

the service for which they are intended:

(1) *Engine starting system.* Alternate methods of starting are checked.

(2) *Engine control mechanisms.* Mechanisms are operationally tested and visually examined.

(3) *Auxiliary machinery.* All machinery essential to the routine operation of the vessel is checked.

(4) *Fuel systems.* Tanks, tank vents and other appurtenances, piping and pipe fittings are examined. The fuel systems for the auxiliary propulsion engines and all other fuel systems installed are checked. All valves in the fuel lines are tested by operating locally and at remote operating positions.

(5) *Sea valves and bulkhead closure valves.* All overboard discharge and intake valves are checked.

(6) *Bilge and drainage systems.* The means provided for pumping bilges are operationally tested. All suction strainers are examined.

(b) During all inspections special attention is paid to ensure that no fire hazards exist and that guards or protective devices are provided in all hazardous places.

[CGD 83-005, 51 FR 896, Jan. 9, 1986, as amended by USCG-1999-4976, 65 FR 6508, Feb. 9, 2000]

§ 169.243 Electrical.

At each inspection for certification and periodic inspection, the marine inspector will examine and test the following items to the extent necessary, to determine that they are in proper operating condition, in safe electrical condition, and fit for the service for which they are intended:

(a) *Electrical cable.* All cable is examined as far as practicable without undue disturbance of the cable or electrical apparatus.

(b) *Overload or circuit protective devices.* Circuit breakers are tested by manual operation and fuses examined visually. The ratings of fuses are checked to determine suitability for the service intended.

(c) *Rotating machinery.* Rotating electrical machinery essential to the routine operation of the vessel is examined.

(d) *Generators, etc.* All generators, motors, lighting fixtures and circuit

interrupting devices located in spaces or areas which may contain flammable vapors are checked.

(e) *Storage batteries.* Batteries are checked for condition and security of stowage.

(f) *Fire detection and alarm system.* Electrical apparatus, which operates as part of or in conjunction with a fire detection or alarm system installed on board the vessel, is operationally tested. The test is applied, in a manner to simulate, as closely as practicable, the actual operation in case of fire.

[CGD 83-005, 51 FR 896, Jan. 9, 1986, as amended by USCG-1999-4976, 65 FR 6508, Feb. 9, 2000]

§ 169.245 Lifesaving equipment.

At each inspection for certification and periodic inspection the following tests and inspections of lifesaving equipment will be conducted:

(a) All air tank buoyant units of all lifesaving appliances are tested for airtightness.

(b) Each lifeboat is lowered to near the water and loaded with its allowed capacity, evenly distributed throughout the length. The total weight used is at least equal to the allowed capacity of the lifeboat considering persons to weigh 75 kg (165 pounds) each. The lifeboat is then lowered into the water until it is afloat and released from the falls.

(c) Each personal flotation device is examined to determine its serviceability. If found to be satisfactory, it is stamped "Passed," together with the date and the port. If found to be unsatisfactory, the personal flotation device must be removed from the vessel's equipment and repaired. If it is beyond repair it must be destroyed in the presence of the Coast Guard inspector.

(d) Each lifeboat winch electrical control apparatus is opened and inspected.

(e) Where gravity davits are installed, it must be demonstrated that the lifeboat can be swung out and lowered from any stopped position by merely releasing the brake on the lifeboat winch. The use of force to start the davits or the lifeboat winch is not permitted.

(f) Inflatable liferaft containers are examined for defects and the inspector verifies that the inflatable liferafts and