorsed as a permit for the carriage of flammable or combustible liquids in bulk for the proper grade or grades of cargo shall be issued to the vessel or its owner.

(c) *Certificate of class may be accepted.* In the event such tank vessel is classed by the American Bureau of Shipping or other recognized classification society, the approved plans and certificates of such society may be accepted by the Coast Guard as evidence of the structural efficiency of the hull and reliability of machinery, except as otherwise provided for by law and the rules and regulations in this subchapter.

[CGFR 65–50, 30 FR 16662, Dec. 30, 1965]

EDITORIAL NOTE: For FEDERAL REGISTER citations affecting §31.10–5, see the List of CFR Sections Affected, which appears in the Finding Aids section of the printed volume and at *www.govinfo.gov*.

§31.10–10 Vessels converted to tank vessels—TB/ALL.

The procedure for the inspection of vessels converted to tank vessels shall conform to the inspection for new tank vessels as called for in §31.10–5(b), and such vessels shall comply with the requirements of inspections for converted vessels as set forth in the regulations in this subchapter.

§31.10–15 Inspection for certification—TB/ALL.

(a) After receiving an application for inspection, the OCMI will inspect a tank vessel in his or her jurisdiction once every 5 years. The OCMI will ensure that every tank vessel is of a structure suitable for the carriage of flammable and/or combustible liquids in bulk and for the proper grade or grades of cargo the vessel carries while in service. If the OCMI deems it necessary, he or she may direct the vessel to be put in motion, and may adopt any other suitable means to test the tank vessel and its equipment.

(b) 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, 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 vessels, 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.

(c) If the vessel passes the inspection for certification, the OCMI will issue a new Certificate of Inspection.

[CGFR 65–50, 30 FR 16662, Dec. 30, 1965, as amended by CGFR 68–32, 33 FR 5712, Apr. 12, 1968; CGFR 68–82, 33 FR 18804, Dec. 18, 1968; CGD 82–036, 48 FR 655, Jan. 6, 1983; CGD 79–032, 49 FR 25455, June 21, 1984; CGD 95–012, 60 FR 48049, Sept. 18, 1995; CGD 95–027, 61 FR 25997, May 23, 1996; USCG–1999–4976, 65 FR 6499, Feb. 9, 2000]

§31.10–16 Inspection and certification of cargo gear—TB/ALL.

(a) The owner, operator or master shall provide the Officer in Charge, Marine Inspection with all current valid certificates and registers of cargo gear issued by competent persons or a recognized organization or nonprofit association approved by the Commandant to certify the suitability of the cargo gear.

(b) Every acceptable cargo gear certificate and/or register shall be properly executed by a person authorized to do so and shall:

(1) Certify as to the tests and examinations conducted;

(2) Show the dates on which the tests and examinations were conducted; and

(3) Indicate that the cargo gear described in the certificate or register complies with the standards of the organization or association authorized to issue the certificate or register.

(c) Competent persons for the purposes of this section are defined as—

(1) Surveyors of a classification society recognized by the Commandant under 46 U.S.C. 3316,

(2) Surveyors of a recognized cargo gear organization; or

(3) Responsible officials or employees of the testing laboratories, companies, or organizations who conduct tests of pieces of loose cargo gear, wire rope, or the annealing of gear as may be required by the standards of the organization or association authorized to issue the certificate or register.

(d) The registers issued in connection with cargo gear certification must have all required entries fully completed as of the dates indicated, shall be kept current, and shall include the following:

(1) A register of the cargo handling machinery and the gear accessory thereto carried on the vessel named therein;

(2) Certification of the testing and examination of winches, derricks, and their accessory gear;

(3) Certification of the testing and examination of cranes, hoists, and their accessory gear;

(4) Certification of the testing and examination of chains, rings, hooks, shackles, swivels, and blocks;

(5) Certification of the testing and examination of wire rope;

(6) Certification of the heat treatment of chains, rings, hooks, shackles, and swivels which require such treatment; and,

(7) Certification of the annual thorough examinations of gear not required to be periodically heat treated.

(e) The authorization for organizations to perform the required inspection is granted by the Chief, Office of Vessel Activities, Commandant (CG–CVC), and will continue until superseded, canceled, or modified. The following organizations are currently recognized by the Commandant (CG–CVC) as having the technical competence to handle the required inspection:

(1) National Cargo Bureau, Inc., with home offices at 180 Maiden Lane, Suite 903, New York, NY 10038; on the Internet at *http://www.natcargo.org*.

(2) The International Cargo Gear Bureau, Inc., with home office at 481 Eighth Avenue, New York, NY 10001; on the Internet at *http://www.icgb.com*.

[CGFR 65–50, 30 FR 16662, Dec. 30, 1965, as amended by CGD 95–028, 62 FR 51197, Sept. 30, 1997; USCG–2007–29018, 72 FR 53964, Sept. 21, 2007; USCG–2008–0394, 73 FR 35961, June 25, 2008; USCG–2008–0906, 73 FR 56509, Sept. 29, 2008; USCG–2021–0348, 87 FR 3224, Jan. 21, 2022]

§ 31.10–17 Annual and periodic inspections—TB/ALL.

(a) *Annual inspection.* Your vessel must undergo an annual inspection within 3 months before or after each anniversary date, except as specified in paragraph (b) of this section.

(1) 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.

(2) The scope of the annual inspection is the same as the inspection for certification 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 vessel's current Certificate of Inspection.

(3) 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.

(4) 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.

(b) *Periodic inspection.* 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.

(1) 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.

(2) The scope of the periodic inspection is the same as that for the inspection for certification, as specified in §31.10–15(b). The OCMI will ensure 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 vessel's current Certificate of Inspection.

(3) 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.

(4) 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 6499, Feb. 9, 2000]

§31.10–17a 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 §31.10–17 (a) and (b) and your Certificate of Inspection must be endorsed.

[USCG–1999–4976, 65 FR 6500, Feb. 9, 2000]

§31.10–18 Fire fighting equipment: General—TB/ALL.

(a) The owner, master, or person-in-charge of a tank vessel must ensure that portable and semi-portable extinguishers are inspected and maintained in accordance with NFPA 10 (incorporated by reference, see §31.01–2) as specified in paragraphs (a)(1) through (4) of this section.

(1) 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.

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

(3) 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.

(4) The owner or managing operator must provide satisfactory evidence of the required servicing to the marine inspector. If any of the equipment or records has 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.

(b) The owner, master, or person-in-charge of a tank vessel must ensure that the following tests and inspections of fixed fire extinguishing equipment are made:

TABLE 31.10–18(b)—TESTING OF FIXED FIRE EXTINGUISHING SYSTEMS

Type system	Test
Foam	Systems utilizing a soda solution must have the solution replaced. In all cases, ascertain that the powder is not caked
Carbon dioxide	Weigh cylinders. Recharge if weight loss exceeds 10 percent of weight of charge.[1]

[1] Cylinders must be tested and marked, and all flexible connections on fixed carbon dioxide and Halon extinguishers must be tested or renewed, as required by §§147.60 and 147.65 of this chapter.

(c) Deck foam systems must be tested at the inspection for certification and the periodic inspection by discharging foam for approximately 15 seconds from any nozzle designated by the marine inspector. It is not required to deliver foam from all foam outlets, but all lines and nozzles must be tested with water to prove they are clear of obstruction. Before the inspection for certification and periodic inspection of deck foam systems utilizing a mechanical foam system, a representative sample of the foam concentrate must be submitted to the manufacturer, or its authorized representative, or an independent laboratory accepted for this purpose by the Coast Guard, who

will issue a certificate indicating gravity, pH, percentage of water dilution, and solid content.

(d) 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 that the tests and inspections required by paragraphs (b) through (g) of this section have been conducted. In addition, the marine inspector may require additional tests to determine the condition of the equipment.

(e) On all fire extinguishing systems, the piping, controls, valves, and alarms must be checked by the marine inspector to determine that the system is in good operating condition.

(f) The fire main system must be operated and the pressure checked at the most remote and highest outlets by the marine inspector. All firehoses must be exposed to a test pressure equivalent to the maximum pressure to which they may be subjected, but not less than 100 psi. The marine inspector must check that the hose couplings are securely fastened in accordance with the regulations of this subchapter.

(g) Steam smothering lines must be tested with at least 50 psi of air pressure or by blowing steam through the lines at the working pressure. A survey must be conducted for detecting corrosion and defects.

[USCG–2012–0196, 81 FR 48248, July 22, 2016, as amended by USCG–2020–0519, 89 FR 76695, Sept. 18, 2024]

§ 31.10–18a Liquefied gas vessels: additional firefighting equipment inspections.

(a) Once during each 12 month period after the month an original Certificate of Inspection is issued for a liquefied gas vessel under § 31.05–1, the master shall ensure that the firefighting systems required in part 154 of this chapter for a liquefied gas vessel meets the following:

(1) The exterior water spray system must past a water spray test.

(2) The dry chemical system must meet the manufacturer's specifications for—

(i) The amount of dry chemical powder; and

(ii) The pressure for nitrogen bottles.

(3) The piping, valves, and controls of the system must be operable.

(b) On the same date that the requirements under paragraph (a) of this section are met, the master shall record in the vessel's official logbook the following information:

(1) The date of the inspection.

(2) The identification of each device inspected.

(3) The name of the inspector.

[CGD 74–289, 44 FR 26006, May 3, 1979]

§ 31.10–19 All firefighting equipment may be tested—TB/ALL.

(a) During the inspection of firefighting equipment, the Officer in Charge, Marine Inspection, may require fire apparatus to be tested, and used, except as provided under §§ 31.10–18(h) and 34.15–90(a) of this subchapter.

(b) [Reserved]

§ 31.10–20 Definitions relating to hull examinations—T/B ALL.

As used in this part—

(a) *Drydock examination* means hauling out of 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) *Cargo tank internal examination* means an examination of the vessel while afloat or in drydock and consists of an examination of the internals of all cargo tanks; except, if the vessel is certificated to carry cargoes regulated under part 38 or subchapter O of this chapter, the cargo tank internal examination must be accomplished as specified in parts 38 and 151 of this chapter respectively.

(d) *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 39649, Oct. 23, 1987, as amended by CGD 84–024, 53 FR 32229, Aug. 24, 1988; CGD 95–028, 62 FR 51197, Sept. 30, 1997]

§ 31.10–21 Drydock examination, internal structural examination, cargo tank internal examination, and underwater survey intervals—TB/ALL.

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

(1) Except under paragraph (a)(2) of this section, vessels that operate in salt water must be inspected in accordance with the intervals set forth in table 31.10–21(a). Where table 31.10–21(a) indicates a 2.5 year examination interval, it means a vessel must undergo two examinations within any five year period. No more than three years may elapse between any two examinations.

TABLE 31.10-21(a).--SALT WATER SERVICE VESSELS EXAMINATION INTERVALS IN YEARS

	Ship and single hull barge[9]	Double hull barge with internal framing[1]	Double hull barge with external framing[2]	Single hull barge with independent tanks[3,9]	Wood hull ship and barge	Ship and single hull barge Grade D and E cargoes only[4,9]	Double hull barge Grade D and E cargoes only[5]	Single hull asphalt barge[6,9]	Double hull asphalt barge[7]
Drydock	2.5	5.0	5.0	5.0	2.5	2.5	5.0	2.5	5.0
Internal structural	2.5	2.5	2.5	2.5	5.0	5.0	2.5	10.0	2.5
Cargo tank internal	[8]2.5	[8]5.0	[8]10.0	[8]10.0	[8]2.5	5.0	10.0	10.0	15.0

Notes:

[1]Applicable to double hull tank barges (double sides, ends, and bottoms) when the structural framing is on the internal tank surface.

[2]Applicable to double hull tank barges (double sides, ends, and bottoms) when the structural framing is on the external tank surface accessible for examination from voids, double bottoms, and other similar spaces.

[3]Applicable to single hull tank barges with independent cargo tanks where the cargo tanks are not a contiguous part of the hull structure and which has adequate clearance between the tanks and between the tanks and the vessel's hull to provide access for examination of all tank surfaces and the hull structure.

[4]Applicable to single hull tankships and tank barges certificated for the carriage of Grade D and E cargoes only.

[5]Applicable to double hull tank barges (double sides, ends, and bottoms) certificated for the carriage of Grade D and E cargoes only.

[6]Applicable to single hull tank barges certificated for the carriage of asphalt only.

[7]Applicable to double hull tank barges (double sides, ends, and bottoms) certificated for the carriage of asphalt only.

[8]Or as specified in part 38 or 151 as applicable

[9]Enhanced survey requirements apply as specified in 33 CFR part 157.

(2) Vessels that operate in fresh water at least six months in every 12 month period since the last drydock examination must be examined in accordance with the intervals set forth in table 31.10–21(b). Where table 31.10–21(b) indicates a 2.5 year examination interval, it means a vessel must undergo

two examinations within any five year period. No more than three years may elapse between any two examinations.

TABLE 31.10-21(b).-- FRESH WATER SERVICE VESSELS EXAMINATION INTERVALS IN YEARS

	Ship and single hull barge[9]	Double hull barge with internal framing[1]	Double hull barge with external framing[2]	Single hull barge with independent tanks[3,9]	Wood hull ship and barge	Ship and single hull barge Grade D and E cargoes only[4,9]	Double hull barge Grade D and E cargoes only[5]	Single hull asphalt barge[6,9]	Double hull asphalt barge[7]
Drydock	5.0	10.0	10.0	10.0	2.5	5.0	10.0	5.0	10.0
Internal structural	5.0	5.0	5.0	5.0	5.0	5.0	5.0	10.0	5.0
Cargo tank internal	[8]5.0	[8]5.0	[8]10.0	[8]10.0	[8]2.5	5.0	10.0	10.0	15.0

Notes:

[1]Applicable to double hull tank barges (double sides, ends, and bottoms) when the structural framing is on the internal tank surface.

[2]Applicable to double hull tank barges (double sides, ends, and bottoms) when the structural framing is on the external tank surface accessible for examination from voids, double bottoms, and other similar spaces.

[3]Applicable to single hull tank barges with independent cargo tanks where the cargo tanks are not a contiguous part of the hull structure and which has adequate clearance between the tanks and between the tanks and the vessel's hull to provide access for examination of all tank surfaces and the hull structure.

[4]Applicable to single hull tankships and tank barges certificated for the carriage of Grade D and E cargoes only.

[5]Applicable to double hull tank barges (double sides, ends, and bottoms) certificated for the carriage of Grade D and E cargoes only.

[6]Applicable to single hull tank barges certificated for the carriage of asphalt only.

[7]Applicable to double hull tank barges (double sides, ends, and bottoms) certificated for the carriage of asphalt only.

[8]Or as specified in part 38 or 151 as applicable

[9]Enhanced survey requirements apply as specified in 33 CFR part 157.

(b) During each inspection or reinspection for certification, all wing voids, rakes, cofferdams, and other void spaces on tank barges must be opened and checked from on-deck for the presence of water or cargo indicating hull damage or cargo tank leakage. If water or cargo is not present, these spaces need not be gas freed, ventilated, cleaned, or otherwise prepared for personnel entry. If water or cargo is present, an internal structural examination may be required.

(c) If, during an internal structural examination, cargo tank internal examination, or underwater survey, damage or deterioration to the hull plating, structural members, or cargo tanks 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) Vessels less than 15 years of age (except wooden hull vessels) that are in salt water service with a 2.5 year drydock interval (as indicated in table 31.10–21(a) of this section) or that are in fresh water service with a five year drydock interval (as indicated in table 31.10–21(b) of this section) 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 paragraphs (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 paragraph (a) of this section.

[CGD 84–024, 52 FR 39649, Oct. 23, 1987, as amended at 53 FR 32230, Aug. 24, 1988; 53 FR 34872, Sept. 8, 1988; CGD 95–072, 60 FR 50461, Sept. 29, 1995; CGD 91–045, 61 FR 39792, July 30, 1996; CGD 96–041, 61 FR 50726, Sept. 27, 1996; CGD 95–028, 62 FR 51198, Sept. 30, 1997; USCG–2009–0702, 74 FR 49226, Sept. 25, 2009]

§ 31.10–21a Periodic gauging of tank vessel midbodies more than 30 years old that carry certain oil cargoes—TB/ALL.

(a) As used in this section, the term ''midbody'' means the 40-percent midship length (0.40L) of the tank vessel. The age of the midbody is determined from its year of original construction.

(b) Midbodies of all tank vessels certificated to carry a pollution category I oil cargo listed in 46 CFR table 30.25–1 must undergo an initial gauging survey and periodic regauging surveys as follows:

(1) An initial midbody gauging survey must be accomplished no later than the next drydocking inspection

after the midbody becomes 30 years old.

(2) Regaugings:

(i) Midbodies of double hull tank vessels, or single hull tank vessels with independent tanks, that operated in fresh water at least 6 months in every 12-month period since the last drydock examination must be regauged at intervals not exceeding 10 years;

(ii) Midbodies of all other tank vessels must be regauged at intervals not exceeding 5 years.

(c) The midbody gauging survey must be comprised of at least three transverse (girth) belts of deck, bottom, side, inner hull, trunk, and longitudinal bulkhead plating and attached longitudinal members. The number and specific locations of the gauging points shall be to the satisfaction of the Officer in Charge of Marine Inspection (OCMI).

(d) Except as provided in paragraph (f) of this section, within 60 days of the vessel's required compliance date the owner or operator shall submit the following to the OCMI that issued the vessel's current Certificate of Inspection:

(1) The gauging survey results.

(2) An engineering analysis signed by a registered Professional Engineer licensed by any state of the United States or the District of Columbia, or signed by a Coast Guard-approved organization, that—

(i) Certifies the vessel's compliance with the minimum section modulus and plating thickness requirements of subpart 32.59 of this chapter; or

(ii) Proposes structural repairs and/or modifications that will bring the vessel up to the required strength standards.

(e) The vessel owner or operator shall keep a permanent copy of the Coast Guard-approved gauging report available for inspection by the OCMI.

(f) Instead of the submittals required by paragraphs (c) and (d) of this section, current classification with the American Bureau of Shipping or another recognized classification society, or a load line certificate issued in accordance with the International Convention on Load Lines or the International Voyage Load Line Act, may be submitted as evidence of compliance with the requirements of this section.

[CGD 91–209, 58 FR 52602, Oct. 8, 1993]

§ 31.10–22 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, cargo tank internal 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 vessel'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, cargo tank internal examination or underwater survey or whenever repairs are made to the barge's hull.

[CGD 84–024, 52 FR 39651, Oct. 23, 1987]

§ 31.10–24 Integral fuel oil tank examinations—T/ALL.

(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 but less than 25 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, 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.

(f) All double-bottom fuel oil tanks on vessels 25 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 double-bottom fuel oil tank in way of each cargo tank, and by external examination of all other double-bottom fuel oil tanks, that the general condition of the tanks is satisfactory.

[CGD 84–024, 52 FR 39651, Oct. 23, 1987, as amended at 53 FR 32230, Aug. 24, 1988]

§ 31.10–25 Inspection covering repairs and alterations involving safety—TB/ALL.

No extensive alterations involving the safety of a tank vessel either in regard to hull or machinery shall be made without the approval of the Commandant. Before such alterations are carried out, copies of plans and specifications in triplicate for the work involved shall be forwarded to the Officer in Charge, Marine Inspection, in whose zone the repairs will be made, for submission to Headquarters for approval. If approved one set of the plans and specifications, properly stamped and dated, shall be returned to the owner or to the repair yard designated by the owner; one set to the Officer in Charge, Marine Inspection, who forwarded the plans and specifications to Headquarters; and one set shall be retained at Headquarters. If such plans and specifications are not approved, the Commandant shall promptly notify the owner or designated shipyard wherein they fail to comply with the regulations in this chapter. No extensive repairs to the hull or machinery which affect the safety of a vessel shall be made without the knowledge of the Officer in Charge, Marine Inspection.

§ 31.10–30 Stability requirements—TB/ALL.

Each tank vessel must meet the applicable requirements in subchapter S of this chapter.

[CGD 79–023, 48 FR 51006, Nov. 4, 1983]

§ 31.10–32 Loading information—TB/ALL.

(a) This section applies to each tankship and tank barge the construction of which begins on or after September 6, 1977.

(b) Each tank vessel over 300 feet in length must have the loading information prescribed in either § 42.15–1(a) or § 45.105(a) of this chapter. For tank vessels subject to the Load Line Acts the information must be approved by the Commandant or by a recognized classification society that is approved by the Commandant. For tank vessels not subject to the Load Line Acts loading information must be approved by the Commandant. If the vessel is a tankship, the approved information must be provided to the master of the vessel. If the vessel is a tank barge, the information must be provided to the person in charge of handling the cargo during loading or off-loading of the barge.

[CGD 75–041, 42 FR 28887, June 6, 1977; 42 FR 35650, July 11, 1977]

§ 31.10–35 Permit to proceed to another port for repair—TB/ALL.

(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.

(b) Such permit will only be issued upon the written application of the master, owner or agent of the vessel.

(c) The permit will state upon its face the conditions under which it is issued and whether or not the vessel is permitted to carry freight or passengers. Passengers may not be carried if the certificate of inspection has expired.

(d) The permit shall be carried in a manner similar to that described in § 31.05–5 for a certificate of inspection.

§ 31.10–40 Inspection during trial trip—T/ALL.

On the trial trip of each new or converted tankship, an inspector shall be present to observe from the standpoint of safety in the carriage of flammable and/or combustible liquids in bulk, the operation of boilers, engines, steering gear, and auxiliaries; and if not satisfied with the performance of such boilers and machinery, appliances, and apparatus for stowage, he shall make such requirements as in his judgment will overcome any deficiencies which may have come under his observation.

§ 31.10–45 Inspection of crew accommodations—TB/ALL.

Crew's quarters shall be inspected to determine their sanitary condition. The Officer in Charge, Marine Inspection, upon completing such inspection, shall notify the master or officer in charge of the vessel of his findings, which shall be entered in the vessel's log book.

§ 31.10–50 Inspection of bilges—TB/ALL.

(a) When inspecting oil-burning vessels, either internal-combustion type or steam-driven type, the marine inspector shall examine the tank tops and bilges in the fireroom and engineroom to see that there is no accumulation of oil which might create a fire hazard.

Subpart 31.15—Manning of Tank Vessels

§ 31.15–1 Officers and crews—TB/ALL.

The Officer in Charge, Marine Inspection (OCMI), that inspects the vessel enters on the Certificate of Inspection (COI) for each tank vessel the complement of officers and crew that are required by statute and regulation and that in the judgment of the OCMI are necessary for its safe operation. The OCMI may change the complement from time to time by endorsement to the COI for changes in conditions of employment.

[CGD 79–116, 60 FR 17155, Apr. 4, 1995]

§ 31.15–5 Tank barges—B/ALL.

Tank barges subject to the provisions of this subchapter need not be manned unless, in the judgment of the Officer in Charge, Marine Inspection, such manning is necessary for the protection of life and property and for the safe operation of the vessel.

[CGD 81–059, 54 FR 151, Jan. 4, 1989]

§ 31.15–10 Towing vessels may carry persons in addition to crew—B/LBR.

(a) Towing vessels engaged in towing tank barges on the Great Lakes, inland waters, or rivers, may be authorized by the Coast Guard District Commander of the district to carry on board such number of persons in addition to its crew as shall be deemed necessary to carry on the legitimate business of such towing vessel or barge, not exceeding, however, one person to every net ton of the towing vessel.

(b) A Coast Guard District Commander granting a license to a vessel engaged in towing to carry persons in addition to its crew shall notify the Officer in Charge, Marine Inspection, in whose jurisdiction the vessel receiving the permit is engaged, and the Officer in Charge, Marine Inspection, shall keep a record of the same.

Subpart 31.20—Waters Operated Over

§ 31.20–1 Waters—TB/ALL.

The certificate of inspection shall show the waters over which the tank vessel is permitted to operate, such as: all waters; oceans; coastwise; Great Lakes; bays, sounds, and lakes other than the Great Lakes; rivers; or inland waters tributary to the Gulf of America.

Subpart 31.25—Load Lines

§ 31.25–1 Load lines required—TB/OCL.

All tank vessels of 150 gross tons or over, or 79 feet in length or greater, navigating the oceans, coastwise waters, and Great Lakes are subject to the regulations in parts 42 to 45, inclusive, subchapter E (Load Lines), of this chapter, as applicable.

[CGFR 69–72, 34 FR 17481, Oct. 29, 1969]

Subpart 31.30—Marine Engineering

§ 31.30–1 Marine engineering regulations and material specifications—TB/ALL.

(a) All tank vessels are subject to the regulations contained in parts 50 to 63, inclusive, of subchapter F (Marine Engineering) of this chapter, whenever applicable, except as such regulations are modified by the regulations in this subchapter for tank vessels.

[CGFR 68–82, 33 FR 18804, Dec. 18, 1968]

Subpart 31.35—Electrical Engineering

§ 31.35–1 Electrical installations, lighting and power equipment, batteries, etc.—TB/ALL.

All tank vessels are subject to the regulations contained in subchapter J (Electrical Engineering) of this chapter except as such regulations are modified by the regulations in this subchapter for tank vessels.

§ 31.35–5 Communications; alarm systems, telephone and voice tube systems, engine telegraph systems, etc.—TB/ALL.

All tank vessels are subject to the regulations contained in subchapter J (Electrical Engineering) of this chapter except as such regulations are modified by the regulations in this subchapter for tank vessels.

Subpart 31.36—Lifesaving Appliances and Arrangements

§ 31.36–1 Lifesaving appliances and arrangements—TB/ALL.

All lifesaving appliances and arrangements on tank vessels must be in accordance with subchapter W (Lifesaving Appliances and Arrangements) of this chapter.

[CGD 84–069, 61 FR 25286, May 20, 1996]

Subpart 31.40—Certificates Under International Convention for Safety of Life at Sea, 1974

§ 31.40–1 Application—T/ALL

The provisions of this subpart shall apply to all tankships on an international voyage. (See § 30.01–6 of this chapter.)

[CGD 95–012, 60 FR 48049, Sept. 18, 1995, as amended by USCG–1999–4976, 65 FR 6500, Feb. 9, 2000]

§ 31.40–5 Cargo Ship Safety Construction Certificate—T/ALL.

(a) All tankships 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 tankships shall meet the applicable requirements of this chapter for tankships on an international voyage.

[CGFR 65–50, 30 FR 16662, Dec. 30, 1965, as amended by CGD 90–008, 55 FR 30660, July 26, 1990]

§ 31.40–10 Cargo Ship Safety Equipment Certificate—T/ALL.

(a) All tankships on an international voyage are required to have a Cargo Ship Safety Equipment Certificate.

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

§ 31.40–15 Cargo Ship Safety Radio Certificate—T/ALL.

Every tankship 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 6500, Feb. 9, 2000]

§ 31.40–25 Exemption Certificate—T/ALL.

(a) A tankship 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 tankship 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.

§ 31.40–30 Safety Management Certificate—T/ALL.

All tankships 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 67514, Dec. 24, 1997]

§ 31.40–35 Availability of certificates.

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

[USCG–1999–4976, 65 FR 6500, Feb. 9, 2000]

§ 31.40–40 Duration of Convention certificates—T/ALL.

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

(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 6500, Feb. 9, 2000]

§ 31.40–45 American Bureau of Shipping—T/ALL.

(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 tankships 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 from May 26, 1965, 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 tankship on an international voyage and on direct application to the American Bureau of Shipping, the Bureau may issue to such tankship a Cargo Ship Safety Construction Certificate, having a period of validity of not more than 60 months after ascertaining that the tankship:

(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 tankship 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 65–50, 30 FR 16662, Dec. 30, 1965, as amended by CGD 90–008, 55 FR 30660, July 26, 1990; CGD 96–041, 61 FR 50726, Sept. 27, 1996; USCG–2000–7790, 65 FR 58459, Sept. 29, 2000]

PART 32—SPECIAL EQUIPMENT, MACHINERY, AND HULL REQUIREMENTS

Subpart 32.01—General

Sec.

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Subpart 32.05—Markings

32.05–1 Draft marks and draft indicating systems—TB/ALL.
32.05–5 Vessel's name on equipment—TB/ALL.
32.05–10 Name of tankship—T/ALL.
32.05–15 Name of tank barge—B/ALL.

Subpart 32.15—Navigation Equipment

32.15–5 Whistles—T/ALL.
32.15–10 Sounding machines—T/OCL.
32.15–15 Anchors, Chains, and Hawsers—TB/ALL.
32.15–30 Radar—T/OC.
32.15–35 Magnetic Compass and Gyrocompass—T/OC.

Subpart 32.16—Navigation Bridge Visibility

32.16–1 Navigation bridge visibility-T/ALL.

Subpart 32.20—Equipment Installations

32.20–1 Equipment installations on vessels during World War II—TB/ALL.
32.20–5 Pressure vacuum relief valves—TB/ALL.
32.20–10 Flame arresters—TB/ALL.
32.20–20 Liquid level gaging—T/ALL.

Subpart 32.25—General Alarm Systems

32.25–1 General alarm systems for tankships and manned tank barges.

Subpart 32.30—Sound Powered Telephone, Voice Tube, and Engine Order Telegraph Systems

32.30–1 Voice tubes or telephone equipment—T/ALL.
32.30–5 Engine order telegraph equipment—T/ALL.

Subpart 32.35—Main and Auxiliary Machinery

32.35–1 Boilers and machinery—TB/ALL.
32.35–5 Installation of internal combustion engines—TB/ALL.
32.35–10 Steering apparatus on tank vessels—TB/ALL.
32.35–15 Installation of air compressors on tank vessels contracted for on or after June 15, 1977—TB/ALL.

Subpart 32.40—Accommodations for Officers and Crew

32.40–1 Application—TB/ALL.
32.40–5 Intent—T/ALL.
32.40–10 Location of crew spaces—T/ALL.
32.40–15 Construction—T/ALL.
32.40–20 Sleeping accommodations—T/ALL.
32.40–25 Washrooms and toilet rooms—T/ALL.
32.40–30 Messrooms—T/ALL.
32.40–35 Hospital space—T/ALL.
32.40–40 Other spaces—T/ALL.
32.40–45 Lighting—T/ALL.
32.40–50 Heating and cooling—T/ALL.
32.40–55 Insect screens—T/ALL.
32.40–60 Crew accommodations on tankships of less than 100 gross tons and manned tank barges—T/ALL.
32.40–65 Crew accommodations on tankships constructed before June 15, 1987—T/ALL.

Subpart 32.45—Electrical Installations

32.45–1 Installation and details.

Subpart 32.50—Pumps, Piping, and Hose for Cargo Handling

32.50–1 Cargo pumps for tank vessels constructed on or after November 10, 1936—TB/ALL.
32.50–3 Cargo discharge—TB/ALL.
32.50–5 Cargo pump gauges on tank vessels constructed on or after November 10, 1936—TB/ALL.
32.50–10 Cargo pumps on tank vessels with independent cargo tanks which were constructed prior to November 10, 1936—TB/ALL.