

§ 179.340

46 CFR Ch. I (10–1–04 Edition)

§ 179.340 Trunks.

Where a trunk (i.e., an enclosed passageway through a deck or bulkhead) is installed, it must comply with the requirements of §179.360(a)(1) and with the requirements of §171.113 in subchapter S of this chapter.

§ 179.350 Openings in the side of a vessel below the bulkhead or weather deck.

(a) On a vessel operating on exposed or partially protected waters, an opening port light is not permitted below the weather deck unless the sill of the port light is at least 760 millimeters (30 inches) above the deepest load waterline.

(b) A port light must have an inside, hinged dead cover regardless of whether the port light is or is not capable of being opened.

(c) Except for engine exhausts, each inlet or discharge pipe that penetrates the hull below a line drawn parallel to and at least 150 millimeters (6 inches) above the deepest load waterline must have means to prevent water from entering the vessel if the pipe fractures or otherwise fails.

(d) A positive action valve or cock that is located as close as possible to the hull is an acceptable means for complying with paragraph (c) of this section.

(e) If an inlet or discharge pipe is inaccessible, the means for complying with paragraph (c) of this section must be a shut-off valve that is:

(1) Operable from the weather deck or any other accessible location above the bulkhead deck; and

(2) Labeled at the operating point for identity and direction of closing.

(f) Any connecting device or valve in a hull penetration must not be cast iron.

(g) Each plug cock in an inlet or discharge pipe must have a means, other than a cotter pin, to prevent its loosening or removal from the body.

§ 179.360 Watertight integrity.

(a) A hatch exposed to the weather must be watertight, except that the following hatches may be weather-tight:

(1) A hatch on a watertight trunk that extends at least 305 millimeters (12 inches) above the weather deck;

(2) A hatch in a cabin top; and

(3) A hatch on a vessel that operates only on protected waters.

(b) A hatch cover must:

(1) Have securing devices; and

(2) Be attached to the hatch frame or coaming by hinges, captive chains, or other devices of substantial strength to prevent its loss.

(c) A hatch cover that provides access to accommodation spaces must be operable from either side.

(d) A weathertight door must be provided for each opening located in a deck house or companionway. Permanent watertight coamings must be provided as follows:

(1) On a vessel on an exposed or partially protected route, a watertight coaming with a height of at least 150 millimeters (6 inches) must be provided under each weathertight door in a cockpit or a well, or on the main deck of a flush deck vessel.

(2) On a vessel on a protected route, a watertight coaming with a height of at least 75 millimeters (3 inches) must be provided under each weathertight door in a cockpit or a well.

(3) The height of the watertight coaming for a hinged watertight door need only be sufficient to accommodate the door.

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SOURCE: CGD 85-080, 61 FR 975, Jan. 10, 1996, unless otherwise noted.

Subpart A—General Provisions

§ 180.10 Applicability to vessels on an international voyage.

A vessel on an international voyage subject to the International Convention for the Safety of Life at Sea, 1974, (SOLAS) must meet the requirements in subchapter W of this chapter for passenger vessels in the same service, instead of the requirements of this part.

[CGD 85-080, 62 FR 51357, Sept. 30, 1997]

§ 180.15 Applicability to existing vessels.

An existing vessel must comply with the requirements of this part except as otherwise specified by this section.

(a) Before March 11, 2001, or 10 years after the vessel's keel was laid or the vessel was at a similar stage of construction, whichever is later, an existing vessel may comply with the requirements in effect for the vessel prior to March 11, 1996, for the number and type of survival craft, stowage ar-

rangements, and launching appliances for survival craft.

(b) On or before March 11, 2001, or 10 years after the vessel's keel was laid or the vessel was at a similar stage of construction, whichever is later, an existing vessel must:

(1) Be equipped with the number of survival craft required for its route under §§ 180.202, 180.204, 180.205, 180.206, 180.207, or 180.208, as applicable; and

(2) Comply with the stowage and launching appliance requirements for survival craft in §§ 180.130 through 180.150, inclusive.

(c) A vessel that meets the following requirements shall be considered in compliance with the subdivision requirements contained in §§ 180.202, 180.204, 180.205, 180.206, 180.207 and 180.208:

(1) The vessel was constructed before March 11, 2001.

(2) The vessel is of not more than 19.8 meters (65 feet) in length and carries not more than 49 passengers;

(3) The vessel meets the standards for collision bulkheads in § 179.310 of this chapter; and

(4) The vessel meets the standards for one-compartment subdivision in §§ 179.220 and 179.320 of this chapter, at least in way of the engine room and lazarette.

(d) Each inflatable liferaft, inflatable buoyant apparatus, life float, and buoyant apparatus on the vessel on March 11, 1996, may be used to meet the requirements of this part for these survival craft as long as the survival craft is continued in use on the vessel, and is in good and serviceable condition.

(e) New installations of lifesaving equipment on an existing vessel, which are completed to the satisfaction of the cognizant Officer in Charge, Marine Inspection, (OCMI) on or after March 11, 1996, must comply with the regulations in this part. Replacement of existing lifesaving equipment installed before March 11, 1996, must meet the requirements of paragraph (a) of this section.

(f) A combination flare and smoke distress signal approved in accordance with § 160.023 in subchapter Q of this chapter may be used on an existing vessel until the expiration date of the distress signal but no later than March