p.s.i./520 k.p.a. for a natural gas deepwater port)—measured at the two most remote nozzles.

(b) Each fire pump must have:

(1) A relief valve on its discharge side that is set to relieve at 25 p.s.i/173 k.p.a in excess of the pressure necessary to meet the requirement in paragraph (a) of this section;

(2) A pressure gauge on its discharge side; and

(3) Its own sea connection.

(c) Fire pumps may only be connected to the fire-main system.

(d) The fire pumps required by paragraph (a) of this section must be located in separate spaces and the arrangement of pumps, sea connections, controls, and sources of power must be such as to ensure that a fire, in any one space, will not put all of the fire pumps out of service.

(e) The fire pumps must be capable of being started and stopped from outside the spaces in which they are located.

§ 149.417 What are the requirements for fire hydrants?

(a) Fire hydrants must comply with 46 CFR 108.423.

(b) A single length of fire hose, with an attached nozzle, must be connected to each fire hydrant at all times. If the hose is exposed to freezing weather, it may be removed from the location during freezing weather.

(c) Each fire hydrant must have a shutoff valve.

(d) Any equipment that is located in the same space as the fire hydrant must not impede access to the hydrant.

(e) Each fire hydrant must have at least one spanner wrench at the fire hydrant.

§ 149.418 What are the requirements for fire hoses and fire nozzles?

(a) Fire hoses must comply with 46 CFR 108.425 and be:

(1) Prominently marked in accordance with 46 CFR 97.37–15; and

(2) If in an exposed location, protected from freezing weather.

(b) Each fire hose and nozzle must comply with 46 CFR 108.425 or a national consensus standard, as that term is defined in 29 CFR 1910.2, for such hose and nozzle and the standards set by a nationally recognized testing laboratory, as that term is defined in 29 CFR 1910.7, for such hose.

§ 149.419 What are the requirements for a dry chemical fire-suppression system?

Each natural gas deepwater port must be equipped with a dry chemical system that meets the requirements of § 127.609 to this chapter.

§ 149.420 What firefighting equipment must a helicopter landing deck on a manned deepwater port have?

Each helicopter landing deck on a manned deepwater port must have the following:

(a) A fire hydrant and hose located near each stairway access to the landing deck. If the landing deck has more than two stairway accesses, only two stairway accesses need to have a fire hydrant and hose. The fire hydrants must be part of the fire-main system; and

(b) Portable fire extinguishers in the quantity and location as required in table 149.409.

§ 149.421 What fire-protection system must a helicopter fueling facility have?

In addition to the portable fire extinguishers required under table 149.409, each helicopter fueling facility must have a fire-protection system complying with 46 CFR 108.489.

§ 149.422 Can the water supply for the helicopter deck fire-protection system be part of a firewater system?

(a) The water supply for the helicopter deck fire-protection system required under §§ 149.420 or 149.421 may be part of:

(1) The firewater system (installed in accordance with MMS regulations under 30 CFR 250.803); or

(2) The fire-main system under § 149.415.

(b) If the water supply for the helicopter deck fire-protection system is part of an independent accommodation fire-main system, the piping design and hardware must be compatible with the system and must comply with the requirements for fire-mains in 46 CFR 108.415 through 108.429.

§ 149.423 What are the fire-protection requirements for escape routes?

At least one escape route from an accommodation space or module to a survival craft or other means of evacuation, must provide adequate protection, in accordance with 46 CFR 108.133, for escaping personnel from fires and explosions. Additional requirements for escape routes are in subpart F of this part.

§ 149.424 What is the requirement for a previously approved fire-detection and alarm system on a deepwater port?

An existing fire-detection and alarm system on a deepwater port need not meet the requirements in this subpart until the system needs replacing, provided it is periodically tested and maintained in good operational condition.

Subpart E—Aids to Navigation

GENERAL

§ 149.500 What does this subpart do?

This subpart provides requirements for aids to navigation on deepwater ports.

§ 149.505 What are the general requirements for aids to navigation?

The following requirements apply to aids to navigation under this subpart:

(a) Section 66.01–5 of this chapter on application to establish, maintain, discontinue, change, or transfer ownership of an aid, except as under 149.510;

(b) Section 66.01–25(a) and (c) of this chapter on discontinuing or removing an aid. For the purposes of §66.01–25(a) and (c) of this chapter, aids to navigation at a deepwater port are considered Class I aids under §66.01–15 of this chapter;

(c) Section 66.01–50 of this chapter on protection of an aid from interference and obstruction; and

(d) Section 66.01–55 of this chapter on transfer of ownership of an aid.

§ 149.510 Permission to establish an aid to navigation.

(a) To establish an aid to navigation on a deepwater port, the licensee must submit an application under §66.01–5 of this chapter, except the application must be sent to the Commandant (G-M).

(b) At least 180 days before the installation of any structure at the site of a deepwater port, the licensee must submit an application for obstruction lights and other private aids to navigation for the particular construction site.

(c) At least 180 days before beginning cargo transfer operations or changing the mooring facilities at the deepwater port, the licensee must submit an application for private aids to navigation.

LIGHTS

§ 149.520 What are the general lighting requirements?

All deepwater ports must meet the general requirements for obstruction lights in part 67 of this chapter.

LIGHTS ON PLATFORMS

§ 149.535 What are the requirements for rotating beacons on platforms?

In addition to obstruction lights, the tallest platform of a deepwater port must have a rotating lighted beacon that distinguishes the deepwater port from other surrounding offshore structures. The beacon must:

(a) Have an effective intensity of at least 15,000 candela;

(b) Flash at least once every 20 seconds;

(c) Provide a white light signal;

(d) Operate in wind speeds up to 100 knots at a rotation rate that is within 6 percent of the operating speed displayed on the beacon;

(e) Have one or more leveling indicators permanently attached to the light, each with an accuracy of 0.25, or better; and

(f) Be located:

(1) At least 60 feet above mean high water;

(2) Where the structure of the platform, or equipment mounted on the platform, does not obstruct the light in any direction; and

(3) So that it is visible all around the horizon.