

§ 183.601

(1) The temperature within one inch of the component must be at least 648 °C sometime during the 2½ minute test;

(2) The surface of the heptane must be 8 to 10 inches below the component being tested; and

(3) The heptane must be in a container that is large enough to permit the perimeter of the top surface of the heptane to extend beyond the vertical projection of the perimeter of the component being tested.

(d) If the component is being tested as installed on an engine, heptane sufficient to burn 2½ minutes must be poured over the component and allowed to run into a flat bottomed pan under the engine. The pan must be large enough to permit the perimeter of the top surface of the heptane to extend beyond the vertical projection of the perimeter of the engine.

(e) If a fuel tank is being tested in an actual or simulated hull section, the actual or simulated hull section must be of sufficient size to contain enough heptane to burn for 2½ minutes in a place adjacent to the tank.

[CGD 74-209, 42 FR 5950, Jan. 31, 1977, as amended by CGD 77-98, 42 FR 36253, July 14, 1977; CGD 85-098, 52 FR 19729, May 27, 1987]

Subpart K—Ventilation

SOURCE: CGD 76-082, 44 FR 73027, Dec. 17, 1979, unless otherwise noted.

§ 183.601 Applicability.

This subpart applies to all boats that have gasoline engines for electrical generation, mechanical power, or propulsion.

[USCG-1999-5832, 64 FR 34716, June 29, 1999]

§ 183.605 Definitions.

As used in this subpart:

“Fuel” means gasoline.

“Open to the atmosphere” means a compartment that has at least 15 square inches of open area directly exposed to the atmosphere for each cubic foot of net compartment volume.

[CGD 76-082, 44 FR 73027, Dec. 17, 1979, as amended by CGD 85-098, 52 FR 19729, May 27, 1987]

33 CFR Ch. I (7-1-01 Edition)

§ 183.607 Incorporation by reference.

(a) The following standards are incorporated by reference. Copies may be obtained from the sources indicated. They are also available for inspection at Coast Guard Headquarters, 2100 Second Street, SW., Washington, DC 20593-0001 and at the Office of the Federal Register Library, 800 North Capitol Street, NW., suite 700, Washington, DC 20408.

(1) AMCA Standard 210-74, Figure 12. Air Moving and Conditioning Association, 30 West University Drive, Arlington Heights, Illinois 60004.

(2) ASTM Standard D 471. American Society for Testing and Materials, 100 Barr Harbor Drive, West Conshohocken, PA 19428-2959.

(3) UL Standard 1128, Underwriters Laboratories, Incorporated, 12 Laboratory Drive, Research Triangle Park, NC 27709-3995.

(b) The Director of the Federal Register approved the incorporation by reference in paragraph (a)(2) on September 26, 1976 and the incorporations in paragraphs (a) (1) and (3) on March 24, 1978.

[CGD 76-082, 44 FR 73027, Dec. 17, 1979, as amended by CGD 82-010, 48 FR 8273, Feb. 28, 1983; USCG-2000-7223, 65 FR 40059, June 29, 2000]

§ 183.610 Powered ventilation system.

(a) Each compartment in a boat that has a permanently installed gasoline engine with a cranking motor must:

- (1) Be open to the atmosphere, or
- (2) Be ventilated by an exhaust blower system.

(b) Each exhaust blower or combination of blowers must be rated at an air flow capacity not less than that computed by the formulas given in Table 183.610, Column 2. Blower rating must be determined according to AMCA Standard 210-74, Figure 12, or UL Standard 1128.

TABLE 183.610

Col. 1 ¹	Col. 2 ²	Col. 3 ³
Below 34	Fr=50	Fo=20
34 to 100	Fr=1.5V	Fo=0.6V
Over 100	Fr=V/2+100	Fo=0.2V+40

¹Net compartment volume of engine compartment and compartments open thereto (V) cubic feet.

²Rated blower capacity (Fr) cubic feet per minute.

³Blower system output (Fo) cubic feet per minute.