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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 32249, Aug. 8, 1990]

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Subpart 190.03—Subdivision and Stability

§ 190.03-1 General.

Each vessel must comply with the applicable requirements in Subchapter S of this chapter.

[CGD 79-023, 48 FR 51053, Nov. 4, 1983]

Subpart 190.05—General Fire Protection

§ 190.05-1 Application.

(a) The provisions of this subpart shall apply to all vessels, except as noted otherwise in this subpart.

(b) Non-self-propelled vessels of less than 300 gross tons shall not be subject to the provisions of this subpart.

§ 190.05-3 Fire hazards to be minimized.

(a) The general construction of the vessel shall be such as to minimize fire hazards.

§ 190.05-5 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.

§ 190.05-10 Chemical storeroom and lamp room construction.

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

§ 190.05-15 Segregation of spaces containing the emergency source of electric power.

(a) When a compartment containing the emergency source of electric power, or vital components thereof, adjoins a space containing either the ship's service generators or machinery necessary for the operation of the ship's service generators, all common bulkheads and/or decks shall be protected by approved "structural insulation" or other approved material. This protection shall be such as to be capable of preventing an excessive temperature rise in the space containing the