

American Bureau of Shipping, the Bureau may issue to such vessel a Cargo Ship Safety Construction Certificate, having a period of validity of not more than 60 months after ascertaining that the vessel:

(1) Has met the applicable requirements of the Convention; and

(2) Is currently classed by the Bureau and classification requirements have been dealt with to the satisfaction of the Bureau.

(c) When the Bureau determines that a vessel to which it has issued a Cargo Ship Safety Construction Certificate no longer complies with the Bureau's applicable requirements for classification, the Bureau shall immediately furnish to the Coast Guard all relevant information, which will be used by the Coast Guard to determine whether or not to withdraw, revoke or suspend the Cargo Ship Safety Construction Certificate.

[CGFR 67-83, 33 FR 1118, Jan. 27, 1968, as amended by CGD 77-081, 46 FR 56204, Nov. 16, 1981; CGD 90-008, 55 FR 30665, July 26, 1990; CGD 96-041, 61 FR 50735, Sept. 27, 1996; USCG-2000-7790, 65 FR 58465, Sept. 29, 2000]

PART 190—CONSTRUCTION AND ARRANGEMENT

Subpart 190.01—Hull Structure

Sec.

- 190.01-1 Application.
- 190.01-5 Vessels subject to load line.
- 190.01-10 Structural standards.
- 190.01-15 Special consideration.
- 190.01-90 Vessels contracted for prior to March 1, 1968.

Subpart 190.02—Navigation Bridge Visibility

- 190.02-1 Navigation bridge visibility

Subpart 190.03—Subdivision and Stability

- 190.03-1 General.

Subpart 190.05—General Fire Protection

- 190.05-1 Application.
- 190.05-3 Fire hazards to be minimized.
- 190.05-5 Woodwork insulated from heated surfaces.
- 190.05-10 Chemical storeroom and lamp room construction.
- 190.05-15 Segregation of spaces containing the emergency source of electric power.

- 190.05-20 Segregation of chemical laboratories and chemical storerooms.

Subpart 190.07—Structural Fire Protection

- 190.07-1 Application.
- 190.07-5 Definitions.
- 190.07-10 Construction.
- 190.07-90 Vessels contracted for prior to March 1, 1968.

Subpart 190.10—Means of Escape

- 190.10-1 Application.
- 190.10-5 Two means required.
- 190.10-10 Location.
- 190.10-15 Vertical ladders not accepted.
- 190.10-20 No means for locking doors.
- 190.10-25 Stairway size.
- 190.10-30 Dead end corridors.
- 190.10-35 Public spaces.
- 190.10-40 Access to lifeboats.
- 190.10-45 Weather deck communications.
- 190.10-90 Vessels contracted for prior to March 1, 1968.

Subpart 190.15—Ventilation

- 190.15-1 Application.
- 190.15-5 Vessels using fuel having a flashpoint of 110 °F. or lower.
- 190.15-10 Ventilation for closed spaces.
- 190.15-15 Ventilation for living spaces and quarters.
- 190.15-90 Vessels contracted for prior to March 1, 1968.

Subpart 190.20—Accommodations for Officers, Crew, and Scientific Personnel

- 190.20-1 Application.
- 190.20-5 Intent.
- 190.20-10 Location of crew spaces.
- 190.20-15 Construction.
- 190.20-20 Sleeping accommodations.
- 190.20-25 Washrooms and toilet rooms.
- 190.20-30 Messrooms.
- 190.20-35 Hospital space.
- 190.20-40 Other spaces.
- 190.20-45 Lighting.
- 190.20-50 Heating and cooling.
- 190.20-55 Insect screens.
- 190.20-90 Vessels contracted for prior to March 1, 1968.

Subpart 190.25—Rails and Guards

- 190.25-1 Application.
- 190.25-5 Where rails required.
- 190.25-10 Storm rails.
- 190.25-15 Guards in dangerous places.
- 190.25-90 Vessels contracted for prior to July 1, 1969.

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§ 190.01-1

SOURCE: CGFR 67-83, 33 FR 1125, Jan. 27, 1968, unless otherwise noted.

Subpart 190.01—Hull Structure

§ 190.01-1 Application.

(a) The provisions of this subpart, with the exception of §190.01-90, shall apply to all vessels contracted for on or after March 1, 1968.

(b) Vessels contracted for prior to March 1, 1968, shall meet the requirements of § 190.01-90.

§ 190.01-5 Vessels subject to load line.

(a) For vessels assigned a load line, see Subchapter E (Load Lines) of this chapter for special requirements as to strength, closure of openings, etc.

§ 190.01-10 Structural standards.

(a) In general, compliance with the standards established by the American Bureau of Shipping, see subpart 188.35 of this subchapter, will be considered as satisfactory evidence of the structural efficiency of the vessel. However, in special cases, a detailed analysis of the entire structure or some integral part may be made by the Coast Guard to determine the structural requirements.

§ 190.01-15 Special consideration.

(a) Special consideration will be given to the structural requirements for small vessels or vessels of an unusual design not contemplated by the rules of the American Bureau of Shipping.

§ 190.01-90 Vessels contracted for prior to March 1, 1968.

(a) Existing structure previously approved will be considered satisfactory so long as it is maintained in good condition to the satisfaction of the Officer in Charge, Marine Inspection. Minor repairs and alterations may be made to the same standards as the original construction.

(b) Conversions, major alterations, new installations, and replacements, shall meet the applicable specifications in this subpart for new vessels.

46 CFR Ch. I (10-1-04 Edition)

Subpart 190.02—Navigation Bridge Visibility

§ 190.02-1 Navigation bridge visibility.

Each oceanographic research vessel which is 100 meters (328 feet) or more in length and contracted for on or after September 7, 1990, must meet the following requirements:

(a) The field of vision from the navigation bridge, whether the vessel is in a laden or unladen condition, must be such that:

(1) From the conning position, the view of the sea surface is not obscured forward of the bow by more than the lesser of two ship lengths or 500 meters (1640 feet) from dead ahead to 10 degrees on either side of the vessel. Within this arc of visibility any blind sector caused by cargo, cargo gear, or other permanent obstruction must not exceed 5 degrees.

(2) From the conning position, the horizontal field of vision extends over an arc from at least 22.5 degrees abaft the beam on one side of the vessel, through dead ahead, to at least 22.5 degrees abaft the beam on the other side of the vessel. Blind sectors forward of the beam caused by cargo, cargo gear, or other permanent obstruction must not exceed 10 degrees each, nor total more than 20 degrees, including any blind sector within the arc of visibility described in paragraph (a)(1) of this section.

(3) From each bridge wing, the field of vision extends over an arc from at least 45 degrees on the opposite bow, through dead ahead, to at least dead astern.

(4) From the main steering position, the field of vision extends over an arc from dead ahead to at least 60 degrees on either side of the vessel.

(5) From each bridge wing, the respective side of the vessel is visible forward and aft.

(b) Windows fitted on the navigation bridge must be arranged so that:

(1) Framing between windows is kept to a minimum and is not installed immediately in front of any work station.

(2) Front windows are inclined from the vertical plane, top out, at an angle of not less than 10 degrees and not more than 25 degrees.