

associated piping, including the controlled desuperheater if fitted. See also § 52.01-95(b) (1).

(3) Drum pilot actuated superheater safety valves are permitted provided the setting of the pilot valve and superheater safety valve is such that the superheater safety valve will open before the drum safety valve.

(c)(1) (*Modifies PG-71.*) Safety valves shall be installed as indicated in PG-71 of section I of the ASME Boiler and Pressure Vessel Code except as noted otherwise in this paragraph.

(2) The final setting of boiler safety valves shall be checked and adjusted under steam pressure and, if possible, while the boiler is on the line and the steam is at operating temperatures, in the presence of and to the satisfaction of a marine inspector who, upon acceptance, shall seal the valves. This regulation applies to both drum and superheater safety valves of all boilers.

(3) The safety valve body drains required by PG-71 of section I of the ASME Boiler and Pressure Vessel Code shall be run as directly as possible from the body of each boiler safety valve, or the drain from each boiler safety valve may be led to an independent header common only to boiler safety valve drains. No valves of any type shall be installed in the leakoff from drains or drain headers and they shall be led to suitable locations to avoid hazard to personnel.

(d)(1) (*Modifies PG-72.*) The operation of safety valves shall be as indicated in PG-72 of section I of the ASME Boiler and Pressure Vessel Code except as noted in paragraph (d)(2) of this section.

(2) (*Modifies PG-73.*) The lifting device required by PG-73.1.3 of section I of the ASME Boiler and Pressure Vessel Code shall be fitted with suitable relieving gear so arranged that the controls may be operated from the fireroom or engineroom floor.

[CGFR 68-82, 33 FR 18815, Dec. 18, 1968, as amended by CGD 81-79, 50 FR 9433, Mar. 8, 1985; USCG-2003-16630, 73 FR 65161, Oct. 31, 2008]

§ 52.01-130 Installation.

(a) *Foundations.* (1) Plans showing details of proposed foundations and support for boilers and the proposed means

of bracing boilers in the vessel shall be submitted for approval to the Officer in Charge, Marine Inspection, in the district where the installation is being made.

(2) Provision shall be made in foundations for expansion of the boilers when heated.

(3) Boilers shall be provided with chocks to prevent movement in the event of collision unless a bolted or riveted construction satisfactorily provides for this contingency.

(b) *Protection of adjacent structure.* (1) Boilers shall be so placed that all parts are readily accessible for inspection and repair.

(2) In vessels having a double bottom or other extensive surfaces directly below the boiler, the distance between such surface and a boiler shall in no case be less than 18 inches at the lowest part.

(3) In certain types of vessels where the boiler foundation forms the ashpit, such foundations shall be efficiently ventilated, except in cases where the ashpit is partially filled with water at all times.

(4) The pans of oil-burning, watertube boilers shall be arranged to prevent oil from leaking into the bilges and shall be lined with firebrick or other heat resisting material.

(5) The distance between a boiler and a compartment containing fuel oil shall not be less than 24 inches at the back end of a boiler and 18 inches elsewhere, except that for a cylindrical part of a boiler or a knuckle in the casing of a water-tube boiler, these distances may be reduced to 18 inches, provided all parts are readily accessible for inspection and repair.

(6) All oil-burning boilers shall be provided with oiltight drip pans under the burners and elsewhere as necessary to prevent oil draining into the bilges.

(c) *Boiler uptakes.* (1) Where dampers are installed in the uptakes or funnels, the arrangement shall be such that it will not be possible to shut off the gas passages from the operating boilers.

(2) Each main power boiler and auxiliary boiler shall be fitted with a separate gas passage.