

(2) At least 50 percent of the buoyancy shall be located along the sides of the boat and shall be so located that the boat will be on even keel when flooded.

(3) The tops of the buoyancy tanks or buoyancy units shall be protected by the side benches or other suitable means. The construction shall be such that water will not collect on the tops of the tanks.

(4) *Built-in buoyancy tanks.* Each built-in buoyancy tank shall be filled with buoyancy material. The amount of material required shall be determined by the flooding test in accordance with §160.035-11(b)(2). The buoyancy materials used shall meet the requirements set forth for core materials as follows:

Core	Polystyrene	MIL-P-40619
		MIL-P-19644
	Polyurethane	MIL-P-21929

(m) *Equipment stowage.* (1) Provision lockers, water tanks, and special equipment lockers shall be watertight and so designed and located as to fit under the side benches, end benches, or footings without projecting into the accommodation spaces of the lifeboat. In special cases, stowage under the thwarts will be permitted. Standard ¼ inch pipe size testing nipples shall be fitted to all such lockers or tanks.

(2) Water tanks shall be constructed of at least 18 USSG material. An opening with a dogged type cover shall be provided for removal of water cans. This opening shall be at least 7 inches in diameter, but in any case shall be of sufficient size that all water cans can be removed. In addition, built-in water tanks shall have an opening at least 13 inches in diameter with a bolted cover for the purpose of inspection and maintenance. A 2-inch diameter fill cap shall be installed for the purpose of storing rain water. A standard ¼-inch pipe size drainage nipple with hexagonal cap shall be fitted in the bottom of the tank in an accessible location and may be used for air testing the water tank.

(n) *Grab rails.* Grab rails shall be substantially attached to each lifeboat

below the turn of the bilge and extend approximately one-half of the length of the lifeboat on each side. The ends of the grab rails shall be faired to prevent fouling and all connections of the rails to the lifeboat shall be made by riveting the palms of the brackets to a small plate and riveting the plate to the shell. To prevent rupture of the shell if the grab rail is carried away, more rivets shall be used in attaching the plate to the shell than in fastening the bracket to the plate. The clearance between the grab rail pipe and the hull shall be at least 1½ inches. The connections of the rails to a fibrous glass reinforced plastic lifeboat hull will be given special consideration.

(o) *Hand rails.* All lifeboats intended for use in ocean and coastwise service shall be fitted with hand rails approximately 18 inches in length, constructed and attached to the lifeboat in the same manner as the grab rails required by paragraph (n) of this section. The clearance between the hand rail pipe and the hull shall be at least 1½ inches. The hand rails shall be located approximately parallel to and at both ends of the grab rails and spaced midway between the grab rail and the gunwale and midway between the grab rail and the keel on both sides of the lifeboat provided that, when the distance from grab rail to gunwale or to the keel exceeds 4 feet, two hand rails shall be fitted so as to provide equal spacing. In no case shall the hand rails project beyond the widest part of the boat. Recessed hand rails or other alternate arrangements will be given consideration.

[CGD 95-028, 62 FR 51211, Sept. 30, 1997, as amended by USCG-1998-4442, 63 FR 52191, Sept. 30, 1998; USCG-1999-5151, 64 FR 67184, Dec. 1, 1999; USCG-2000-7790, 65 FR 58463, Sept. 29, 2000]

§ 160.035-5 Construction of steel motor-propelled lifeboats with and without radio cabin.

(a) *General provisions applicable to all motor-propelled lifeboats.* (1) A motor-propelled lifeboat, carried as part of the lifesaving equipment of a vessel, whether required or not, shall comply with all the requirements for an oar-propelled lifeboat, and in addition,

shall have sufficient additional buoyancy to compensate for the weight of the engine and other equipment.

(2) The engine shall be enclosed in a suitable engine box which shall be watertight with the exception of the top which may be weathertight. If the engine box is made of material other than steel or aluminum, such as fibrous glass reinforced plastic, it shall be made of fire retardant material. The top of the engine box shall be fitted with a screwdown mushroom vent. The engine box shall be fitted with a suitable drain. An engine starting instruction plate shall be permanently attached to the engine box. There shall be ample space between the engine and the engine box to permit proper maintenance and removal of engine accessories when necessary. If the internal arrangements of the engine in the engine box do not permit this, then suitable watertight hand-hole plates shall be installed in the vicinity of these accessories. The location of these plates and the accessibility to the accessories shall be to the satisfaction of the marine inspector. The marine inspector may require the removal of any accessory through these hand-hole plates that he may deem necessary to establish that it is of proper size and location.

(3) Fuel tanks must be constructed of steel, fibrous glass reinforced plastic or other approved equivalent. Fuel tanks must be adequately supported and securely fastened inside the lifeboat to prevent any movement. Fuel tanks must have no openings in the bottom, sides or ends. Openings for fill, vent and feed pipes must be on the top surface of the tanks. The vent size for tanks of 50 gallons or less must not be less than ¼-inch O.D. tubing. Vents for larger tanks will be given special consideration. The access openings in the thwarts for the fill tank cap must have a flush cover or the top of the cap must be flush with the top of the thwart. Fuel feed pipes must be provided with a shutoff valve at the tank, where it is readily accessible and its location marked. Tanks must be tested by a static head above the tank top of ten feet of water without showing leakage or permanent deformation. A graduated measure stick or other means

must be provided to determine the amount of the fuel in the tank.

(i) Steel diesel oil fuel tanks shall have a thickness of not less than 12 USSG and shall not be galvanized on the inside; however, the outside of such tanks shall be so treated as to obtain a corrosion resistance approximately equivalent to hot-dip galvanizing. Swash plates shall be fitted in tanks over 30 inches in length.

(ii) Fibrous glass reinforced plastic diesel oil fuel tanks shall have a thickness of not less than 0.187 inch. The resins used shall be of a fire retardant type and shall qualify under military specification MIL-R-21607. The mechanical properties of the tank shall not be less than Grade No. 4 of military specification MIL-P-17549. Mat, woven roving and 1000th cloth shall be used. Tank laminates shall not be constructed exclusively with fibrous glass fabrics. An increment of random oriented, chopped fibrous glass reinforcement is deemed necessary to prevent porosity. An ounce and a half per square foot is considered minimum. Inclusion of fabrics in low pressure laminates are recommended to impart satisfactory containment, strength, and rigidity. For maximum strength, tank surfaces should be cambered and curved wherein practical. Fittings shall be made of nonferrous metal and securely bonded to the tank with epoxy resin. A fibrous glass reinforced plate or boss of the same thickness as the tank proper and 1½ times the outside dimensions of the fitting shall be used to strengthen the openings for fuel, fill and vent lines. Tanks shall be constructed of a minimum possible number of sections. Where two parts are joined there shall be a minimum of 2-inch overlap. Tanks exceeding 18 inches in any horizontal dimension shall be fitted with vertical baffle plates at intervals not exceeding 18 inches. Baffle plate flanges shall be integral and shall be of the same strength and stiffness as the tank wall. Flanges shall be bonded in place with mat and fabric. A suitable striking plate shall be installed at the bottom of the fuel measurement and fill pipe line. The laminate may be increased in thickness, in the way of the fill pipe. The cover of the fuel tank

shall be through bolted as well as bonded. All fuel tanks shall bear legible, permanent labels, conveniently located for visual inspection, signifying full compliance with these specifications and including the following:

(a) Manufacturer's name and address.
 (b) Date of construction and the inspector's initials.

(c) Wall thickness (in decimals of one inch) and capacity U.S. gallons.

(d) Material of construction: Polyester—Glass.

(4) Propeller shafting shall be of bronze or other suitable corrosion resistant materials. Fittings, pipes, connections, etc., shall be of high standard and good workmanship, and installed in accordance with good marine practice. The exhaust manifold shall be suitably insulated.

(5) All engines shall be permanently installed and shall be equipped with an efficient cranking system. This system shall be one that can be operated by hand, such as a hand cranking, hydraulic cranking, or inertia cranking system, acceptable to the Commandant. If an electric cranking system consisting of an electric starter motor, generator and batteries are fitted, it shall be in addition to the required acceptable cranking system, the battery or batteries shall be installed within the watertight engine box. The battery box shall be so constructed as to retain the battery in position when the lifeboat is in a seaway. The battery box shall be 1 inch longer and 1 inch wider than the battery and shall be lined with 4-pound lead flashed up 3 inches on the sides and ends. The battery box may be made of fibrous glass reinforced plastic using a fire-retardant epoxy resin. This type of battery box will not be required to be lead lined.

(i) *Engines.* The engine shall be a reliable, marine, compression-ignition type and shall be capable of propelling the fully equipped and loaded lifeboat at a sustained speed of not less than 6 knots through smooth water over a measured course. Provision shall be made for going astern. Sufficient fuel for 24 hours continuous operation at 6 knots shall be provided. The engine used in approved lifeboats shall be capable of being started without the use of starting aids at a temperature of 20

°F., by the use of an acceptable cranking system. If water cooled, the engine shall be equipped with a closed fresh water cooling system. This system shall be cooled by a secondary medium, such as a water cooled heat exchanger.

(ii) The hydraulic cranking system shall be a self-contained system which will provide the required cranking forces and engine r.p.m. as recommended by the engine manufacturer. The capacity of the hydraulic cranking system shall provide not less than six cranking cycles. Each cranking cycle shall provide the necessary number of revolutions at the required r.p.m. to the engine to meet the requirements of carrying its full rated load within twenty seconds after cranking is initiated with intake air and hydraulic cranking system at 20 °F. Capacity of the hydraulic cranking system sufficient for three cranking cycles under the above conditions, shall be held in reserve and arranged so that the operation of a single control by one person will isolate the discharged or initially used part of the system and permit the reserve capacity to be employed. The installation of an engine-driven pump is recommended but is not required. The hydraulic cranking shall meet the requirements prescribed in 46 CFR 58.30 and 46 CFR 61.10-5 of Subchapter F, Marine Engineering Regulations. The hydraulic system when used in lifeboats as engine cranking systems shall be leak-tested at its operating pressure after installation.

(6) The following tools to perform emergency repairs and ordinary servicing shall be provided:

One 12-ounce ball peen hammer.
 One screwdriver with 6-inch blade.
 One pair of 8-inch slip-joint pliers.
 One 8-inch adjustable end wrench.
 One 12-inch adjustable end wrench.
 One Phillips or cross-head screwdriver with a 6-inch blade.

(b) *Steel motor-propelled lifeboats without radio cabin or searchlight (Class 1).*

(1) The engine shall be a reliable marine type and shall be in accordance with paragraph (a)(5)(i) of this section. If a starting battery is supplied, the engine shall be fitted with a marine type

generator or alternator insulated as required by AIEE rules for marine service capable of charging the starting batteries. The battery box shall be in accordance with paragraph (a)(5) of this section.

(c) *Steel motor-propelled lifeboats without radio cabin but with searchlight (Class 2)*. (1) The engine shall be of a reliable marine type and shall be in accordance with paragraph (a)(5)(i) of this section. The lifeboat shall be equipped with a searchlight constructed in accordance with subpart 161.006 of this subchapter Q (Specifications). The engine shall be fitted with a marine type generator or alternator insulated as required by AIEE rules for marine service capable of charging the batteries used for the searchlight as well as the starting batteries, if fitted. The battery box shall be in accordance with paragraph (a)(5) of this section.

(d) *Steel motor-propelled lifeboats with radio cabin and searchlight (Class 3)*. (1) The engine shall be a reliable, marine type and shall be in accordance with paragraph (a)(5)(i) of this section. The engine shall be fitted with a marine type generator or alternator insulated as required by AIEE rules for marine service, capable of charging the batteries used for the radio and searchlight as well as the starting battery, if fitted.

(2) The radio and source of power for the radio and the searchlight shall be housed and protected from the elements by a suitable radio cabin. The

entire installation shall comply with the requirements of the Federal Communications Commission, Rules Governing Stations on Shipboard in the Maritime Services. The radio cabin shall be of a size to contain the radio and source of power for the radio and searchlight, and the operator of the equipment. The top and sides of the radio cabin shall be watertight with the exception of the door which need not be watertight but shall be at least weathertight. The installation of the radio cabin shall take into consideration the concentration of weight in this area.

(3) The searchlight shall be of an approved type constructed in accordance with specification Subpart 161.006 of this subchapter and shall be securely mounted on top of the radio cabin.

(4) The batteries shall be installed in a box securely fastened inside the radio cabin. The battery box shall be in accordance with paragraph (a)(5) of this section.

[CGFR 65-9, 30 FR 11467, Sept. 8, 1965, as amended by CGD 72-133R, 37 FR 17039, Aug. 24, 1972; CGD 73-116R, 39 FR 12747, Apr. 8, 1974]

§ 160.035-6 Construction of aluminum oar-, hand-, and motor-propelled lifeboats.

(a) *General*. Aluminum lifeboats shall comply with the general requirements for the construction and arrangement of steel lifeboats unless otherwise specified.