

§ 115.670

in advance as possible whenever a vessel is to be hauled out or placed in a drydock or slipway in compliance with § 115.605 of this part or to undergo repairs or alterations affecting the safety of the vessel, together with the nature of any repairs or alterations contemplated. Hull repairs or alterations that affect the safety of the vessel include but are not limited to the replacement, repair, or refastening of planking, plating, or structural members, including the repair of cracks in the hull.

(b) Whenever a vessel is hauled out or placed in a drydock or slipway in excess of the requirements of this subpart for the purpose of maintenance, including, but not limited to, changing a propeller, painting, or cleaning the hull, no report need be made to the cognizant OCMI.

(c) The owner or managing operator of each vessel that holds a Load Line Certificate shall make plans showing the vessel's scantlings available to the Coast Guard marine inspector whenever the vessel undergoes a drydock examination, internal structural examination, an underwater survey, or whenever repairs or alterations affecting the safety or seaworthiness of the vessel are made to the vessel's hull.

[CGD 85-080, 61 FR 892, Jan. 10, 1996, as amended at 62 FR 51348, Sept. 30, 1997. Redesignated and amended by USCG-2000-6858, 67 FR 21080, 21082, Apr. 29, 2002]

§ 115.670 Tailshaft examinations.

(a) The marine inspector may require any part or all of the propeller shafting to be drawn for examination of the shafting and stern bearing of a vessel whenever the condition of the shafting and bearings are in question.

(b) The marine inspector may conduct a visual examination and may require nondestructive testing of the propeller shafting whenever the condition of shafting is in question.

[CGD 85-080, 61 FR 892, Jan. 10, 1996. Redesignated by USCG-2000-6858, 67 FR 21080, Apr. 29, 2002]

§ 115.675 Extension of examination intervals.

The intervals between drydock examinations and internal structural examinations specified in § 115.600 of this

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part may be extended by the cognizant OCMI or Commandant.

[CGD 85-080, 61 FR 892, Jan. 10, 1996. Redesignated and amended by USCG-2000-6858, 67 FR 21080, 21082, Apr. 29, 2002; USCG-2013-0671, 78 FR 60153, Sept. 30, 2013]

Subpart G—Repairs and Alterations

§ 115.700 Permission for repairs and alterations.

(a) Repairs or alterations to the hull, machinery, or equipment that affect the safety of the vessel must not be made without the approval of the cognizant OCMI, except during an emergency. When repairs are made during an emergency, the owner, managing operator, or master shall notify the OCMI as soon as practicable after such repairs or alterations are made. Repairs or alterations that affect the safety of the vessel include, but are not limited to, the: replacement, repair, or refastening of deck or hull planking, plating, and structural members; repair of plate or frame cracks; damage repair or replacement, other than replacement in kind, of electrical wiring, fuel lines, tanks, boilers and other pressure vessels, and steering, propulsion and power supply systems; alterations affecting stability; and repair or alteration of lifesaving, fire detecting, or fire extinguishing equipment.

(b) The owner or managing operator shall submit drawings, sketches, or written specifications describing the details of any proposed alterations to the cognizant OCMI. Proposed alterations must be approved by the OCMI before work is started.

(c) Drawings are not required to be submitted for repairs or replacements in kind.

(d) The OCMI may require an inspection and testing whenever a repair or alteration is undertaken.

§ 115.702 Installation tests and inspections.

Whenever a launching appliance, survival craft, rescue boat, fixed gas fire extinguishing system, machinery, fuel tank, or pressure vessel is installed aboard a vessel after completion of the initial inspection for certification of the vessel, as replacement equipment