

Coast Guard, DHS

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deems necessary for the proper protection of the vessel.

TABLE 95.60-5(a)

Gross tons		Number of axes
Over	Not over	
	50	1
50	200	2
200	500	4
500	1,000	6
1,000		8

(b) Manned barges shall carry at least two fire axes.

§ 95.60-10 Location.

(a) Fire axes shall be distributed throughout the spaces available to persons on board so as to be most readily available in the event of emergency.

(b) If fire axes are not located in the open, or behind glass, so that they may be readily seen, they may be placed in enclosures together with the fire hose, provided such enclosures are marked as required by §97.37-15 of this subchapter.

PART 96—VESSEL CONTROL AND MISCELLANEOUS SYSTEMS AND EQUIPMENT

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Subpart 96.40—Pilot Boarding Equipment

96.40-1 Pilot boarding equipment.

AUTHORITY: 46 U.S.C. 3306; E.O. 12234, 45 FR 58801, 3 CFR, 1980 Comp., p. 277; DHS Delegation No. 00170.1, Revision No. 01.3.

EFFECTIVE DATE NOTE: By 89 FR 76699, Sept. 18, 2024, the authority citation for part 96 was revised, effective Oct. 18, 2024. For the convenience of the user, the revised text is set forth as follows:

AUTHORITY: 46 U.S.C. 3306; E.O. 12234, 45 FR 58801, 3 CFR, 1980 Comp., p. 277; DHS Delegation No. 00170.1, Revision No. 01.4.

SOURCE: CGFR 65-50, 30 FR 17008, Dec. 30, 1965, unless otherwise noted.

Subpart 96.01—Application

§ 96.01-1 General.

(a) The provisions of this part shall apply to all vessels except as specifically noted in this part.

§ 96.01-3 Incorporation by reference.

(a) Certain materials are incorporated by reference into this part with the approval of the Director of the Federal Register in accordance with 5

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U.S.C. 552(a). To enforce any edition other than the one listed in paragraph (b) of this section, notice of the change must be published in the FEDERAL REGISTER and the material made available to the public. All approved material is on file at the Office of the Federal Register, Washington, DC 20408, and at the Coast Guard Headquarters. Contact 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. The material is also available from the address indicated in paragraph (b).

(b) The material approved for incorporation by reference in this part, and the sections affected is:

*American Society for Testing and Materials
(ASTM)*

100 Barr Harbor Drive, West Conshohocken, PA 19428-2959.

ASTM F 1014-92, Standard Specification for Flashlights on Vessels—96.35-5

NOTE: All other documents referenced in this part are still in effect.

[CGD 82-042, 53 FR 17705, May 18, 1988, as amended by CGD 95-072, 60 FR 50464, Sept. 29, 1995; CGD 96-041, 61 FR 50729, Sept. 27, 1996; CGD 97-057, 62 FR 51046, Sept. 30, 1997; USCG-1999-5151, 64 FR 67181, Dec. 1, 1999; USCG-2009-0702, 74 FR 49232, Sept. 25, 2009; USCG-2012-0832, 77 FR 59780, Oct. 1, 2012; USCG-2013-0671, 78 FR 60151, Sept. 30, 2013]

Subpart 96.03—Marine Engineering Systems

§ 96.03-1 Installation and details.

(a) The installation of all systems of a marine engineering nature, together with the details of design, construction, and installation, shall be in accordance with the requirements of subchapter F (Marine Engineering) of this chapter. Systems of this type include the following:

Steering Systems.
Bilge and Ballast Systems.
Tank Vent and Sounding Systems.
Overboard Discharges and Shell Connections.
Pipe and Pressure Systems.
Liquefied Petroleum Gas For Cooking and Heating.

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Subpart 96.05—Electrical Engineering and Interior Communications Systems

§ 96.05-1 Installation and details.

(a) The installation of all systems of an electrical engineering or interior communication nature, together with the details of design, construction, and installation, shall be in accordance with the requirements of subchapter J (Electrical Engineering) of this chapter. Systems of this type include the following:

Ship's service generating systems.
Ship's service power distribution systems.
Ship's lighting systems.
Electric propulsion and propulsion control systems.
Emergency lighting and power systems.
Electric lifeboat winch systems.
Electric steering gear and steering control systems.
Fire detecting and alarm systems.
Sound powered telephone and voice tube systems.
Engine order telegraph systems.
Rudder angle indicator systems.
Refrigerated spaces alarm systems.
Navigation lights systems.
Daylight signaling lights.
Miscellaneous machinery alarms and controls.
General alarm systems.

(b) Electrical equipment installed in spaces "specially suitable for vehicles" shall be in accordance with subchapter J (Electrical Engineering) of this chapter.

[CGFR 66-33, 31 FR 15285, Dec. 6, 1966, as amended by CGFR 68-32, 33 FR 5719, Apr. 12, 1968, CGD 74-125A, 47 FR 15232, Apr. 8, 1982]

Subpart 96.06—Lifesaving Appliances and Arrangements

§ 96.06-1 Installation.

The installation of all lifesaving appliances and arrangements must be in accordance with subchapter W (Lifesaving Appliances and Arrangements) of this chapter.

[CGD 84-069, 61 FR 25289, May 20, 1996]

Subpart 96.07—Anchors, Chains, and Hawsers

§ 96.07-1 Application.

(a) The provisions of this subpart, with the exception of § 96.07-90, shall apply to all vessels contracted for on or after November 19, 1952. Vessels contracted for prior to November 19, 1952, shall meet the requirements of § 96.07-90.

§ 96.07-5 Ocean, coastwise, or Great Lakes service.

(a) Vessels in ocean, coastwise, or Great Lakes service, except unmanned barges, must be fitted with anchors, chains, and hawsers in general agreement with the Standards established by the American Bureau of Shipping, see 46 CFR part 90, subpart 90.35.

(b) In addition to the provisions of paragraph (a) of this section, the following requirements and alternatives also apply:

(1) The American Bureau of Shipping rules relating to anchor equipment are mandatory, not a guide.

(2) Vessels under 200 feet (61 meters) in length and with an American Bureau of Shipping equipment number of less than 150 may be equipped with either—

(i) One anchor of the tabular weight and one-half the tabulated length of anchor chain listed in the applicable standard, or

(ii) Two anchors of one-half the tabular weight with the total length of anchor chain listed in the applicable standard provided both anchors are in a position that allows for ready use at all times and the windlass is capable of heaving in either anchor.

(c) Tugs, under 200 feet (61 meters) in length, shall have at least one anchor of one-half the tabular weight listed in the applicable standards.

(d) Standards of other recognized classification societies may be used, in lieu of those established by the American Bureau of Shipping, upon approval by the Commandant.

[CGFR 68-32, 33 FR 5720, Apr. 12, 1968, as amended by CGD 87-013, 53 FR 20624, June 6, 1988; USCG-2022-0323, 88 FR 10030, Feb. 16, 2023]

§ 96.07-10 Lakes, bays, and sounds, or river service.

(a) Vessels in lakes, bays, and sounds, or river service shall be fitted with such ground tackle and hawsers as deemed necessary by the Officer in Charge, Marine Inspection, depending upon the size of the vessel and the waters on which it operates.

§ 96.07-90 Vessels contracted for prior to November 19, 1952.

(a) Vessels contracted for prior to November 19, 1952, shall meet the following requirements:

(1) Installations previously accepted or approved shall be considered satisfactory for the same service so long as they are maintained in good condition to the satisfaction of the Officer in Charge, Marine Inspection. If the service of the vessel is changed, the suitability of the equipment will be established by the Officer in Charge, Marine Inspection.

Subpart 96.17—Magnetic Compass and Gyrocompass

§ 96.17-1 When required.

(a) All mechanically propelled vessels in ocean or coastwise service must be fitted with a magnetic compass.

(b) All mechanically propelled vessels of 1,600 gross tons and over in ocean or coastwise service must be fitted with a gyrocompass in addition to the magnetic compass.

(c) Each vessel must have an illuminated repeater for the gyrocompass required under paragraph (b) that is at the main steering stand unless the gyrocompass is illuminated and is at the main steering stand.

[CGD 75-074, 42 FR 5963, Jan. 31, 1977]

Subpart 96.25—Radar

§ 96.25-1 When required.

All mechanically propelled vessels of 1,600 gross tons and over in ocean or coastwise service must be fitted with a marine radar system for surface navigation. Facilities for plotting radar readings must be provided on the bridge.

[CGD 75-074, 42 FR 5964, Jan. 31, 1977]

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Subpart 96.27—Sounding Equipment

§ 96.27-1 When required.

All mechanically propelled vessels of 500 gross tons and over in ocean or coastwise service and all mechanically propelled vessels of 500 gross tons and over in Great Lakes service and certificated for service on the River St. Lawrence eastward of the lower exit of the St. Lambert Lock at Montreal, Canada, must be fitted with an efficient electronic sounding apparatus.

[CGD 95-027, 61 FR 26007, May 23, 1996]

Subpart 96.30—Protection From Refrigerants

SOURCE: CGD 86-036, 57 FR 48325, Oct. 23, 1992, unless otherwise noted.

§ 96.30-1 Application.

(a) This subpart, except § 96.30-90, applies to each vessel that is contracted for on or after November 23, 1992, and is equipped with any refrigeration unit using—

(1) Ammonia to refrigerate any space with a volume of more than 20 cubic feet; or

(2) Fluorocarbons to refrigerate any space with a volume of more than 1000 cubic feet.

(b) Each vessel that is contracted for before November 23, 1992, must satisfy § 96.30-90 if it is equipped with any refrigeration unit using—

(1) Ammonia to refrigerate any space with a volume of more than 20 cubic feet; or

(2) Fluorocarbons to refrigerate any space with a volume of more than 1000 cubic feet.

§ 96.30-5 General.

(a) Each self-contained breathing apparatus must be of the pressure-demand, open-circuit type, approved by the Mine Safety and Health Administration (MSHA) and by the National Institute for Occupational Safety and Health (NIOSH), and have at a minimum a 30-minute air supply, a full facepiece, and a spare charge.

(b) All equipment shall be maintained in an operative condition, and it shall be the responsibility of the mas-

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ter and chief engineer to ascertain that a sufficient number of the crew are familiar with the operation of the equipment.

[CGD 86-036, 57 FR 48325, Oct. 23, 1992; 57 FR 56406, Nov. 27, 1992]

§ 96.30-15 Self-contained breathing apparatus.

(a) Each vessel must have a self-contained breathing apparatus for use as protection against gas leaking from a refrigeration unit.

(b) The self-contained breathing apparatus required by paragraph (a) of this section may be one of those required by § 96.35-10.

§ 96.30-90 Vessels contracted for before November 23, 1992.

Vessels contracted for before November 23, 1992, must meet the following requirements:

(a) Each vessels must satisfy §§ 96.30-5 through 96.30-15 concerning the number of items and method of stowage of equipment.

(b) Items of equipment previously approved, but not meeting the applicable specifications set forth in § 96.30-5, may continue in service as long as they are maintained in good condition to the satisfaction of the Officer in Charge, Marine Inspection; but each item in an installation or a replacement must meet all applicable specifications.

(c) After November 23, 1994, each respirator must either satisfy § 96.30-5(a) or be a self-contained compressed-air breathing apparatus previously approved by MSHA and NIOSH under part 160, subpart 160.011, of this chapter.

Subpart 96.35—Fireman's Outfit

§ 96.35-1 Application.

This subpart, except § 96.35-90, applies to each vessel that is on an international voyage and is contracted for on or after November 23, 1992. Each vessel that is on an international voyage and is contracted for before November 23, 1992, must satisfy § 96.35-90.

[CGD 86-036, 57 FR 48325, Oct. 23, 1992]

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§ 96.35-5 General.

(a) All flame safety lamps shall be of an approved type, constructed in accordance with subpart 160.016 of subchapter Q (Specifications) of this chapter.

(b) Each self-contained breathing apparatus must be of the pressure-demand, open-circuit type, approved by the Mine Safety and Health Administration (MSHA) and by the National Institute for Occupational Safety and Health (NIOSH), and have at a minimum a 30-minute air supply and full facepiece.

(c) Flashlights shall be Type II or Type III, constructed and marked in accordance with ASTM F 1014 (incorporated by reference, see § 96.01-3).

(d) All lifelines shall be of steel or bronze wire rope. Steel wire rope shall be either inherently corrosion-resistant, or made so by galvanizing or tinning. Each end shall be fitted with a hook with keeper having throat opening which can be readily slipped over a 5/8-inch bolt. The total length of the lifeline shall be dependent upon the size and arrangement of the vessel, and more than one line may be hooked together to achieve the necessary length. No individual length of lifeline may be less than 50 feet in length. The assembled lifeline shall have a minimum breaking strength of 1,500 pounds.

(e) All equipment shall be maintained in an operative condition, and it shall be the responsibility of the master and chief engineer to ascertain that a sufficient number of the crew are familiar with the operation of the equipment.

(f) Boots and gloves shall be of rubber or other electrically nonconducting material.

(g) The helmet shall provide effective protection against impact.

(h) Protective clothing shall be of material that will protect the skin from the heat of fire and burns from scalding steam. The outer surface shall be water resistant.

[CGFR 65-50, 30 FR 17008, Dec. 30, 1965, as amended by CGFR 69-72, 34 FR 17485, Oct. 29, 1969; CGD 82-042, 53 FR 17705, May 18, 1988; CGD 86-036, 57 FR 48325, Oct. 23, 1992; USCG-1999-5151, 64 FR 67181, Dec. 1, 1999]

EFFECTIVE DATE NOTE: By 89 FR 76699, Sept. 18, 2024, § 96.35-5 was amended by re-

moving the text “the Mine Safety and Health Administration (MSHA) and by” in paragraph (b), effective Oct. 18, 2024.

§ 96.35-10 Fireman’s outfit.

(a) Each fireman’s outfit must consist of one self-contained breathing apparatus, one lifeline with a belt or a suitable harness, one flashlight, one flame safety lamp, one rigid helmet, boots and gloves, protective clothing, and one fire ax. In lieu of the flame safety lamp, vessels may carry an oxygen depletion meter which is listed by a Coast Guard recognized independent laboratory as intrinsically safe.

(b) Every vessel shall carry at least two firemen’s outfits.

[CGFR 69-72, 34 FR 17485, Oct. 29, 1969, as amended by CGD 86-036, 57 FR 48325, Oct. 23, 1992; CGD 95-028, 62 FR 51207, Sept. 30, 1997]

§ 96.35-15 Stowage.

The fireman’s outfits must be stored in widely separated, accessible locations.

[CGD 75-074, 42 FR 5964, Jan. 31, 1977]

§ 96.35-20 Spare charges.

(a) A complete recharge shall be carried for each self-contained breathing apparatus, and a complete set of spare batteries shall be carried for each flashlight. The spares shall be stowed in the same location as the equipment it is to reactivate.

§ 96.35-90 Vessels contracted for before November 23, 1992.

Vessels contracted for before November 23, 1992, must meet the following requirements:

(a) Each vessel must satisfy §§ 96.35-5 through 96.35-20 concerning the number of items and method of stowage of equipment.

(b) Items of equipment previously approved, but not meeting the applicable specifications set forth in § 96.35-5, may continue in service as long as they are maintained in good condition to the satisfaction of the Officer in Charge, Marine Inspection; but each item in an installation or a replacement must meet all applicable specifications.

(c) After November 23, 1994, each respirator must either satisfy § 96.35-5(b) or be a self-contained compressed-air

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breathing apparatus previously approved by MSHA and NIOSH under part 160, subpart 160.011, of this chapter.

[CGD 86-036, 57 FR 48326, Oct. 23, 1992]

Subpart 96.40—Pilot Boarding Equipment

§ 96.40-1 Pilot boarding equipment.

(a) This section applies to each vessel that normally embarks or disembarks a pilot from a pilot boat or other vessel.

(b) Each vessel must have suitable pilot boarding equipment available for use on each side of the vessel. If a vessel has only one set of equipment, the equipment must be capable of being easily transferred to and rigged for use on either side of the vessel.

(c) Pilot boarding equipment must be capable of resting firmly against the vessel's side and be secured so that it is clear from overboard discharges.

(d) Each vessel must have lighting positioned to provide adequate illumination for the pilot boarding equipment and each point of access.

(e) Each vessel must have a point of access that has—

(1) A gateway in the rails or bulwark with adequate handholds; or

(2) Two handhold stanchions and a bulwark ladder that is securely attached to the bulwark rail and deck.

(f) The pilot boarding equipment required by paragraph (b) of this section must include at least one pilot ladder approved under subpart 163.003 of this chapter. Each pilot ladder must be of a single length and capable of extending from the point of access to the water's edge during each condition of loading and trim, with an adverse list of 15°.

(g) Whenever the distance from the water's edge to the point of access is more than 30 feet, access from a pilot ladder to the vessel must be by way of an accommodation ladder or equally safe and convenient means.

(h) Pilot hoists, if used, must be approved under subpart 163.002 of this chapter.

[CGD 79-032, 49 FR 25455, June 21, 1984]

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PART 97—OPERATIONS

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97.07-1 Notice and reporting of casualty and voyage records.

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Subpart 97.16—Auto Pilot

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