

**§ 26.30-1**

**46 CFR Ch. I (10-1-02 Edition)**

**§ 26.30-1 Approved unicellular plastic foam work vests.**

(a) Buoyant work vests carried under the permissive authority of this subpart shall be of an approved type, and shall be constructed, listed, and labeled in accordance with subpart 160.053 of subchapter Q (Specifications) of this chapter.

**§ 26.30-5 Use.**

(a) Approved buoyant work vests are considered to be items of safety apparel and may be carried aboard vessels to be worn by crew members when working near or over the water under favorable working conditions.

(b) When carried, approved buoyant work vests shall not be accepted in lieu of any portion of the required number of approved lifesaving appliances required by § 25.25-10 of this subchapter.

**§ 26.30-10 Stowage.**

(a) The approved buoyant work vests shall be stowed separately from the regular stowage of required lifesaving equipment.

**PART 27—TOWING VESSELS**

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27.350 What are the requirements for a muster list on a new towing vessel? [Reserved]

27.355 What are the requirements for the instruction, drills, and safety orientations conducted on a new towing vessel?

AUTHORITY: 46 U.S.C. 3306, 4102 (as amended by Pub. L. 104-324, 110 Stat. 3947); 49 CFR 1.46.

SOURCE: USCG-1998-4445, 64 FR 56266, Oct. 19, 1999, unless otherwise noted.

### Subpart A—General Provisions for Fire Protection on Towing Vessels

#### § 27.100 What towing vessels does this part affect?

(a) You must comply with this part if your towing vessel operates on the navigable waters of the United States, unless your towing vessel is described in paragraph (b) of this section.

(b) This part does not apply to you if your towing vessel is—

(1) Used solely within a limited geographic area, such as a fleeting-area for barges or a commercial facility, or used solely for restricted service, such as making up or breaking up larger tows;

(2) Used solely for assistance towing as defined by 46 CFR 10.103;

(3) Used solely for pollution response;

(4) Exempted by the Captain of the Port (COTP);

(5) A public vessel that is owned, or demise chartered, and operated by the United States Government or by a government of a foreign country; and that is not engaged in commercial service; or

(6) A foreign vessel engaged in innocent passage.

(c) If you think your towing vessel should be exempt from these requirements for a specified route, you should submit a written request to the appropriate COTP. The COTP will provide you with a written response granting or denying your request. The COTP will consider the extent to which unsafe conditions would result if your towing vessel lost propulsion because of a fire in the engine room.

#### § 27.101 Definitions.

As used in this part—Accommodations includes any:

- (1) Messrooms.
- (2) Lounges.
- (3) Sitting areas.
- (4) Recreation rooms.
- (5) Quarters.
- (6) Toilet spaces.
- (7) Shower rooms.
- (8) Galleys.
- (9) Berthing facilities.
- (10) Clothing-changing rooms.

*Engine room* means the enclosed area where any main-propulsion engine is

located. It comprises all deck levels within that area.

*Existing Towing Vessel* means a towing vessel that is not a new towing vessel.

*Fixed fire-extinguishing system* means a carbon-dioxide system that satisfies 46 CFR subpart 76.15; a manually-operated clean-agent system that satisfies NFPA 2001 and is approved by the Commandant; or a manually-operated water-mist system that satisfies NFPA 750 and is approved by the Commandant.

*New Towing Vessel* means a towing vessel the construction of which was contracted for on or after January 18, 2000.

*Operating Station* means the principal steering station on the vessel, from which the vessel is normally navigated.

*Towing Vessel* means a commercial vessel engaged in, or intending to engage in, pulling, pushing, or hauling alongside, or any combination of pulling, pushing, or hauling alongside.

*We* means the United States Coast Guard.

*Working area* means any area on the vessel where the crew could be present while on duty and performing their assigned tasks.

*You* means the owner of a towing vessel, unless otherwise specified.

#### § 27.102 Incorporation by reference.

(a) Certain material is incorporated by reference into this part with the approval of the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. To enforce any edition other than that specified in paragraph (b) of this section, the Coast Guard must publish notice of the change in the FEDERAL REGISTER and make the material available for inspection. All approved material is so available at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC and at the U.S. Coast Guard, Office of Design and Engineering Standards (G-MSE), 2100 Second Street SW., Washington DC 20593-0001 and is available from the sources indicated in paragraph (b) of this section.

(b) The material approved for incorporation by reference in this part and the sections affected are:

**§ 27.200**

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American Boat and Yacht Council (ABYC), 3069 Solomons Island Road, Edgewater, MD 21037-1416  
H-25-1986—Portable Fuel Systems for Flammable Liquids ..... 27.340  
H-33-1989—Diesel Fuel Systems ..... 27.340  
National Fire Protection Association (NFPA), 1 Batterymarch Park, Quincy, MA 02269-9101  
302-1989—Pleasure and Commercial Motorcraft ..... 27.340  
Society of Automotive Engineers (SAE), 400 Commonwealth Drive, Warrendale, PA 15096-0001  
SAE J1475-1984—Hydraulic Hose Fitting for Marine Applications ..... 27.340  
SAE J1942-1989—Hose and Hose Assemblies for Marine Applications ..... 27.340  
Subpart B-Fire Protection Measures for Existing Towing Vessels

(b) You or the operator may use a public-address (PA) system or other means of alerting all persons on your towing vessel instead of a general alarm, if—

- (1) The PA system is capable of notifying persons in any accommodation or work space or the engine room;
- (2) It is tested at least once each week;
- (3) It can be activated from the operating station; and
- (4) It complies with paragraph (a)(3) of this section.

**§ 27.210 What are the requirements for fire detection on an existing towing vessel?**

By October 8, 2001, there must be a fire-detection system installed on your vessel to detect engine-room fires. It may be a new system, an existing fire-detection system, or an existing engine-room-monitoring system (with fire-detection capability), if it is operable and complies with this section. You must ensure that—

- (a) Each detector, each control panel, and each fire alarm are approved under 46 CFR subpart 161.002 or listed by an independent testing laboratory; except that, if you use an existing engine-room-monitoring system (with fire-detection capability), each detector must be listed by an independent testing laboratory;
- (b) The system is installed, tested, and maintained in line with the manufacturer's design manual;
- (c) The system is arranged and installed so a fire in the engine room automatically sets off alarms on a control panel at the operating station;
- (d) The control panel includes—

- (1) A power-available light;
- (2) An audible alarm to notify crew at the operating station of fire and visible alarms to identify the zone or zones of origin of the fire;
- (3) A means to silence audible alarms while maintaining indication by visible alarm;
- (4) A circuit-fault detector test-switch; and
- (5) Labels for all switches and indicator lights, indicating their functions;
- (e) The system draws power from two sources, switchover from the primary

**§ 27.200 What are the requirements for an existing towing vessel?**

If your existing towing vessel operates as described in §27.100(a), you must ensure that it complies with §§ 27.205 through 27.245 of this part.

**§ 27.205 What are the requirements for a general alarm on an existing towing vessel?**

(a) By October 8, 2001, you must ensure that your vessel is fitted with a general alarm that:

- (1) Has a contact maker at the operating station that can notify persons on board in the event of an emergency.
- (2) Is capable of notifying persons in any accommodation, work space, and the engine room.
- (3) In the engine room and any other area where background noise makes a general alarm hard to hear, has a supplemental flashing red light identified with a sign that reads:

Attention  
General Alarm—When Alarm Sounds or Flashes Go to Your Station.

- (4) Is tested at least once each week.

power source to the secondary source being either manual or automatic;

(f) The system serves no other purpose, unless it is an existing engine-room-monitoring system (with fire-detection capability); and

(g) The system is certified by a Registered Professional Engineer, or by a recognized classification society (under 46 CFR part 8), to comply with paragraphs (a) through (f) of this section.

[USCG 1998-4445, 65 FR 52046, Aug. 28, 2000]

**§ 27.215 What are the requirements for internal communication on an existing towing vessel?**

(a) By October 8, 2001, you must ensure that your vessel is fitted with a communication system between the engine room and operating station that—

(1) Is comprised of either fixed or portable equipment, such as a sound-powered telephone, portable radios, or other reliable method of voice communication, with a main or reserve power supply that is independent of the electrical system on your towing vessel; and

(2) Provides two-way voice communication and calling between the operating station and either—

- (i) The engine room; or
- (ii) A location immediately adjacent to an exit from the engine room.

(b) Twin-screw vessels with operating station control for both engines are not required to have an internal communication system.

(c) When the operating station control station and the engine room access are within 3 meters (10 feet) of each other and allow unobstructed visual contact between them, direct voice communication is acceptable instead of a communication system.

**§ 27.220 If an existing towing vessel is 24 meters (79 feet) or longer in length, what are the requirements for fire pump, fire main, and fire hose? [Reserved]**

**§ 27.221 If an existing towing vessel is less than 24 meters (79 feet) in length, what are the requirements for fire pump and fire hose? [Reserved]**

**§ 27.225 What type of portable fire-extinguisher is required on an existing towing vessel? [Reserved]**

**§ 27.230 What are the requirements for a fuel shutoff on an existing towing vessel?**

By October 8, 2001, you must have a remote fuel shutoff that meets § 27.340(f) installed on your vessel.

**§ 27.235 Is a fire axe required on an existing towing vessel? [Reserved]**

**§ 27.240 What are the requirements for a muster list on an existing towing vessel? [Reserved]**

**§ 27.245 What are the crew-training requirements for fire emergencies on an existing towing vessel?**

By January 19, 2000, you must ensure that drills, instruction and safety orientations that satisfy § 27.355 are performed on your vessel.

**Subpart C—Fire Protection Measures for New Towing Vessels**

**§ 27.300 What are the requirements for a new towing vessel?**

If your new towing vessel operates as described in § 27.100(a), then you must ensure that it complies with §§ 27.305 through 27.355 of this part.

**§ 27.305 What are the requirements for a general alarm on a new towing vessel?**

(a) You must ensure that your vessel is fitted with a general alarm system that:

- (1) Has a contact maker at the operating station that can notify persons on board in the event of an emergency.
- (2) Is capable of notifying persons in any accommodation, work space, and the engine room.

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(3) In the engine room and any other area where background noise makes a general alarm hard to hear, has a supplemental flashing red light identified with a sign that reads:

### Attention

General Alarm—When Alarm Sounds or Flashes Go to Your Station.

(4) Is tested at least once each week.

(b) You or the operator may use a PA system or other means of alerting all persons on your towing vessel instead of a general alarm, if—

(1) The PA system is capable of notifying persons in any accommodation or work space or the engine room;

(2) It is tested at least once each week;

(3) It can be activated from the operating station; and

(4) It complies with paragraph (a)(3) of this section.

## § 27.310 What are the requirements for fire detection on a new towing vessel?

A fire-detection system must be installed on your vessel to detect engine room fires. You must ensure that—

(a) Detectors, control units, and fire alarms are approved under 46 CFR subpart 161.002, or are listed by an independent testing laboratory;

(b) The system is installed, tested, and maintained per the manufacturer's design manual;

(c) The system is arranged and installed so a fire in the engine room automatically sets off alarms on a control panel at the operating station;

(d) The control panel includes—

(1) A power-available light;

(2) An audible alarm to notify crew at the operating station of fire and visible alarms to identify the zone or zones of origin of the fire;

(3) A means to silence audible alarms while maintaining indication by visible alarm;

(4) A circuit-fault detector test-switch; and

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(5) Labels for all switches and indicator lights, indicating their functions.

(e) The system is powered from two sources, switchover from the primary power source to the secondary source being either manual or automatic;

(f) The system is used for no other purpose; and

(g) The system is certified by a Registered Professional Engineer, or by a recognized classification society (under 46 CFR part 8), to meet the criteria listed in paragraphs (a) through (f) of this section.

[USCG–1998–4445, 64 FR 56266, Oct. 19, 1999, as amended by USCG 1998–4445, 65 FR 52047, Aug. 28, 2000]

## § 27.315 What are the requirements for internal communication on a new towing vessel?

(a) You must ensure that your vessel has a communication system between the engine room and operating station that—

(1) Is comprised of either fixed or portable equipment, such as a sound-powered telephone, portable radios, or other reliable voice communication method, with a main or reserve power supply that is independent of the electrical system on your towing vessel; and

(2) Provides two-way calling and voice communication between the operating station and either—

(i) The engine room; or

(ii) A location immediately adjacent to an exit from the engine room.

(b) Twin-screw vessels with operating station control for both engines are not required to have an internal communication system.

(c) When the operating station control station and the engine room access are within 3 meters (10 feet) of each other and allow unobstructed visual contact between them, direct voice communication is acceptable instead of a communication system.

**§ 27.320 If a new towing vessel is 24 meters (79 feet) or longer in length, what are the requirements for fire pump, fire main, and fire hose? [Reserved]**

**§ 27.321 If a new towing vessel is less than 24 meters (79 feet) in length, what are the requirements for fire pump and fire hose? [Reserved]**

**§ 27.325 If a new towing vessel is 24 meters (79 feet) or longer in length, what type of fire-extinguishing equipment must it carry? [Reserved]**

**§ 27.326 If a new towing vessel is less than 24 meters (79 feet) in length, what type of fire-extinguishing equipment must it carry? [Reserved]**

**§ 27.340 What are the requirements for a fuel system on a new towing vessel?**

(a) You must ensure that, except for the components of an outboard engine or of a portable bilge pump or fire pump, each fuel system installed on board the vessel meets the requirements of this section.

(b) *Portable fuel systems.* The vessel must not incorporate or carry portable fuel systems, including portable tanks and related fuel lines and accessories, except when used for outboard engines or when permanently attached to portable equipment such as portable bilge or fire pumps. The design, construction, and stowage of portable tanks and related fuel lines and accessories must meet the requirements of ABYC H-25 (incorporated by reference at § 27.102(b)).

(c) *Fuel restrictions.* Neither you nor the operator may use fuel other than bunker C or diesel, except for outboard engines, or where otherwise accepted by the Commandant (G-MSE). An installation that uses bunker C must comply with the requirements of subchapter F of this chapter.

(d) *Vent pipes for integral fuel tanks.* Each integral fuel tank must meet the requirements of this paragraph as follows:

(1) Each fuel tank must have a vent that connects to the highest point of the tank, discharges on a weather deck through a bend of 180 degrees (3.14 radians), and is fitted with a 30-by-30 mesh

corrosion-resistant flame screen. Vents from two or more fuel tanks may combine in a system that discharges on a weather deck.

(2) The net cross-sectional area of the vent pipe for the tank must be—

(i) Not less than 312.3 square millimeters (0.484 square inches) for any tank filled by gravity; or

(ii) Not less than that of the fill pipe for any tank filled under pressure.

(e) *Fuel piping.* Except as permitted in paragraphs (e)(1) and (2) of this section, each fuel line must be seamless and made of steel, annealed copper, nickel-copper, or copper-nickel. Each fuel line must have a wall thickness of not less than 0.9 millimeters (0.035 inch) except that—

(1) Aluminum piping is acceptable on an aluminum-hull vessel if it is installed outside the engine room and is at least Schedule 80 in thickness; and

(2) Nonmetallic flexible hose is acceptable if it—

(i) Is used in lengths of not more than 0.76 meters (30 inches);

(ii) Is visible and easily accessible;

(iii) Does not penetrate a watertight bulkhead;

(iv) Is fabricated with an inner tube and a cover of synthetic rubber or other suitable material reinforced with wire braid; and

(v) Either—

(A) If it is designed for use with compression fittings, is fitted with suitable, corrosion-resistant, compression fittings, or fittings compliant with SAE J1475 (incorporated by reference at § 27.102(b)); or

(B) If it is designed for use with clamps, is installed with two clamps at each end of the hose. Clamps must not rely on spring tension and must be installed beyond the bead or flare or over the serrations of the mating spud, pipe, or hose fitting. Installations complying with SAE J1475 are also acceptable.

(3) Nonmetallic flexible hose is also acceptable if it complies with SAE J1942 (incorporated by reference at § 27.102(b)).

(f) A positive shut-off valve must be fitted on any fuel line that supplies fuel directly to an engine or generator to stop the flow of fuel in the event of a break in the fuel line. The valve must be located near the source of supply

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(for instance, at the day tank, storage tank, or fuel-distribution manifold). Furthermore, the positive shut-off valve must be operable from a safe place outside the space in which the valve is located. Each remote station for fuel shut-off should be marked in clearly legible letters at least 25 millimeters (1 inch) high indicating the purpose of the valve and the way to operate it.

(g) A new towing vessel less than 24 meters (79 feet) in length may comply with any of the following standards for fuel systems instead of the requirements of paragraph (e) of this section:

(1) ABYC H-33 (incorporated by reference at § 27.102(b)).

(2) Chapter 5 of NFPA 302 (incorporated by reference at § 27.102(b)).

(3) 33 CFR Chapter I, subchapter S (Boating Safety).

[USCG-1998-4445, 64 FR 56266, Oct. 19, 1999, as amended by USCG 1998-4445, 65 FR 52047, Aug. 28, 2000]

**§ 27.345 Is a fire axe required on a new towing vessel? [Reserved]**

**§ 27.350 What are the requirements for a muster list on a new towing vessel? [Reserved]**

**§ 27.355 What are the requirements for instruction, drills, and safety orientations conducted on a new towing vessel?**

(a) *Drills and instruction.* The master or person in charge of a vessel must ensure that each crewmember participates in drills and receives instruction at least once each month. The instruction may coincide with the drills, but need not. It must ensure that all crewmembers are familiar with their fire-fighting duties, and specifically, the following contingencies:

(1) Fighting a fire in the engine room and other locations on board the vessel, including how to—

(i) Operate all of the fire-extinguishing equipment on board the vessel;

(ii) Stop the mechanical ventilation system for the engine room if provided, and effectively seal all natural openings to the space to prevent leakage of the extinguishing agent; and

(iii) Operate the fuel shutoff for the engine room.

(2) Activating the general alarm.

(3) Reporting inoperative alarm systems and fire-detection systems.

(4) Putting on a fireman's outfit and a self-contained breathing apparatus, if the vessel is so equipped.

(b) *Alternative form of instruction.* The master or person in charge of a vessel may substitute, for the requirement of instruction in paragraph (a) of this section, the viewing of videotapes concerning at least the contingencies listed in paragraph (a), followed by a discussion led by someone familiar with these contingencies. This instruction may occur either on or off the vessel.

(c) *Participation in drills.* Drills must take place on board the vessel, as if there were an actual emergency. They must include—

(1) Participation by all crewmembers;

(2) Breaking out and using, or simulating the use of, emergency equipment;

(3) Testing of all alarm and detection systems; and

(4) At least one person putting on protective clothing, if the vessel is so equipped.

(d) *Safety Orientation.* The master or person in charge of a vessel must ensure that each crewmember who has not both participated in the drills required by paragraph (a) of this section and received the instruction required by that paragraph receives a safety orientation within 24 hours of reporting for duty.

(e) The safety orientation must cover the specific contingencies listed in paragraph (a) of this section.

[USCG-1998-4445, 64 FR 56266, Oct. 19, 1999, as amended by USCG 1998-4445, 65 FR 52047, Aug. 28, 2000]

**PART 28—REQUIREMENTS FOR COMMERCIAL FISHING INDUSTRY VESSELS**

**Subpart A—General Provisions**

- Sec. 28.10 Authority.
- 28.20 OMB control numbers.
- 28.30 Applicability.
- 28.40 Incorporation by reference.
- 28.50 Definition of terms used in this part.
- 28.60 Exemption letter.
- 28.65 Termination of unsafe operations.