

§ 116.1020 Strength.

Each window, port hole, and its means of attachment to the hull or deck house, must be capable of withstanding the maximum load from wave and wind conditions expected due to its location on the vessel and the authorized route of the vessel.

§ 116.1030 Operating station visibility.

(a) Windows and other openings at the operating station must be of sufficient size and properly located to provide an adequate view for safe navigation in all operating conditions.

(b) Glass or other glazing material used in windows at the operating station must have a light transmission of not less than 70 percent according to Test 2 of American National Standards Institute (ANSI) Z 26.1 "Safety Glazing Materials For Motor Vehicles Operating on Land Highways," and must comply with Test 15 of ANSI Z 26.1 for Class I Optical Deviation.

Subpart K—Drainage and Watertight Integrity of Weather Decks**§ 116.1110 Drainage of flush deck vessels.**

(a) Except as provided in paragraph (b) of this section, the weather deck on a flush deck vessel must be watertight and have no obstruction to overboard drainage.

(b) Each flush deck vessel may have solid bulwarks in the forward one-third length of the vessel if:

- (1) The bulwarks do not form a well enclosed on all sides; and
- (2) The foredeck of the vessel has sufficient sheer to ensure drainage aft.

§ 116.1120 Drainage of cockpit vessels, well deck vessels, and open boats.

Drainage of cockpit vessels, well deck vessels, and open boats must meet the applicable requirements of §§ 178.420, 178.430, 178.440, 178.450 in subchapter T of this chapter.

§ 116.1160 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.

Subpart L—Ballast Systems**§ 116.1200 Ballast.**

(a) Any solid fixed ballast used to comply with the requirements of Parts 170 and 171 in subchapter S of this chapter must be:

(1) Stowed in a manner that prevents shifting of the ballast; and

(2) Installed to the satisfaction of the cognizant OCMI.

(b) Solid fixed ballast may not be located forward of the collision bulkhead unless the installation and arrangement of the ballast and the collision bulkhead minimizes the risk of the ballast penetrating the bulkhead in a collision.

(c) Solid fixed ballast may not be removed from a vessel or relocated unless approved by the cognizant OCMI except that ballast may be temporarily

moved for a vessel examination or repair if it is replaced to the satisfaction of the OCMI.

(d) Water ballast, either as an active system or permanent, must be approved by the Commanding Officer, Marine Safety Center.

PART 117—LIFESAVING EQUIPMENT AND ARRANGEMENTS

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AUTHORITY: 46 U.S.C. 2103, 3306; E.O. 12234, 45 FR 58801, 3 CFR, 1980 Comp., p. 277; De-

partment of Homeland Security Delegation No. 0170.1.

SOURCE: CGD 85–080, 61 FR 911, Jan. 10, 1996, unless otherwise noted.

Subpart A—General Provisions

§ 117.10 Applicability to vessels on an international voyage.

A vessel on an international voyage subject to the International Convention for Safety of Life at Sea, 1974, as amended, (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 51350, Sept. 30, 1997]

§ 117.15 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 arrangements, 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 §§ 117.202, 117.204, 117.205, 117.206, 117.207, or 117.208 of this part, as applicable; and

(2) Comply with the stowage and launching appliance requirements for survival craft in §§ 117.130 through 117.150 of this part, inclusive.

(c) 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 as long as the survival craft is in good and serviceable condition.

(d) New installations of lifesaving equipment on an existing vessel, which are completed to the satisfaction of the