

§ 129.530

§ 129.530 General alarm.

Each vessel must be fitted with a general alarm that complies with subpart 113.25 of this chapter.

§ 129.540 Remote stopping-systems on OSVs of 100 or more gross tons.

(a) Except as provided by paragraph (b) of this section, each vessel must be fitted with remote stopping-systems that comply with subpart 111.103 of this chapter.

(b) The following remote stopping-systems may substitute for remote stopping-systems that must comply with subpart 111.103 of this chapter:

(1) For each propulsion unit, in the pilothouse.

(2) For each discharge pump for bilge slop or dirty oil, at the deck discharge.

(3) For each powered ventilation system, outside the space ventilated.

(4) For each fuel-oil pump, outside the space containing the pump.

(5) For each cargo-transfer pump for combustible and flammable liquid, at each transfer-control station.

(c) Remote stopping-systems required by this section may be combined.

§ 129.550 Power for cooking and heating.

(a) Equipment for cooking and heating must be suitable for marine use. Equipment designed and installed to comply with ABYC Standards A-3 and A-7 or Chapter 6 of NFPA 302 meets this requirement.

(b) The use of gasoline for cooking, heating, or lighting is prohibited.

(c) The use of liquefied petroleum gas for cooking, heating, or other purposes must comply with subpart 58.16 of this chapter.

(d) Each electric space-heater must be provided with a thermal cut-out to prevent overheating.

(e) Each element of an electric space-heater must be enclosed, and the case or jacket of the element made of a corrosion-resistant material.

(f) Each electrical connection for a cooking appliance must be drip-proof.

§ 129.560 Engine-order telegraphs.

No OSV need carry an engine-order telegraph, provided the vessel meets

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the requirements of § 113.35–3(d) of this chapter.

§ 129.570 Overfill protection.

(a) This section applies to OSVs of at least 6,000 GT ITC (500 GRT if GT ITC is not assigned).

(b) Each cargo oil tank with a capacity of 1,000 or more cubic meters (approximately 6,290 barrels) must have one overfill device that is permanently installed on each oil tank, with an intrinsically safe high-level alarm that meets the requirements of this section.

(c) The high-level alarm and tank overfill alarm required by paragraph (b) of this section must—

(1) Be independent of each other;

(2) Alarm in the event of loss of power to the alarm system or failure of electrical circuitry to the tank level sensor; and

(3) Be able to be checked at the tank for proper operation prior to each transfer or contain an electronic self-testing feature that monitors the condition of the alarm circuitry and sensor.

(d) The high-level alarm required by paragraph (b) of this section must—

(1) Alarm before the tank overfill alarm, but before the tank capacity goes below 95 percent;

(2) Be appropriately marked at the indicator panel; and

(3) Have audible and visible alarm indications that can be seen and heard on the vessel where oil transfer is controlled.

(e) The tank overfill alarm required by paragraph (b) of this section must—

(1) Be independent of the oil gauging system;

(2) Alarm early enough to allow the person in charge of transfer operations to stop the transfer operation before the oil tank overflows;

(3) Be appropriately marked at the indicator panel; and

(4) Have audible and visible alarm indications that can be seen and heard on the vessel where oil transfer is controlled and in the cargo deck area.

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