



FIGURE 50.10-25(B)—COAST GUARD SYMBOL

**§ 50.10-30 Coast Guard number.**

(a) The Coast Guard number means that number assigned to boilers and pressure vessels by the Officer in Charge, Marine Inspection, who makes the final tests and inspections.

(b) The Coast Guard number shall be stamped on the nameplates of boilers and pressure vessels.

(c) The Coast Guard number is comprised of the following:

(1) Three capital letters which identify the office of the issuing Officer in Charge, Marine Inspection (see Table 50.10-30); followed by,

(2) An OCMI serial number, by which the particular boiler or pressure vessel can be identified; the first two digits of which will identify the calendar year the number was assigned.

TABLE 50.10-30—MARINE SAFETY OFFICE IDENTIFICATION LETTERS IN COAST GUARD NUMBERS FOR BOILERS AND PRESSURE VESSELS

Identification	Marine Safety Office
ALB .....	Albany.
ANC .....	Anchorage.
BAL .....	Baltimore.
BOS .....	Boston.
BUF .....	Buffalo.
CHA .....	Charleston.
CHI .....	Chicago.
CIN .....	Cincinnati.
CLE .....	Cleveland.
COR .....	Corpus Christi.
DET .....	Detroit.
DUL .....	Duluth.
GAL .....	Galveston.
GUA .....	Guam.
HON .....	Honolulu.
HOU .....	Houston.
HRV .....	Hampton Roads, VA.
HUN .....	Huntington.
JAC .....	Jacksonville.
JUN .....	Juneau.

TABLE 50.10-30—MARINE SAFETY OFFICE IDENTIFICATION LETTERS IN COAST GUARD NUMBERS FOR BOILERS AND PRESSURE VESSELS—Continued

Identification	Marine Safety Office
LIS .....	Long Island.
LOS .....	Los Angeles.
LOU .....	Louisville.
MEM .....	Memphis.
MIA .....	Miami.
MIL .....	Milwaukee.
MIN .....	Minneapolis.
MOB .....	Mobile.
MOR .....	Morgan City.
NAS .....	Nashville.
NEW .....	New Orleans.
NYC .....	New York.
PAD .....	Paducah.
PAT .....	Port Arthur.
PHI .....	Philadelphia.
PIT .....	Pittsburgh.
POM .....	Portland, ME.
POR .....	Portland, OR.
PRO .....	Providence.
ROT .....	Rotterdam.
SAV .....	Savannah.
SDC .....	San Diego.
SEA .....	Seattle.
SFC .....	San Francisco.
SIM .....	Saint Ignace.
SJP .....	San Juan.
SLM .....	St. Louis.
STB .....	Sturgeon Bay.
TAM .....	Tampa.
TOL .....	Toledo.
VAL .....	Valdez.
WNC .....	Wilmington, NC.

[CGFR 68-82, 33 FR 18808, Dec. 18, 1968, as amended by CGFR 69-127, 35 FR 9975, June 17, 1970; CGD 74-219, 39 FR 40158, Nov. 14, 1974; CGD 78-161, 44 FR 13492, Mar. 12, 1979; USCG-2000-7790, 65 FR 58459, Sept. 29, 2000]

**§ 50.10-35 Constructed.**

The term *constructed* means the keel has been laid or, for vessels with no keel, assembly of at least 50 tons or 1% of the estimated mass of all structural material, whichever is less, has been completed.

[CGD 83-043, 60 FR 24772, May 10, 1995]

**Subpart 50.20—Plan Submittal and Approval**

**§ 50.20-1 General.**

(a) The required vessel, equipment, or installation plans, as listed in this subchapter, are general in character, but include all plans which normally show the intended construction and safety features coming under the cognizance of the Coast Guard. In a particular

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case, however, not all of the plans enumerated may be applicable, and in such cases the Coast Guard will so notify the submitter.

(b) Manufacturers of pressure vessels and other components, which require specific fabrication inspection in accordance with the requirements of this subchapter, shall submit and obtain approval of the applicable construction plans prior to the commencement of such fabrication. Manufacturers of automatically controlled boilers shall submit and obtain approval of the applicable control system plans prior to installation of the boiler. Manufacturers of boilers which must meet the requirements of part 52 of this subchapter shall submit the applicable construction plans for review prior to installation.

[CGFR 68-82, 33 FR 18808, Dec. 18, 1968, as amended by CGD 81-79, 50 FR 9431, Mar. 8, 1985]

**§ 50.20-5 Procedures for submittal of plans.**

(a) As the relative locations of shipyards, design offices, and Coast Guard offices vary throughout the country, no specific routing will be required in the submittal of plans. In general, one of the procedures outlined in this section apply, but if a more expeditious procedure can be used, there will normally be no objection to it.

(b) The plans may be submitted in duplicate to the Officer in Charge, Marine Inspection, at or nearest the place where the vessel is to be built. Alternatively, the plans may be submitted in triplicate to the Marine Safety Center.

(c) In the case of classed vessels, upon specific request by the submitter, the American Bureau of Shipping will arrange to forward the necessary plans to the Coast Guard indicating its action thereon. In this case, the plans will be returned directly to the submitter as noted in paragraph (c) of this section.

[CGFR 68-82, 33 FR 18808, Dec. 18, 1968, as amended by CGD 88-070, 53 FR 34534, Sept. 7, 1988; CGD 77-140, 54 FR 40598, Oct. 2, 1989; CGD 95-012, 60 FR 48049, Sept. 18, 1995; CGD 95-072, 60 FR 50462, Sept. 29, 1995]

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**§ 50.20-10 Number of copies of plans required.**

(a) Three copies of each plan are normally required so that one copy can be returned to the submitter. If the submitter desires additional copies of approved plans, a suitable number should be submitted to permit the required distribution.

**§ 50.20-15 Previously approved plans.**

(a) A manufacturer wishing to fabricate equipment in accordance with a plan previously approved (including work accomplished under a different contract) shall not be required to re-submit such plans provided:

(1) Certification is submitted that the proposed equipment conforms in every respect to the plan previously approved, and such certification contains the drawing number, title, date, and last revision or change date, and date of previous approval;

(2) The current regulations, including adopted specifications, standards or codes, pertaining to the proposed equipment are the same as those current when the original plan was approved; and

(3) A copy of the approved plan is available for review by the approving office.

[CGFR 68-82, 33 FR 18808, Dec. 18, 1968, as amended by CGD 77-140, 54 FR 40598, Oct. 2, 1989]

**§ 50.20-25 Calculations.**

(a) Calculations shall be forwarded with plans submitted for approval and shall clearly substantiate compliance with the regulations in this subchapter. Care shall be taken to identify sources of equations, factors and other information upon which the calculations are based.

(b) The results of the calculations, such as the maximum allowable working pressure (MAWP), test pressure, and safety device settings, shall be clearly identified.

**§ 50.20-30 Alternative materials or methods of construction.**

(a) When new or alternative procedures, designs, or methods of construction are submitted for approval and for