

§ 72.01-15 Structural standards.

(a) In general, compliance with the standards established by the American Bureau of Shipping, see subpart 70.35 of this subchapter, will be considered satisfactory evidence of the structural efficiency of the vessel. However, in special cases, a detailed analysis of the entire structure or some integral part may be made by the Coast Guard to determine the structural requirements.

(b) [Reserved]

§ 72.01-20 Special consideration.

(a) Special consideration will be given to the structural requirements for vessels, such as small vessels or vessels of unusual design not contemplated by the standards established by the American Bureau of Shipping, see subpart 70.35 of this subchapter.

(b) [Reserved]

§ 72.01-25 Additional structural requirements.

(a) Vessels required by part 171 of this chapter to have subdivision bulkheads, double bottoms, etc. must comply with the following structural requirements:

(1) Each watertight subdivision bulkhead, whether transverse or longitudinal, shall be constructed in such a manner that it shall be capable of supporting, with a proper margin of resistance, the pressure due to the maximum head of water which it might have to sustain in the event of damage to the vessel, but at least the pressure due to a head of water up to the margin line. The construction of the bulkheads shall be to the satisfaction of the Commandant.

(2) Steps and recesses in subdivision bulkheads shall be watertight and as strong as the bulkhead at the place where each occurs. Decks, trunks, tunnels, duct keels, ventilators, etc., that are made watertight to maintain the subdivision requirements for a vessel shall be of the same strength as the bulkhead at the corresponding levels. The means used for making them watertight and the arrangements adopted for closing openings in them shall be to the satisfaction of the Commandant. Watertight ventilators and trunks shall be carried at least up to the bulkhead deck.

(3) Where frames or beams pass through a watertight bulkhead or deck, such bulkhead or deck shall be made structurally watertight without the use of wood, cement, or similar materials.

(4) Subdivision bulkheads, including steps, recesses, trunks, tunnels, ventilators, etc., which might form part of such bulkheads, shall be thoroughly examined and hose tested upon completion of construction. The water pressure for such tests shall be at least 30 p.s.i. Testing of main compartments by filling them with water is not compulsory.

(5) The forepeak, double bottoms (including duct keels), and inner skins shall be tested with water to-a-head corresponding to the requirements of paragraph (a)(1) of this section upon completion of construction.

(6) The watertight space enclosing the stern tube shall be tested by filling with water to-a-head up to the deepest subdivision load line.

(7) Tanks which are intended to hold liquids, and which form part of the subdivision of the vessel, shall be tested for tightness upon completion of construction with water to-a-head up to the deepest subdivision load line or to-a-head corresponding to $\frac{2}{3}$ of the depth from the top of the keel to the margin line in way of the tanks, whichever is greater; but in no case shall the test-head be less than 3 feet above the top of the tank.

(8) The tests referred to in the preceding paragraphs (a) (5), (6), and (7) of this section are for the purpose of insuring that the subdivision structural arrangements are watertight and are not regarded as a test of the fitness of any compartment for the storage of oil, fuel or for other specific purposes for which a test of a superior character may be required depending upon the height to which the liquid has access in the tank or its connections.

(b) [Reserved]

[CGFR 65-50, 30 FR 16903, Dec. 30, 1965, as amended by CGD 79-023, 48 FR 51007, Nov. 4, 1983]

§ 72.01-90 Vessels contracted for prior to November 19, 1952.

(a) Existing structure previously approved will be considered satisfactory

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so long as it is maintained in good condition to the satisfaction of the Officer in Charge, Marine Inspection. Minor repairs and alterations may be made to the same standard as the original construction.

(b) [Reserved]

[CGFR 65-50, 30 FR 16903, Dec. 30, 1965, as amended by CGFR 66-33, 31 FR 15281, Dec. 6, 1966]

Subpart 72.03—General Fire Protection

§ 72.03-1 Application.

(a) The provisions of this subpart shall apply to all vessels.

(b) [Reserved]

§ 72.03-5 Fire hazards to be minimized.

(a) The general construction of the vessel shall be such as to minimize fire hazards insofar as is reasonable and practicable.

(b) [Reserved]

§ 72.03-10 Woodwork insulated from heated surfaces.

(a) Internal combustion engine exhausts, boiler and galley uptakes and similar sources of ignition shall be kept clear of and suitably insulated from any woodwork or other combustible matter.

(b) [Reserved]

§ 72.03-15 Lamp room construction.

(a) Lamp, paint, and oil lockers and similar compartments shall be constructed of steel or shall be wholly lined with metal.

(b) [Reserved]

Subpart 72.04—Navigation Bridge Visibility

§ 72.04-1 Navigation bridge visibility.

Each passenger vessel which is 100 meters (328 feet) or more in length and contracted for on or after September 7, 1990, must meet the following requirements:

(a) The field of vision from the navigation bridge, whether the vessel is in a laden or unladen condition, must be such that:

(1) From the conning position, the view of the sea surface is not obscured

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forward of the bow by more than the lesser of two ship lengths or 500 meters (1640 feet) from dead ahead to 10 degrees on either side of the vessel. Within this arc of visibility any blind sector caused by cargo, cargo gear, or other permanent obstruction must not exceed 5 degrees.

(2) From the conning position, the horizontal field of vision extends over an arc from at least 22.5 degrees abaft the beam on one side of the vessel, through dead ahead, to at least 22.5 degrees abaft the beam on the other side of the vessel. Blind sectors forward of the beam caused by cargo, cargo gear, or other permanent obstruction must not exceed 10 degrees each, nor total more than 20 degrees, including any blind sector within the arc of visibility described in paragraph (a)(1) of this section.

(3) From each bridge wing, the field of vision extends over an arc from at least 45 degrees on the opposite bow, through dead ahead, to at least dead astern.

(4) From the main steering position, the field of vision extends over an arc from dead ahead to at least 60 degrees on either side of the vessel.

(5) From each bridge wing, the respective side of the vessel is visible forward and aft.

(b) Windows fitted on the navigation bridge must be arranged so that:

(1) Framing between windows is kept to a minimum and is not installed immediately in front of any work station.

(2) Front windows are inclined from the vertical plane, top out, at an angle of not less than 10 degrees and not more than 25 degrees.

(3) The height of the lower edge of the front windows is limited to prevent any obstruction of the forward view previously described in this section.

(4) The height of the upper edge of the front windows allows a forward view of the horizon at the conning position, for a person with a height of eye of 1.8 meters (71 inches), when the vessel is at a forward pitch angle of 20 degrees.

(c) Polarized or tinted windows must not be fitted.

[CGD 85-099, 55 FR 32247, Aug. 8, 1990]