§ 189.35–15
be made available to the Officer in Charge, Marine Inspection, upon re-
quest.
(b) Prior to a vessel’s departure, an entry shall also be made in the official logbook that the ship’s weight han-
dling gear is in compliance with the applicable requirements in this sub-
chapter.

§ 189.35–15 Major installations.
(a) Where the installation of weight handling gear requires modifications to
the vessel’s structure or affects the stability in a manner which cannot be
assessed by the information contained in the approved trim and stability in-
formation, appropriate plans and information shall be submitted for approval.
The installation shall then be in-
spected by the Officer in Charge, Ma-
rine Inspection for conformance with
the approved installation plans and in-
formation.

§ 189.35–90 Weight handling gear man-
ufactured prior to March 1, 1968.
(a) Weight handling gear manufac-
tured prior to March 1, 1968, will be ac-
cepted on the basis of appropriate tests
and examinations should plans or other technical information not be available.

Subpart 189.40—Drydocking
§ 189.40–1 Definitions relating to hull examinations.
As used in this part—
(a) Drydock examination means hauling out a vessel or placing a vessel in a
drydock or slipway for an examination of all accessible parts of the vessel’s underwater body and all through-hull
fittings.
(b) Internal structural examination means an examination of the vessel while afloat or in drydock and consists of a complete examination of the ves-
sel’s main strength members, including the major internal framing, the hull plating, voids, and ballast tanks, but not including cargo or fuel oil tanks.
(c) Underwater survey means the ex-
amination, while the vessel is afloat, of all accessible parts of the vessel’s un-
derwater body and all through-hull fit-
tings.

46 CFR Ch. I (10–1–11 Edition)

§ 189.40–3 Drydock examination, inter-
nal structural examination, cargo
tank internal examination, and un-
derwater survey intervals.
(a) Except as provided for in para-
graphs (b) through (g) of this section, each vessel must undergo drydock and internal structural examinations as follows:
(1) Vessels that operate in salt water
must undergo two drydock and two in-
ternal structural examinations within
any five year period. No more than
three years may elapse between any
two examinations.
(2) Vessels that operate in fresh
water at least six months in every 12
month period since the last drydock
examination must undergo drydock and internal structural examinations at intervals not to exceed five years.
(b) Vessels with wooden hulls must
undergo two drydock and two internal structural examinations within any five year period regardless of the type
of water in which they operate. No
more than three years may elapse be-	ween any two examinations.
(c) If, during an internal structural
examination or underwater survey,
damage or deterioration to the hull plating or structural members is dis-
covered, the Officer in Charge, Marine Inspection, may require the vessel to
be drydocked or otherwise taken out of
service to further assess the extent of
the damage and to effect permanent re-
pairs.
(d) Each vessel under paragraph (a) of
this section that is less than 15 years of
age may be considered for an under-
water survey instead of alternate dry-
dock examinations, provided the vessel
is fitted with an effective hull protec-
tion system. Vessel owners or opera-
tors must apply to the Officer in Charge, Marine Inspection, for ap-
proval of underwater surveys instead of alternate drydock examinations for
each vessel. The application must in-
clude the following information:
(1) The procedure to be followed in
carrying out the underwater survey.
(2) The location where the underwater survey will be accomplished.
(3) The method to be used to accurately determine the diver location relative to the hull.
(4) The means that will be provided for examining through-hull fittings.
(5) The means that will be provided for taking shaft bearing clearances.
(6) The condition of the vessel, including the anticipated draft of the vessel at the time of the survey.
(7) A description of the hull protection system.
(e) Vessels otherwise qualifying under paragraph (d) of this section, that are 15 years of age or older, may be considered for continued participation in or entry into the underwater survey program on a case-by-case basis if—
(1) Before the vessel’s next scheduled drydocking, the owner or operator submits a request for participation or continued participation to Commandant (CG–543);
(2) During the vessel’s next drydocking after the request is submitted, no appreciable hull deterioration is indicated as a result of a complete set of hull gaugings; and
(3) The results of the hull gauging and the results of the Coast Guard drydock examination together with the recommendation of the Officer in Charge, Marine Inspection, are submitted to Commandant (CG–543) for final approval.
(f) Each vessel which has not met with the applicable examination schedules in paragraph (a) through (e) of this section because it is on a voyage, must undergo the required examinations upon completion of the voyage.
(g) The Commandant (CG–543) may authorize extensions to the examination intervals specified in paragraphs (a) and (b) of this section.
§ 189.43–1 When required.
(a) Each fuel oil tank with at least one side integral to the vessel’s hull and located within the hull (“integral fuel oil tank”) is subject to inspection as provided in this section. The owner or operator of the vessel shall have the tanks cleaned out and gas freed as necessary to permit internal examination of the tank or tanks designated by the marine inspector. The owner or operator shall arrange for an examination of the fuel tanks of each vessel during an internal structural examination at intervals not to exceed five years.
(b) Integral non-double-bottom fuel oil tanks need not be cleaned out and internally examined if the marine inspector is able to determine by external examination that the general condition of the tanks is satisfactory.
(c) Double-bottom fuel oil tanks on vessels less than 10 years of age need not be cleaned out and internally examined if the marine inspector is able to determine by external examination that the general condition of the tanks is satisfactory.

§ 189.40–5 Notice and plans required.
(a) The master, owner, operator, or agent of the vessel shall notify the Officer in Charge, Marine Inspection, whenever the vessel is to be drydocked regardless of the reason for drydocking.

Subpart 189.43—Integral Fuel Oil Tank Examinations
§ 189.43–1 When required.
(a) Each fuel oil tank with at least one side integral to the vessel’s hull and located within the hull (“integral fuel oil tank”) is subject to inspection as provided in this section. The owner or operator of the vessel shall have the tanks cleaned out and gas freed as necessary to permit internal examination of the tank or tanks designated by the marine inspector. The owner or operator shall arrange for an examination of the fuel tanks of each vessel during an internal structural examination at intervals not to exceed five years.
(b) Integral non-double-bottom fuel oil tanks need not be cleaned out and internally examined if the marine inspector is able to determine by external examination that the general condition of the tanks is satisfactory.
(c) Double-bottom fuel oil tanks on vessels less than 10 years of age need not be cleaned out and internally examined if the marine inspector is able to determine by external examination that the general condition of the tanks is satisfactory.