

§ 32.56-40

from the bridge or other suitable remote control position.

§ 32.56-40 Category A machinery spaces: Insulation—T/ALL.

Structural insulation within category A machinery spaces must have a barrier such as metal foil, sheet metal, cementitious coating, or other vapor barrier so that the surface of that insulation is impervious to oil and oil vapors.

[CGD 74-127, 41 FR 3844, Jan. 26, 1976, as amended by CGD 74-127, 41 FR 4826, Feb. 2, 1976]

§ 32.56-45 Draft stops—T/ALL.

(a) Where ceilings or linings are fitted in accommodation, service, or control spaces, "B" Class bulkheads, except those that form passageways, may stop at the ceiling or lining if draft stops of "B" Class construction are fitted between the ceiling or lining and the deck or shell at intervals of 14 meters (45 feet) or less.

(b) Spaces behind the linings of stairways and other trunks must have draft stops at each deck.

§ 32.56-50 Combustible veneers—T/ALL.

(a) Except as provided in paragraph (b) of this section combustible veneers on bulkheads, linings, and ceilings within accommodation, service, or control spaces must be 2 millimeters (.079 inches) or less in thickness.

(b) Veneers on bulkheads, linings, and ceilings in concealed spaces, corridors, stairway enclosures, or control spaces must be an approved interior finish material or a reasonable number of coats of paint.

§ 32.56-55 Control spaces—T/ALL.

Bulkheads and decks that separate control spaces from adjacent spaces must be "A" Class construction and insulated against fire. 46 CFR Table 72.05-10(e) of the Passenger Vessel Regulations may be used as a guide.

§ 32.56-60 Ventilation ducts—T/ALL.

(a) Each duct for ventilation of Category A machinery spaces that passes through accommodation, service, or control spaces must be:

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(1) Constructed of steel and insulated to "A-60" Class; or

(2) Constructed of steel, fitted with an automatic fire damper at each boundary where it enters and leaves the Category A machinery space, and insulated to "A-60" Class for a distance of 5 meters (16.4 feet) beyond each machinery space boundary.

(b) Each duct for ventilation of accommodation, service, and control spaces that passes through Category A machinery spaces must be constructed of steel and be fitted with an automatic fire damper at each Category A machinery space boundary.

Subpart 32.57—Structural Fire Protection for Tank Vessels Contracted for On or After January 1, 1963

§ 32.57-1 Application—TB/ALL.

(a) The provisions of this subpart shall apply to all tank vessels contracted for on or after January 1, 1963.

(b) SOLAS-certificated vessels may be considered equivalent to the provisions of this subpart.

[CGFR 65-50, 30 FR 16671, Dec. 30, 1965, as amended by CGD 95-028, 62 FR 51198, Sept. 30, 1997]

§ 32.57-5 Definitions—TB/ALL.

(a) *Standard fire test.* A "standard fire test" is one which develops in the test furnace a series of time temperature relationships as follows:

5 minutes—1,000° F.
10 minutes—1,300° F.
30 minutes—1,550° F.
60 minutes—1,700° F.

(b) *"A" Class divisions.* "A" Class divisions such as bulkheads and decks, means divisions that are composed of steel or an equivalent metal, suitably stiffened, and made intact with the main structure of the vessel, including the shell, structural bulkheads, or decks. They are constructed so that, if subjected to the standard fire test, they are capable of preventing the passage of flame and smoke for one hour. In addition, they are insulated with approved structural insulation, bulkhead panels, or deck coverings so that the average temperature on the unexposed side does not rise more than 139° C (250° F) above the original temperature, nor

does the temperature at any one point, including any joint, rise more than 181° C (325° F) above the original temperature, within the time listed below:

Class A-60	60 minutes
Class A-30	30 minutes
Class A-15	15 minutes
Class A-0	0 minutes with no insulation requirement

(c) *“B” Class bulkheads.* Bulkheads of the “B” Class shall be constructed with approved incombustible materials and made intact from deck to deck and to shell or other boundaries. They shall be so constructed that, if subjected to the standard fire test, they would be capable of preventing the passage of flame for one-half hour.

(d) *“C” Class divisions.* Bulkheads or decks of the “C” Class shall be constructed of approved incombustible materials, but need meet no requirements relative to the passage of flame.

(e) *Steel.* Where the term “steel or other equivalent metal” is used in this subpart, it is intended to require a material which, by itself or due to insulation provided, has structural and integrity qualities equivalent to steel at the end of the applicable fire exposure.

(f) *Approved material.* Where in this subpart approved materials are required, they refer to materials approved under the applicable subparts of subchapter Q (Specifications) of this chapter, as follows:

Deck Coverings	164.006
Structural Insulations	164.007
Bulkhead Panels	164.008
Incombustible Materials	164.009
Interior Finishes	164.012

(g) *Stairtower.* A stairtower is a stairway which penetrates more than a single deck within the same enclosure.

[CGFR 65-50, 30 FR 16671, Dec. 30, 1965, as amended by CGFR 67-90, 33 FR 1015, Jan. 26, 1968; CGD 74-127, 41 FR 3845, Jan. 26, 1976; CGD 75-032, 41 FR 17910, Apr. 29, 1976]

§ 32.57-10 Construction—TB/ALL.

(a) The hull, superstructure, structural bulkheads, decks, and deckhouses shall be constructed of steel. Alternatively, the Commandant may permit the use of other suitable material in special cases, having in mind the risk of fire.

(b) Bulkheads of galleys, paint and lamp lockers, and emergency generator

rooms shall be of “A” Class construction.

(c) The boundary bulkheads and decks separating the accommodations and control stations from cargo, and machinery spaces and from galleys, main pantries and storerooms other than small service lockers shall be of “A” Class Construction.

(d) The following conditions apply within accommodation, service, and control spaces:

(1) Corridor bulkheads in accommodation areas shall be of “A” or “B” Class intact from deck to deck. State-room doors in such bulkheads may have a louver in the lower half.

(2) Stairtowers, elevator, dumbwaiter, and other trunks shall be of “A” Class construction.

(3) Bulkheads not already specified to be of “A” or “B” Class construction may be of “A”, “B”, or “C” Class Construction.

(4) The integrity of any deck in way of a stairway opening, other than a stairtower, shall be maintained by means of “A” or “B” Class divisions or bulkheads and doors at one level. The integrity of a stairtower shall be maintained by “A” Class doors at every level. The doors shall be of the self-closing type. No means shall be provided for locking such doors, except that crash doors or locking devices capable of being easily forced in an emergency may be employed provided a permanent and conspicuous notice to this effect is attached to both sides of the door. Holdback hooks or other means of permanently holding the door open will not be permitted. However, magnetic holdbacks operated from the bridge or from other suitable remote control positions are acceptable.

(5) Interior stairs, including stringers and treads shall be of steel or other suitable material having in mind the risk of fire. This is not intended to preclude the use of other material for nosing, walking surfaces, etc., over the steel.

(6) Except for washrooms and toilet spaces, deck coverings within accommodation spaces shall be of an approved type. However, overlays for leveling or finishing purposes which do