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- Institute of Electrical and Electronics Engineers (IEEE), IEEE Service Center, 445 Hoes Lane, Piscataway, NJ 08854
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- NFPA 70—National Electrical Code, 1993 Edition—§129.320, §129.340, §129.370
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- NFPA 1963—Fire Hose Connections, 1993 Edition—§132.130
- NFPA 10—Standard for Portable Fire Extinguishers, 1994 Edition—§132.350
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- UL 486A-1992—Wire Connectors and Soldering Lugs for Use with Copper Conductors—§129.340
- UL 489-1995—Molded-Case Circuit Breakers and Circuit-Breaker Enclosures—§129.380
- UL 57-1976—Electric Lighting Fixtures—§129.410
- UL 595-1991—Marine-Type Electric Lighting Fixtures—§129.410
- UL 1570-1995—Fluorescent Lighting Fixtures—§129.410
- UL 1571-1995—Incandescent Lighting Fixtures—§129.410
- UL 1572-1995—High Intensity Discharge Lighting Fixtures—§129.410
- UL 1573-1995—Stage and Studio Lighting Units—§129.410
- UL 1574-1995—Track Lighting Systems—§129.410

[CGD 82-004, CGD 86-074, 60 FR 57640, Nov. 16, 1995, as amended by CGD 84-069, 61 FR 25303, May 20, 1996; CGD 96-041, 61 FR 50730, Sept. 27, 1996]

#### § 125.190 Right of appeal.

Any person directly affected by a decision of action taken under this part, by or on behalf of the Coast Guard, may appeal from the decision or action in compliance with subpart 1.03 of this chapter.

## PART 126—INSPECTION AND CERTIFICATION

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SOURCE: CGD 82-004 and CGD 86-074, 62 FR 49324, Sept. 19, 1997, unless otherwise noted.

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### Subpart A—General

#### § 126.100 Inspector not limited.

Nothing in this part shall be construed as limiting the inspector from making such tests or inspections as he deems necessary to be assured of the safety and seaworthiness of the vessel.

#### § 126.110 Inspection after accident.

(a) The owner or operator of an OSV shall make the vessel available for inspection by a marine inspector—

(1) Each time an accident occurs, or a defect is discovered that affects—

(i) The safety of the vessel; or

(ii) The effectiveness or completeness of its lifesaving, fire-fighting, or other equipment; or

(2) Whenever any important repairs or renewals are made.

(b) The inspection is to ensure that—

(1) The necessary repairs or renewals have been effectively made;

(2) The material and workmanship used to accomplish the repairs or renewals are satisfactory; and

(3) The OSV complies with the regulations in this subchapter.

#### § 126.120 Permit to proceed to another port for repairs.

(a) The cognizant OCMI may issue a permit to proceed to another port for repair if in the judgment of this OCMI the vessel can complete the trip safely even though the Certificate of Inspection has expired or is about to expire.

(b) A "Permit to Proceed to another Port for Repairs", Form CG-948, will be issued by the cognizant OCMI to the owner, operator, or master of the OSV and states the conditions under which the vessel may proceed to another port. The Permit will be issued only upon the written application of the owner, operator, or master, and only after the

surrender of the vessel's Certificate of Inspection to the cognizant OCMI.

(c) The Permit will state on its face the conditions under which it is issued and whether the OSV may carry cargo, goods, supplies, equipment, or offshore workers.

(d) The Permit must be readily available aboard the OSV.

#### § 126.130 Cranes.

(a) Except as provided by paragraph (b) of this section, cranes, if installed, must comply with §§ 107.258 through 107.260, 108.601, 109.437, 109.439, 109.521, 109.525, and 109.527 of this chapter.

(b) The manufacturer of a crane may have tests and inspections conducted in compliance with § 107.259 of this chapter, if the surveyor conducting them for the American Bureau of Shipping or the International Cargo Gear Bureau certifies their conduct as required by § 107.259(c) of this chapter.

#### § 126.140 Drydocking.

(a) Unless one or more extensions are authorized by the Commandant (G-MOC), each OSV must be placed in drydock or hauled out for examination twice each 5 years with no interval between examinations exceeding 3 years.

(b) The owner or operator shall notify the cognizant OCMI whenever the OSV is drydocked for any reason. This OCMI, upon notification, will determine whether to assign a marine inspector to examine the underwater hull of the vessel.

(c) The internal structural members of an OSV must be examined at the same intervals required for drydocking by paragraph (a) of this section.

(d) At each drydocking required by paragraph (a) of this section, for an OSV of 100 or more gross tons, a tailshaft survey must be conducted as required by § 61.20-15 of this chapter.

(e) At each drydocking required by paragraph (a) of this section, for an OSV of less than 100 gross tons, the propeller or tailshaft must be drawn for examination if the cognizant OCMI deems drawing it necessary.

#### § 126.150 Repairs and alterations.

(a) Except in an emergency, no repairs or alterations to the hull or machinery, or to equipment that affects

the safety of the OSV, may be made without notice to the cognizant OCMI in the inspection zone where the repairs or alterations are to be made. When the repairs or alterations have been made, notice must be given to this OCMI as soon as practicable.

(b) When emergency repairs or alterations have been made as permitted under paragraph (a) of this section, the master, owner, or operator must notify this OCMI as soon as practicable after the emergency.

(c) Except as provided by paragraphs (b) and (e) of this section, drawings of repairs or alterations must be approved, before work starts, by the cognizant OCMI or, when necessary, by the Commanding Officer, Marine Safety Center (CO, MSC). Drawings will not be needed if deemed unnecessary by this OCMI or by the CO, MSC.

(d) When the cognizant OCMI deems inspection necessary, the repairs or alterations must be inspected by a marine inspector.

(e) Submission of drawings is not required for repairs in kind, but the applicable drawings approved under subpart A of part 127 of this subchapter must be made available to the marine inspector upon request.

**§ 126.160 Tests and inspections during repairs or alterations, or during riveting, welding, burning, or other hot work.**

(a) NFPA 306 must be used as a guide in conducting the examinations and issuances of certificates required by this section.

(b) Until an examination has determined that work can proceed safely, no riveting, welding, burning, or other hot work may commence.

(c) Each examination must be conducted as follows:

(1) At any port or site inside the United States or its territories and possessions, a marine chemist certified by the NFPA must make the examination. If the services of such a chemist are not reasonably available, the cognizant OCMI, upon the recommendation of the contractor and the owner or operator of the OSV, may authorize another person to make the examination. If this indicates that a repair or alteration, or hot work, can be undertaken

safely, the person performing the examination shall issue a certificate, setting forth the spaces covered and any necessary conditions to be met, before the work starts. These conditions must include any requirements necessary to maintain safe conditions in the spaces covered and must include any necessary further examinations and certificates. In particular the conditions must include precautions necessary to eliminate or minimize hazards caused by protective coatings or by cargo residues.

(2) At any port or site outside the United States or its territories and possessions, where the services of a certified marine chemist or other person authorized by the cognizant OCMI are not reasonably available, the master, owner, or operator of the vessel shall make the examination and a proper entry in the OSV's logbook.

(d) The master shall obtain a copy of each certificate issued by the person making the examination described in paragraph (c)(1) of this section. The master, through and for the persons under his control, shall maintain safe conditions aboard the OSV by full observance of each condition to be met, listed in the certificate issued under paragraph (c)(1) of this section.

**§ 126.170 Carriage of offshore workers.**

(a) Offshore workers may be carried aboard an OSV in compliance with this subchapter. The maximum number of offshore workers authorized for carriage will be endorsed on the vessel's Certificate of Inspection; but in no case will the number of offshore workers authorized for carriage exceed 36.

(b) No more than 12 offshore workers may be carried aboard an OSV certificated under this subchapter when on an international voyage, unless the vessel holds a valid passenger-ship-safety certificate (Form CG-968) issued in compliance with the International Convention for the Safety of Life at Sea, 1974, as amended (SOLAS 74/83).

**§ 126.180 Carriage of passengers.**

No passengers as defined by 46 U.S.C. 2101(21)(B) may be carried aboard an OSV except in an emergency.

### Subpart B—Certificate of Inspection

#### § 126.210 When required.

Except as provided by §§ 126.120 and 126.260, no OSV may be operated without a valid Certificate of Inspection.

#### § 126.220 Description.

The Certificate of Inspection issued to an OSV specifies the vessel, the route it may travel, the minimum manning it requires, the minimum fire-extinguishing and lifesaving equipment it must carry, the maximum number of offshore workers and of total persons it may carry, the name of its owner and operator, and such other conditions as the cognizant OCMI may determine.

#### § 126.230 How to obtain or renew.

(a) A builder, owner, master, or operator may begin to obtain or to renew a Certificate of Inspection by submitting an "Application for Inspection of U.S. Vessel," Form CG-3752, to the OCMI of the marine inspection zone in which the inspection is to be made. Form CG-3752 is available from any Marine Safety or Marine Inspection Office of the U.S. Coast Guard.

(b) The application for initial inspection of an OSV being newly constructed or undergoing a major conversion must be submitted before the start of construction or conversion.

(c) The construction, arrangement, and equipment of each OSV must be acceptable to the cognizant OCMI for the issuance of the initial Certificate of Inspection. Acceptance depends on the information, specifications, drawings, and calculations available to this OCMI, and on the successful completion of the initial inspection for certification.

(d) A Certificate of Inspection is renewed by the issuance of a new Certificate of Inspection.

(e) The condition of the OSV and its equipment must be acceptable to the cognizant OCMI for the renewal of the Certificate of Inspection. Acceptance depends on the condition of the vessel as found at the periodic inspection for certification.

#### § 126.240 Posting.

The Certificate of Inspection must be framed under glass or other suitable transparent material and posted in a conspicuous place aboard the OSV so that each page is visible.

#### § 126.250 Period of validity.

(a) A Certificate of Inspection is valid for 2 years.

(b) A Certificate of Inspection may be suspended and withdrawn or revoked by the cognizant OCMI at any time for noncompliance with the requirements of this subchapter or other applicable laws.

#### § 126.260 Temporary Certificate.

If necessary to prevent delay of the OSV, a "Temporary Certificate of Inspection," Form CG-854, containing information listed by § 126.220 may be issued pending the issuance and delivery of the regular Certificate of Inspection. A Temporary Certificate must be carried in the same manner as the regular Certificate.

#### § 126.270 Amendment.

(a) An amended Certificate of Inspection may be issued at any time by any OCMI. The amended Certificate of Inspection replaces the original, but the expiration date remains the same as that of the original. An amended Certificate of Inspection may be issued to authorize and record a change in the dimensions, gross tonnage, owner, operator, manning, offshore workers permitted, route permitted, conditions of operations, equipment, or the like from that specified in the current Certificate of Inspection.

(b) A request for an amended Certificate of Inspection must be made to the cognizant OCMI by the owner or operator of the vessel at any time there is a change in the character of a vessel or in its route, equipment, ownership, operation, or similar factors specified in its current Certificate of Inspection.

(c) The cognizant OCMI may require an inspection before issuing an amended Certificate of Inspection.

**Subpart C—Initial Inspection**

**§ 126.310 Prerequisite to Certificate of Inspection.**

The initial inspection is a prerequisite to the issuance of the original Certificate of Inspection.

**§ 126.320 When made.**

(a) No initial inspection occurs until after receipt of the written application of the owner or builder of the vessel to the OCMI in whose zone the vessel is located. The application must be on Form CG–3752, “Application for Inspection of U.S. Vessel.”

(b) The initial inspection occurs at a time and place agreed to by the party requesting the inspection and by the cognizant OCMI. The owner or the builder, or a representative of either, must be present during the inspection.

**§ 126.330 Plans.**

Before construction starts, the owner, operator, or builder shall develop plans indicating the proposed arrangement and construction of the vessel. (The list of plans to be developed and the required disposition of these plans appears in part 127 of this subchapter.)

**§ 126.340 Scope.**

The initial inspection normally consists of a series of inspections conducted during the construction of the vessel. This inspection determines whether the vessel was built to comply with developed plans and in compliance with applicable law. Items normally included in this inspection are all the items listed in § 126.430 and in addition the marine inspector verifies that the arrangement of the vessel conforms to the approved plans, that acceptable material is used in the construction of the vessel, and that the workmanship meets required standards for marine construction. The owner or builder shall make the vessel available for inspection at each stage of construction specified by the cognizant OCMI.

**§ 126.350 Specific tests and inspections.**

(a) The applicable tests and inspections set forth in subpart D of this part

must be made during the initial inspection.

(b) The following specific tests and inspections must also be conducted in the presence of the marine inspector:

(1) Installation of piping for gaseous fixed fire-extinguishing (see § 95.15–15 of this chapter).

(2) Hydraulic steering-systems. If fitted with manual operation, these systems must be tested in the manual mode, with the hydraulic pumps secured, for smooth, efficient operation by one person.

**Subpart D—Inspection for Certification**

**§ 126.410 Prerequisite to reissuance of Certificate of Inspection.**

An inspection for certification is a prerequisite to the reissuance of a Certificate of Inspection.

**§ 126.420 When made.**

No inspection for certification occurs until after receipt of the written application of the owner, builder, master, or operator of the vessel by the OCMI in whose zone the vessel is located. The application must be on the “Application for Inspection of U.S. Vessel”, Form CG–3752.

**§ 126.430 Scope.**

The inspection for certification is made by a marine inspector to determine whether the vessel is in a safe and seaworthy condition. The owner or builder shall make the vessel and its equipment available for inspection, including the following items:

- (a) Structure.
- (b) Watertight integrity.
- (c) Pressure vessels and their appurtenances.
- (d) Piping.
- (e) Main and auxiliary machinery.
- (f) Steering apparatus.
- (g) Electrical installations.
- (h) Lifesaving equipment.
- (i) Work vests.
- (j) Fire-detecting and fire-extinguishing equipment.
- (k) Pollution-prevention equipment.
- (l) Sanitary condition.
- (m) Fire hazards.

(n) Verification of validity of certificates required and issued by the Federal Communications Commission.

(o) Lights and signals as required by the applicable navigational rules.

(p) Tests and inspections of cranes in compliance with § 126.130.

**§ 126.440 Lifesaving equipment.**

At each inspection for certification, the tests and inspections specified by § 91.25–15 of this chapter must occur in the presence of a marine inspector, or as otherwise directed by the cognizant OCMI.

**§ 126.450 Fire-extinguishing equipment.**

At each inspection for certification, the marine inspector determines whether the tests and inspections required by § 132.350 of this subchapter have been performed.

**§ 126.460 Tanks for dry bulk cargo.**

The owner shall ensure that tanks for dry bulk cargo that are pressure vessels are inspected for compliance with § 61.10–5(b) of this chapter.

**§ 126.470 Marine-engineering systems.**

The inspection procedures for marine-engineering systems contained in subchapter F of this chapter apply.

**Subpart E—Reinspection**

**§ 126.510 When made.**

(a) Except as provided by § 126.530 of this subpart, at least one reinspection must be made of each vessel holding a Certificate of Inspection. The owner, master, or operator shall arrange for the reinspection between the tenth and fourteenth months of the period for which the Certificate of Inspection is valid.

(b) The owner, master, or operator shall make the vessel available for the reinspection at a time and place acceptable to the cognizant OCMI, but no written application is necessary.

**§ 126.520 Scope.**

In general, the reinspection goes into less detail than that described by § 126.430 of this part for the inspection for certification, unless the cognizant

OCMI or marine inspector determines that a major change has occurred since the last inspection.

**§ 126.530 Alternative midperiod examination.**

(a) The owner, master, or operator of an OSV of less than 400 gross tons may ask the cognizant OCMI to arrange an alternative midperiod examination. The request must go to the cognizant OCMI assigned responsibility for inspections in the country in which the vessel is operating and will be examined. To qualify for the alternative midperiod examination, the vessel must meet the following requirements:

(1) The request must be in writing and be received by this OCMI before the end of the twelfth month of the period for which the Certificate of Inspection is valid.

(2) The vessel is likely to be continuously employed outside of the United States during the tenth through the fourteenth month of validity of its Certificate of Inspection.

(b) In determining whether to authorize the alternative midperiod examination, this OCMI considers the following:

(1) Information contained in previous examination reports on inspection and drydock, including the recommendation, if any, of the then cognizant OCMI for participation in the alternative midperiod examination.

(2) The nature, number, and severity of marine casualties or accidents, as defined by § 4.03–1 of this chapter, involving the vessel in the 3 years preceding the request.

(3) The nature, number, and gravity of any outstanding inspection requirements for the vessel.

(4) The owner's or operator's history of compliance and cooperation in such alternative midperiod examinations, including:

(i) The prompt correction of deficiencies.

(ii) The reliability of previously submitted reports on such alternative midperiod examinations.

(iii) The reliability of representations that the vessel would be, and was, employed outside of the United States for the tenth through the fourteenth

month of validity of its Certificate of Inspection.

(c) This OCMI provides the applicant with written authorization, if any, to proceed with the alternative midperiod examination, including, when appropriate, special instructions.

(d) The following conditions must be met for the alternative midperiod examination to be accepted instead of the reinspection required by § 126.510 of this subpart:

(1) The alternative midperiod examination must occur between the tenth and fourteenth months of validity of the Certificate of Inspection.

(2) The reinspection must be of the scope detailed by § 126.520 of this subpart and must be made by the master, owner, or operator of the vessel, or by a designated representative of the owner or operator.

(3) Upon completion of the alternative midperiod examination, the person or persons making the examination shall prepare a comprehensive report describing the conditions found. This report must contain sufficient detail to let this OCMI determine whether the vessel is fit for the service and route specified on the Certificate of Inspection. This report must include subsidiary reports and receipts documenting the servicing of lifesaving and fire-protection equipment, and any photographs or sketches necessary to clarify unusual circumstances. Each person preparing this report shall sign it and certify that the information in it is complete and accurate.

(4) Unless the master of the vessel participated in the alternative midperiod examination and the preparation of the comprehensive report, the master shall review the report for completeness and accuracy. The master shall sign the report to indicate review and shall forward it to the owner or operator of the vessel, who asked for the examination.

(5) The owner or operator of a vessel examined under this section shall review and submit the comprehensive report, required by paragraph (d)(3) of this section, to this OCMI. The report must reach this OCMI before the first day of the sixteenth month of validity of the Certificate of Inspection. The forwarding letter or endorsement must

be certified and must contain the following information:

(i) That the person or persons who made the alternative midperiod examination acted on behalf of the vessel's owner or operator.

(ii) That the report was reviewed by the owner or operator.

(iii) That the discrepancies noted during the reinspection have been corrected, or will be within a stated time.

(iv) That the owner or operator has sufficient personal knowledge of conditions aboard the vessel at the time of the reinspection, or has conducted inquiries necessary, to justify forming a belief that the report is complete and accurate.

(e) The form of certification required under this section, for the alternative midperiod examination, is as follows:

I certify that to the best of my knowledge and belief the above is complete and accurate.

(f) Deficiencies and hazards discovered during the alternative midperiod examination made pursuant to this section must be corrected if practicable, before the submittal of the report to this OCMI in compliance with paragraph (d)(5) of this section. Deficiencies and hazards not corrected by the time the report is submitted must be noted in the report as "outstanding." Upon receipt of a report indicating any outstanding deficiency or hazard, this OCMI will inform the owner or operator of the OSV in writing of the time allowed to correct each deficiency and hazard and of the method for establishing that each has been corrected. When any deficiency or hazard remains uncorrected or uneliminated after this time allowed, this OCMI will initiate appropriate enforcement.

(g) Upon receipt of the report, this OCMI will evaluate it and determine:

(1) Whether the cognizant OCMI accepts the alternative midperiod examination instead of the reinspection required by § 126.510 of this subpart.

(2) Whether the vessel is in satisfactory condition.

(3) Whether the vessel continues to be reasonably fit for its intended service and route.

(h) This OCMI may require further information necessary for the determinations required by this section. He

or she will inform the owner or operator of the vessel in writing of these determinations.

(i) If this OCMI, in compliance with paragraph (g) of this section, does not accept the alternative midperiod examination instead of the reinspection required by §126.510 of this subpart, he or she will require reinspection of the vessel as soon as practicable. He or she will inform the owner or operator of the vessel in writing that the examination is not acceptable and that a reinspection is necessary. The owner, master, or operator shall make the vessel available for the reinspection at a time and place agreeable to this OCMI.

## PART 127—CONSTRUCTION AND ARRANGEMENTS

### Subpart A—Plan Approval

Sec.

- 127.100 General.  
127.110 Plans and specifications required for new construction.  
127.120 Procedure for submittal of plans.

### Subpart B—Particular Construction and Arrangements

- 127.210 Structural standards.  
127.220 General fire protection.  
127.230 Subdivision and stability.  
127.240 Means of escape.  
127.250 Ventilation for enclosed spaces.  
127.260 Ventilation for accommodations.  
127.270 Location of accommodations and pilothouse.  
127.280 Construction and arrangement of quarters for crew members and accommodations for offshore workers.

### Subpart C—Rails and Guards

- 127.310 Where rails required.  
127.320 Storm rails.  
127.330 Guards in dangerous places.

### Subpart D—Construction of Windows, Visibility, and Operability of Coverings

- 127.410 Safety-glazing materials.  
127.420 Strength.  
127.430 Visibility from pilothouse.  
127.440 Operability of window coverings.

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seded text remaining in effect until Oct. 20, 1997, appears in the Oct. 1, 1996 revision of title 46 parts 90-139.

## Subpart A—Plan Approval

### § 127.100 General.

Plans listed by §127.110 of this subpart must be submitted for approval after the owner or builder applies for inspection in compliance with §126.320 of this subchapter.

### § 127.110 Plans and specifications required for new construction.

Each applicant for approval of plans and for an original Certificate of Inspection shall submit three copies of the following:

- (a) *General.* (1) Specifications (information only).  
(2) General Arrangement Plans.  
(3) Safety Plan (Fire-Control Plan), for OCMI review and approval.  
(b) *Hull structure.* (1) Midship Section.  
(2) Booklet of Scantling Plans.  
(c) *Subdivision and stability.* [For plans required for subdivision and stability, see subchapter S of this chapter.]  
(d) *Marine engineering.* (1) Piping diagrams of each Class I systems.  
(2) Piping diagrams of the following Class II systems (the builder's certification of Class II non-vital piping systems must accompany the piping diagrams in compliance with §128.220(c) of this subchapter):  
(i) Systems for fill, transfer, and service of fuel oil.  
(ii) Fire-main and fixed gaseous fire-extinguishing systems.  
(iii) Bilge systems.  
(iv) Ballast systems.  
(v) Fluid-driven power and control systems.  
(vi) Through-hull penetrations and shell connections.  
(vii) Sanitary systems.  
(viii) Vents, sounding tubes, and overflows.  
(ix) Compressed-air systems.  
(3) Steering and steering-control systems.  
(4) Propulsion and propulsion-control systems.  
(5) Piping diagrams of each system containing any flammable, combustible, or hazardous liquid including—