

**§ 170.248**

(5) The structure enclosing the foam must be strong enough to accommodate the buoyancy of the foam.

(6) Piping and cables must not pass through foamed spaces unless they are within piping and cable trunks accessible from both ends.

(7) Sample specimens must be prepared during installation and the density of the installed foam must be determined.

(8) Foam may be installed adjacent to fuel tanks if the boundary between the tank and space has double continuous fillet welds.

(9) MIL-P-21929B is incorporated by reference into this part.

(10) The results of all tests and calculations must be submitted to the OCMI.

(11) Blocked foam must—

(i) Be used in each area that may be exposed to water; and

(ii) Have a protective cover approved by the OCMI.

[CGD 79-023, 48 FR 51010, Nov. 4, 1983, as amended by CGD 83-005, 51 FR 923, Jan. 9, 1986]

**Subpart H—Watertight Bulkhead Doors**

**§ 170.248 Applicability.**

(a) Except as provided in paragraph (b) or paragraph (c) of this section, this subpart applies to vessels with watertight doors in bulkheads that have been made watertight to comply with the flooding or damage stability regulations in this subchapter

(b) A watertight door on a MODU must comply with § 174.100 of this subchapter.

(c) A watertight door on a self-propelled hopper dredge with a working freeboard must comply with § 174.335 of this subchapter.

[CGD 79-023, 48 FR 51010, Nov. 4, 1983, as amended by CGD 76-080, 54 FR 36977, Sept. 6, 1989]

**§ 170.250 Types and classes.**

(a) Watertight doors, except doors between cargo spaces, are classed as follows:

(1) Class 1—Hinged door.

(2) Class 2—Sliding door, operated by hand gear only.

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(3) Class 3—Sliding door, operated by power and by hand gear.

(b) The following types of watertight doors are not permitted:

(1) A plate door secured only by bolts; and

(2) A door required to be closed by dropping or by the action of dropping weights.

(c) Whenever a door of a particular class is prescribed by these regulations, a door of a class bearing a higher number may be used.

**§ 170.255 Class 1 doors; permissible locations.**

(a) Except as provided in paragraphs (b) and (c) of this section, Class 1 doors within passenger, crew, and working spaces are permitted only above a deck, the molded line of which, at its lowest point at side, is at least 7 feet (2.14 meters) above the deepest load line.

(b) Class 1 doors are permitted within passenger, crew, and working spaces, wherever located, if—

(1) In the judgment of the OCMI, the door is in a location where it will be closed at all times except when actually in use; and

(2) The vessel is less than 150 gross tons and will not proceed more than 20 nautical miles (37 kilometers) from shore; or

(3) The vessel is in rivers or lakes, bays, and sounds service.

(c) Class 1 doors are permitted in any location on a vessel that—

(1) Is less than 100 gross tons; and

(2) Will operate only in the offshore oil industry trade.

(d) Quick-acting Class 1 doors are permitted in any location on a vessel that operates on the Great Lakes and is required to meet the damage stability standards of subpart H of part 172 of this chapter.

(e) For vessels required to meet the damage stability standards of subpart H of this chapter, when Class 1 doors are installed below a deck the molded line of which at its lowest point at side is less than 7 feet (2.14 meters) above the deepest load line, an indicator light for each door which warns when the