

## SUBCHAPTER F—MARINE ENGINEERING

### PART 50—GENERAL PROVISIONS

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AUTHORITY: 43 U.S.C. 1333; 46 U.S.C. 3306, 3703; E.O. 12234, 45 FR 58801, 3 CFR, 1980 Comp., p. 277; Department of Homeland Security Delegation No. 00170.1, Revision No. 01.3; Section 50.01-20 also issued under the authority of 44 U.S.C. 3507.

SOURCE: CGFR 68-82, 33 FR 18808, Dec. 18, 1968, unless otherwise noted.

#### Subpart 50.01—Basis and Purpose of Regulations

##### § 50.01-10 Purpose of regulations.

(a) The purpose of the regulations in this subchapter is to set forth minimum requirements for marine engineering details for various types of vessels in accordance with the intent of title 52 of the Revised Statutes and acts amendatory thereof or supplemental thereto as well as to implement various international conventions for safety of life at sea and other treaties, which contain requirements affecting marine engineering. The regulations in this subchapter have the force of law.

(b) All marine engineering details, such as boilers, pressure vessels, main and auxiliary machinery, piping, valves, and fittings, must be designed, constructed, and installed in accordance with the provisions of this subchapter, except when specifically modified by the regulations in another subchapter in this chapter for a particular type of vessel or where a specific installation may be required or permitted.

[CGFR 68-82, 33 FR 18808, Dec. 18, 1968, CGD 95-012, 60 FR 48049, Sept. 18, 1995; USCG-2020-0634, 89 FR 50092, June 12, 2024]

##### § 50.01-15 Scope of regulations.

(a) This subchapter provides the specifications, standards and requirements for strength and adequacy of design, construction, installation, inspection, and choice of materials for machinery, boilers, pressure vessels, safety valves,

and piping systems upon which safety of life is dependent.

(b) Since this subchapter contains the marine engineering details, it implements the requirements for inspection and certification of vessels as set forth in other subchapters for specific types of vessels.

(c) The regulations in this subchapter (parts 50, 52, 53, 54, 56, 57, 58, 59, and 61 through 64) have preemptive effect over state or local regulations in the same field.

[CGFR 68-82, 33 FR 18808, Dec. 18, 1968, as amended by USCG-2012-0196, 81 FR 48250, July 22, 2016]

**§ 50.01-20 OMB control numbers assigned pursuant to the Paperwork Reduction Act.**

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

(b) *Display.*

46 CFR Part or Section where Identified or Described	Current OMB Control No.
Parts 50 through 64 .....	1625-0097

[49 FR 38120, Sept. 27, 1984, as amended by CGD 88-072, 53 FR 34297, Sept. 6, 1988; USCG-2004-18884, 69 FR 58345, Sept. 30, 2004]

**Subpart 50.05—Application**

SOURCE: CGFR 68-82, 33 FR 18808, Dec. 18, 1968, as amended by USCG-2020-0634, 89 FR 50092, June 12, 2024, unless otherwise noted.

**§ 50.05-1 General.**

(a) The regulations in this subchapter apply to the marine engineering details of installations on vessels required to be inspected and certificated under other subchapters in this chapter as described in § 50.01-10.

(b) The regulations in this subchapter are not retroactive in effect, except as provided in § 50.05-5 or § 50.05-10, or if specifically so provided for at the time specific regulations are amended or added.

(c) The requirements in this subchapter revised or added subsequent to July 1, 1969, are applicable to the installations contracted for after the effective dates of such requirements. Normally, materials, items of equipment, or installations in vessels which have been accepted and passed as satisfactory and meeting the applicable requirements in this subchapter then in effect and which are maintained in good and serviceable condition to the satisfaction of the Officer in Charge, Marine Inspection, may be continued in use until replacement is deemed necessary by such officer or as specified in the regulations.

(d) Items of equipment, which are in use on vessels, previously approved by the Commandant but not complying with the latest specification requirements may be continued in use so long as they are maintained in good and serviceable condition to the satisfaction of the Officer in Charge, Marine Inspection, until replacement is deemed necessary by such officer or as specified in the regulations.

(e) Industrial systems and components on mobile offshore drilling units must meet subpart 58.60 of this subchapter.

[CGFR 68-82, 33 FR 18808, Dec. 18, 1968, as amended by CGD 73-251, 43 FR 56799, Dec. 4, 1978; CGD 77-147, 47 FR 21809, May 20, 1982; USCG-2000-7790, 65 FR 58459, Sept. 29, 2000]

**§ 50.05-5 Existing boilers, pressure vessels or piping systems.**

(a) Whenever doubt exists as to the safety of an existing boiler, pressure vessel, or piping system, the marine inspector may require that it be gaged or checked to determine the extent of deterioration, and if necessary for safety may require the recalculation and reduction of the maximum allowable working pressure.

(b) For the purpose of recalculating the maximum allowable working pressure of boilers, pressure vessels, or piping which have deteriorated in service, the applicable design formulas in effect

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at the time it was contracted for or built must be used.

(c) When existing vessels are reboilered, the mountings and attachments must be renewed in accordance with the regulations in this subchapter in effect at the time such reboiling work is contracted for. The existing steam piping must be examined. Those portions which are in good condition and comply with minimum thickness requirements in effect at the time such reboiling work is contracted for may be continued in service. The steam piping replaced must be in accordance with the regulations in this subchapter in effect for new construction.

(d) For the purpose of this section, existing equipment includes only items which have previously met all Coast Guard requirements for installation aboard a vessel certificated by the Coast Guard, including requirements for design, fabrication, testing, and inspection at the time the equipment was new.

[CGFR 68-82, 33 FR 18808, Dec. 18, 1968, as amended by CGD 81-79, 50 FR 9430, Mar. 8, 1985]

**§ 50.05-10 Alterations or repairs.**

(a) When alteration or repair of boilers, pressure vessels, machinery, safety valves or piping systems becomes necessary, the work must be done under the cognizance of the Officer in Charge Marine Inspection. It must be done in accordance with the regulations in effect at the time such vessel or installation was contracted for or built (whichever is latest), or in accordance with the regulations in effect for new construction.

(b) When alterations or repairs are made to a U.S. flag vessel in a port or place not in the United States, a notice containing details of the proposed alterations or repairs must be submitted to the appropriate Officer in Charge, Marine Inspection.

[CGFR 68-82, 33 FR 18808, Dec. 18, 1968, as amended by CGD 73-251, 43 FR 56799, Dec. 4, 1978]

**§ 50.05-15 Vessels subject to regulations in this subchapter.**

(a) Passenger vessels, tank vessels, cargo and miscellaneous vessels, nautical schoolships, mobile offshore drill-

ing units, and oceanographic vessels are subject to the regulations in this subchapter to the extent prescribed by various laws and regulations as described in § 50.01-1. The applicable provisions in this subchapter apply to all such U.S. flag vessels, and to all such foreign vessels which carry passengers from any port in the United States except as follows:

(1) Any vessel of a foreign nation signatory to the International Convention for Safety of Life at Sea, 1974, and which has on board a current, valid Convention certificate attesting to the sufficiency of the marine engineering details as prescribed by applicable regulations in this chapter.

(2) Any vessel of a foreign nation having inspection laws approximating those of the United States together with reciprocal inspection arrangements with the United States, and which has on board a current, valid certificate of inspection issued by its government under such arrangements.

(3) Any vessel operating exclusively on inland waters which are not navigable waters of the United States.

(4) Any vessel laid up and dismantled and out of commission.

(5) With the exception of vessels of the U.S. Maritime Administration, any vessel with the title vested in the United States and which is used for public purposes.

(b) Notwithstanding the exceptions previously noted in paragraphs (a)(1) and (2) of this section, foreign vessels of novel design or construction or whose operation involves potential unusual risks are subject to inspection to the extent necessary to safeguard life and property in U.S. ports, as further provided by § 2.01-13 in subchapter A of this chapter.

[CGFR 68-82, 33 FR 18808, Dec. 18, 1968, as amended by CGD 73-251, 43 FR 56799, Dec. 4, 1978; CGD 80-161, 48 FR 15472, Apr. 11, 1983; CGD 90-008, 55 FR 30660, July 26, 1990; CGD 95-012, 60 FR 48049, Sept. 18, 1995]

**§ 50.05-20 Steam-propelled vessels.**

(a) The requirements covering design of the propelling engine, boiler, and the auxiliary machinery, and the inspection thereof on all vessels which are more than 40 feet in length, and which are propelled by machinery driven by

steam must be in accordance with the applicable provisions of this subchapter.

(b) If the engines, boilers, and auxiliary machinery are found to be in safe operating condition at the initial or subsequent periodical inspection, the Officer in Charge, Marine Inspection, must issue a letter to that effect. Such letter must be posted on the vessel under glass. The letter will be valid for a specified period of time, as determined by the Officer in Charge, Marine Inspection. The owner, within 30 days prior to its expiration, must make application to the nearest Officer in Charge, Marine Inspection for a renewal thereof.

### Subpart 50.10—Definition of Terms Used in This Subchapter

#### § 50.10–1 Commandant.

The term *Commandant* means the Commandant U.S. Coast Guard.

#### § 50.10–5 Coast Guard District Commander or District Commander.

The term *Coast Guard District Commander* or *District Commander* means an officer of the Coast Guard designated as such by the Commandant to command all Coast Guard activities within his district, which include the inspections, enforcement, and administration of Subtitle II, Title 46, U.S. Code, Title 46 and Title 33 U.S. Code, and regulations under these statutes.

[CGFR 68–82, 33 FR 18808, Dec. 18, 1968, as amended by CGD 95–028, 62 FR 51200, Sept. 30, 1997]

#### § 50.10–10 Officer in Charge, Marine Inspection, (OCMI).

The term *Officer in Charge, Marine Inspection*, (OCMI) means any person from the civilian or military branch of the Coast Guard designated as such by the Commandant and who, under the superintendence and direction of the Coast Guard District Commander, is in charge of an inspection zone for the performance of duties with respect to the inspections, enforcement, and administration of Subtitle II, Title 46, U.S. Code, Title 46 and Title 33 U.S.

Code, and regulations under these statutes.

[CGFR 68–82, 33 FR 18808, Dec. 18, 1968, as amended by CGD 95–028, 62 FR 51200, Sept. 30, 1997]

#### § 50.10–15 Marine inspector or inspector.

The term *marine inspector* or *inspector* means any person from the civilian or military branch of the Coast Guard assigned under the superintendence and direction of an Officer in Charge, Marine Inspection, or any other person as may be designated for the performance of duties with respect to the inspections, enforcement and the administration of Subtitle II, Title, 46, U.S. Code, Title 46 and Title 33, U.S. Code, and regulations under these statutes.

[CGFR 68–82, 33 FR 18808, Dec. 18, 1968, as amended by CGD 95–028, 62 FR 51200, Sept. 30, 1997]

#### § 50.10–20 Headquarters.

The term *Headquarters* means the Commandant (CG–00), Attn: Commandant, U.S. Coast Guard Stop 7000, 2703 Martin Luther King Jr. Avenue SE, Washington, DC 20593–7000.

[CGFR 68–82, 33 FR 18808, Dec. 18, 1968, as amended by CGD 88–070, 53 FR 34534, Sept. 7, 1988; USCG–2013–0671, 78 FR 60147, Sept. 30, 2013; USCG–2020–0634, 89 FR 50093, June 12, 2024]

#### § 50.10–23 Marine Safety Center.

The term *Marine Safety Center* refers to the Commanding Officer, Marine Safety Center, U.S. Coast Guard Stop 7430, 2703 Martin Luther King Jr. Avenue SE, Washington, DC 20593–7430 for mail. Send mail in a printed or electronic format. Information for submitting the documents electronically can be found at <https://www.uscg.mil/HQ/MSA>.

[USCG–2020–0634, 89 FR 50093, June 12, 2024]

#### § 50.10–25 Coast Guard Symbol.

(a) The term *Coast Guard Symbol* means that impression stamped on the nameplates of boilers, pressure vessels, and safety valves by a marine inspector upon the satisfactory completion of the tests and inspection of the product. It may also be used by a marine inspector

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to identify workmanship test plates and welding samples.

(b) The impression of the Coast Guard Symbol for stamping nameplates and specimens is shown in figure 1 to § 50.10-25(b).

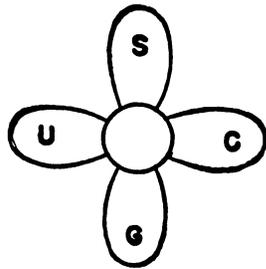


FIGURE 1 TO § 50.10-25(B)—COAST GUARD SYMBOL

[CGFR 68-82, 33 FR 18808, Dec. 18, 1968, as amended by USCG-2020-0634, 89 FR 50094, June 12, 2024]

**§ 50.10-30 Coast Guard number.**

(a) The Coast Guard number means that number assigned to boilers and pressure vessels by the Officer in Charge, Marine Inspection, who makes the final tests and inspections.

(b) The Coast Guard number must be stamped on the nameplates of boilers and pressure vessels.

(c) The Coast Guard number is comprised of the following:

(1) Three capital letters which identify the office of the issuing Officer in Charge, Marine Inspection (see table 1 to § 50.10-30); followed by,

(2) An OCMI serial number, by which the particular boiler or pressure vessel can be identified; the first two digits of which will identify the calendar year the number was assigned.

TABLE 1 TO § 50.10-30—PREVIOUS SECTOR OFFICE IDENTIFICATION LETTERS IN COAST GUARD NUMBERS FOR BOILERS AND PRESSURE VESSELS

Identification	Sector Office
ALB .....	Albany.
ANC .....	Anchorage.
BAL .....	Baltimore.
BOS .....	Boston.
BUF .....	Buffalo.
CHA .....	Charleston.
CHI .....	Chicago.

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TABLE 1 TO § 50.10-30—PREVIOUS SECTOR OFFICE IDENTIFICATION LETTERS IN COAST GUARD NUMBERS FOR BOILERS AND PRESSURE VESSELS—Continued

Identification	Sector Office
CIN .....	Cincinnati.
CLE .....	Cleveland.
COR .....	Corpus Christi.
DET .....	Detroit.
DUL .....	Duluth.
GAL .....	Galveston.
GUA .....	Guam.
HON .....	Honolulu.
HOU .....	Houston.
HRV .....	Hampton Roads, VA.
HUN .....	Huntington.
JAC .....	Jacksonville.
JUN .....	Juneau.
LIS .....	Long Island.
LOS .....	Los Angeles.
LOU .....	Louisville.
MEM .....	Memphis.
MIA .....	Miami.
MIL .....	Milwaukee.
MIN .....	Minneapolis.
MOB .....	Mobile.
MOR .....	Morgan City.
NAS .....	Nashville.
NEW .....	New Orleans.
NYC .....	New York.
PAD .....	Paducah.
PAT .....	Port Arthur.
PHI .....	Philadelphia.
PIT .....	Pittsburgh.
POM .....	Portland, ME.
POR .....	Portland, OR.
PRO .....	Providence.
ROT .....	Rotterdam.
SAV .....	Savannah.
SDC .....	San Diego.
SEA .....	Seattle.
SFC .....	San Francisco.
SIM .....	Saint Ignace.
SJP .....	San Juan.
SLM .....	St. Louis.
STB .....	Sturgeon Bay.
TAM .....	Tampa.
TOL .....	Toledo.
VAL .....	Valdez.
WNC .....	Wilmington, NC.

[CGFR 68-82, 33 FR 18808, Dec. 18, 1968, as amended by CGFR 69-127, 35 FR 9975, June 17, 1970; CGD 74-219, 39 FR 40158, Nov. 14, 1974; CGD 78-161, 44 FR 13492, Mar. 12, 1979; USCG-2000-7790, 65 FR 58459, Sept. 29, 2000; USCG-2006-25556, 72 FR 36330, July 2, 2007; USCG-2020-0634, 89 FR 50094, June 12, 2024]

**§ 50.10-35 Constructed.**

The term *constructed* means the keel has been laid or, for vessels with no keel, assembly of at least 50 tons or 1% of the estimated mass of all structural material, whichever is less, has been completed.

[CGD 83-043, 60 FR 24772, May 10, 1995]

**Subpart 50.20—Plan Submittal and Approval**

SOURCE: CGFR 68-82, 33 FR 18808, Dec. 18, 1968, as amended by USCG-2020-0634, 89 FR 50094, June 12, 2024, unless otherwise noted.

**§ 50.20-1 General.**

(a) The required vessel, equipment, or installation plans, as listed in this subchapter, are general in character, but include all plans which normally show the intended construction and safety features coming under the cognizance of the Coast Guard. In a particular case, however, not all of the plans enumerated may be applicable, and in such cases the Coast Guard will so notify the submitter.

(b) Manufacturers of pressure vessels and other components, which require specific fabrication inspection in accordance with the requirements of this subchapter, must submit and obtain approval of the applicable construction plans prior to the commencement of such fabrication. Manufacturers of automatically controlled boilers must submit and obtain approval of the applicable control system plans prior to installation of the boiler. Manufacturers of boilers which must meet the requirements of part 52 of this subchapter must submit the applicable construction plans for review prior to installation.

[CGFR 68-82, 33 FR 18808, Dec. 18, 1968, as amended by CGD 81-79, 50 FR 9431, Mar. 8, 1985]

**§ 50.20-5 Procedures for submittal of plans.**

(a) As the relative locations 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 procedures outlined in this section apply, but if a more expeditious procedure can be used, there will normally be no objection to it.

(b) The plans may be submitted in duplicate to the Officer in Charge, Marine Inspection, at or nearest the place where the vessel is to be built. Alternatively, the plans may be submitted to the Marine Safety Center.

(c) 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.

[CGFR 68-82, 33 FR 18808, Dec. 18, 1968, as amended by CGD 88-070, 53 FR 34534, Sept. 7, 1988; CGD 77-140, 54 FR 40598, Oct. 2, 1989; CGD 95-012, 60 FR 48049, Sept. 18, 1995; CGD 95-072, 60 FR 50462, Sept. 29, 1995]

**§ 50.20-10 [Reserved]****§ 50.20-15 Previously approved plans.**

(a) A manufacturer wishing to fabricate equipment in accordance with a plan previously approved is not required to resubmit such plans provided:

(1) Certification is submitted that the proposed equipment conforms in every respect to the plan previously approved, and such certification contains the drawing number, title, date, and last revision or change date, and date of previous approval;

(2) The current regulations, including adopted specifications, standards or codes, pertaining to the proposed equipment are the same as those current when the original plan was approved; and

(3) A copy of the approved plan is available for review by the approving office.

(b) [Reserved]

[CGFR 68-82, 33 FR 18808, Dec. 18, 1968, as amended by CGD 77-140, 54 FR 40598, Oct. 2, 1989]

**§ 50.20-25 Calculations.**

(a) Calculations must be forwarded with plans submitted for approval and must clearly substantiate compliance with this subchapter. Care must be taken to identify sources of equations, factors and other information upon which the calculations are based.

(b) The results of the calculations, such as the maximum allowable working pressure (MAWP), test pressure, and safety device settings, must be clearly identified.

**§ 50.20-30 Alternative materials or methods of construction.**

When new or alternative materials, procedures, designs, or methods of construction are submitted for approval and are not addressed by regulations,

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the Commandant will act to approve or disapprove.

### § 50.20–33 [Reserved]

### § 50.20–35 Marine inspector's decisions.

(a) When it becomes necessary for a marine inspector to make decisions on matters covered by the regulations in this subchapter or by requirements in referenced specifications, standards or codes, the inspector must inform the owner or their representative of the requirement, which will be identified by source, section, and paragraph number, on which the decisions are based. Whenever it is necessary to make decisions in matters not specifically covered by the regulations in this subchapter or by referenced requirements, the marine inspector must clearly state the reasons which caused them to arrive at such decisions.

(b) If the owner or their representative disagrees with a decision made by the marine inspector, they must take up the matter with the local Officer in Charge, Marine Inspection. The owner or their representative may appeal the decision of the Officer in Charge, Marine Inspection, in accordance with § 50.20–40.

### § 50.20–40 Right of appeal.

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

[CGD 88–033, 54 FR 50380, Dec. 6, 1989]

## Subpart 50.25—Acceptance of Material and Piping Components

### § 50.25–1 General.

(a) Materials and piping components used in the construction of boilers, pressure vessels, pressure piping systems, and related components are accepted by review of manufacturer or mill certificates under § 50.25–3 of this part, product marking in accordance with an adopted industry standard, or technical information indicating their compliance with the requirements of this subchapter.

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(b) Plate, bar stock, pipe, tube, pipe joining fittings (tees, elbows, reducers, etc.), bolting, castings, forgings, and flanges, are accepted by review of manufacturer or mill certificates under §§ 50.25–3, 50.25–5, and 50.25–7 of this part.

(c) Valves, fluid conditioner fittings, and special purpose fittings complying with an adopted industry standard and marked in accordance with the standard are accepted through review of the marking indicating compliance with the adopted industry standard.

(d) Valves, fluid conditioner fittings, special purpose fittings, and pipe joining fittings not complying with an adopted industry standard are accepted for use on a case-by-case basis. Acceptance is granted by the Marine Safety Center or the Officer in Charge, Marine Inspection, having cognizance over the installation of the product. To obtain acceptance of a product, the manufacturer must submit, via the vessel owner or representative, the information described in § 50.25–10 of this part to the Marine Safety Center or the cognizant Officer in Charge, Marine Inspection.

(e) The vessel owner or representative must make available to the Officer in Charge, Marine Inspection, the manufacturer or mill certificates, specific letters of acceptance, or approved plans necessary to verify that piping components comply with the requirements of this subchapter.

[CGD 77–140, 54 FR 40598, Oct. 2, 1989, as amended by CGD 95–072, 60 FR 50462, Sept. 29, 1995; CGD 96–041, 61 FR 50727, Sept. 27, 1996; USCG–2004–18884, 69 FR 58345, Sept. 30, 2004; USCG–2003–16630, 73 FR 65160, Oct. 31, 2008; USCG–2012–0832, 77 FR 59777, Oct. 1, 2012; USCG–2020–0634, 89 FR 50094, June 12, 2024]

### § 50.25–3 Manufacturer or mill certification.

(a) A manufacturer or mill producing materials used in certain products for installation on inspected vessels, must issue a certificate or mill test report which must report the results of chemical analysis and mechanical properties required by the ASTM specification.

(b) This certificate must be made available to the marine inspector and Officer in Charge, Marine Inspection,

upon request to the fabricator. (For exception refer to § 50.25–5(d).)

[CGFR 68–82, 33 FR 18808, Dec. 18, 1968, as amended by CGD 77–140, 54 FR 40598, Oct. 2, 1989; USCG–2020–0634, 89 FR 50094, June 12, 2024]

**§ 50.25–5 Products requiring manufacturer or mill certification.**

(a) Products required to be certified by a manufacturer or by mill certificate must be fabricated and tested in accordance with the applicable specifications. Such products will not normally be subject to mill inspection by the Coast Guard except as required by § 50.25–7.

(b) The Officer in Charge, Marine Inspection, having cognizance over the installation of the products required to be certified must ensure that adequate control has been exercised to identify the product with its manufacturer or mill certificate.

(c) In the event that the Officer in Charge, Marine Inspection, determines that handling of a product has been such that proper identification is not possible, he may:

(1) Require testing in his presence based on the applicable material or fabrication specification; or

(2) Reject the product on the basis that it cannot be properly identified.

(d) A product conforming to an acceptable material specification may, at the discretion of the Officer in Charge, Marine Inspection, be accepted without referring to its manufacturer or mill certification, if:

(1) The product is marked in accordance with the identification marking requirements of the specification;

(2) The marking alone is sufficient to identify that specification; and

(3) In the opinion of the Officer in Charge, Marine Inspection, the application of the product does not require knowledge of the exact chemical analysis or mechanical properties enumerated on the manufacturer or mill certificate.

[CGFR 68–82, 33 FR 18808, Dec. 18, 1968, as amended by CGD 77–140, 54 FR 40598, Oct. 2, 1989; USCG–2020–0634, 89 FR 50094, June 12, 2024]

**§ 50.25–7 Testing of products required to be certified in presence of marine inspector.**

(a) Certified products are not normally tested in the presence of a marine inspector. The Commandant may, however, assign a marine inspector to witness tests required by the applicable specifications to ensure that the requirements are met.

(b) Marine inspectors must have free entry at all times to those parts of the plant where material subject to this subchapter is being manufactured. The manufacturer must provide marine inspectors all reasonable facilities to satisfy them that the material is being manufactured in accordance with the requirements of the Commandant.

(c) Unless otherwise authorized, required tests and inspections described in applicable specifications must be made at the place of manufacture prior to shipment.

[USCG–2020–0634, 89 FR 50094, June 12, 2024]

**§ 50.25–10 Acceptance of piping components by specific letter or approved plan.**

(a) A manufacturer of a piping component which does not comply with an adopted industry standard and requires acceptance by specific letter or approved plan must do the following:

(1) Submit an engineering type catalog or representative drawings of the component which includes the pressure and temperature ratings of the component and identify the service for which it is intended.

(2) Identify materials used to fabricate the component. Materials must meet the requirements of subpart 56.60 of this chapter. If the component is not manufactured to accepted material specifications, the manufacturer must prove equivalency to accepted material specifications by comparing details of the materials' chemical composition, mechanical properties, method of manufacture, and complete chemical and mechanical test results with an accepted material specification.

(3) Identify the industry standard, if any, to which the component is manufactured.

(4) Submit a description of non-destructive testing performed on the component.

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(5) Submit a description of the marking applied to the component.

(6) Submit information showing compliance with the requirements of part 56, subparts 56.15, 56.20, 56.25, 56.30, or 56.35 of this chapter, as applicable.

(7) Submit any additional information necessary to evaluate the component's acceptability for its intended application.

(b) If the component is found to comply with the requirements of this subchapter, the component is designated as acceptable for its intended installation. This acceptance is in the form of a specific letter relating directly to the particular component or in the form of an approved piping system plan in which the component is identified as an integral part.

[CGD 77-140, 54 FR 40599, Oct. 2, 1989]

### Subpart 50.30—Fabrication Inspection

SOURCE: CGFR 68-82, 33 FR 18808, Dec. 18, 1968, as amended by USCG-2020-0634, 89 FR 50095, June 12, 2024, unless otherwise noted.

#### § 50.30-1 Scope.

(a) The manufacturer must notify the Officer in Charge, Marine Inspection, of the intended fabrication of pressure vessels that will require Coast Guard inspection.

(b) For exemption of certain pressure vessels from shop inspection see § 54.01-15 of this subchapter.

(c) For a classification delineation of boilers and pressure vessels refer to tables 1 and 2 to § 54.01-5 of this subchapter.

[CGFR 68-82, 33 FR 18808, Dec. 18, 1968, as amended by CGD 81-79, 50 FR 9431, Mar. 8, 1985]

#### § 50.30-10 Class I, I-L and II-L pressure vessels.

(a) Classes I, I-L and II-L pressure vessels must be subject to shop inspection at the plant where they are being fabricated, or when determined necessary by the Officer in Charge, Marine Inspection.

(b) The manufacturer must submit Class I, I-L and II-L pressure vessels, as defined in parts 54 and 56 of this subchapter for shop inspection at such

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stages of fabrication as may be requested by the Officer in Charge, Marine Inspection.

[CGD 95-012, 60 FR 48049, Sept. 18, 1995]

#### § 50.30-15 Class II pressure vessels.

(a) Class II pressure vessels must be subject to shop inspections at the plant where they are being fabricated, as or when determined necessary by the Officer in Charge, Marine Inspection. The inspections described in this section are required, unless specifically exempted by other regulations in this subchapter.

(b) The first inspection of Class II welded pressure vessels must be performed during the welding of the longitudinal joint. At this time the marine inspector must check the material and fit-up of the work, and ascertain that only welders who have passed the required tests are employed.

(c) A second inspection of Class II welded pressure vessels must be made during the welding of the circumferential joints. At this time the marine inspector must check any new material being used which may not have been examined at the time of the first inspection, also the fit-up of the vessel at this stage of fabrication, and in addition, observe the welding and ascertain that only welders who have passed the required tests are employed.

#### § 50.30-20 Class III pressure vessels.

(a) Class III pressure vessels must be subject to shop inspection at the plant where they are being fabricated, as or when determined necessary by the Officer in Charge, Marine Inspection. The inspection described in this section is required, unless specifically exempted by other regulations in this subchapter.

(b) For Class III welded pressure vessels, one inspection must be made during the welding of the longitudinal joint. If there is no longitudinal joint, the inspection must be made during the welding of a circumferential joint. At this time the marine inspector must check the material and fit-up of the work and see that only welders who have passed the required tests are employed.