(b) *Assignment of inspector; standard life preservers.* Upon receipt of an approval of a standard life preserver, a Coast Guard inspector is assigned to the factory to:

(1) Observe the production facilities and manufacturing methods;

(2) Select from a lot of 10 manufactured life preservers or more, three or more of each model for examination;

(3) Test the selected sample for compliance with the requirements of this subpart; and

(4) Forward to the Commandant a copy of his report of the tests and the production and manufacturing facilities, a specimen life preserver selected from those already manufactured but not tested, and one copy of an affidavit for each material used in the life preservers.

(b–1) *Approval number—standard life preserver.* An approval number is assigned to the manufacturer by the Coast Guard for a standard life preserver found to be in compliance with the requirements of this subpart.

(c) *Assignment of inspector—nonstandard life preserver.* Upon receipt of an application from a manufacturer for approval of nonstandard life preservers, an inspector is assigned to the factory to:

(1) Observe the production facilities and manufacturing methods;

(2) Select three samples of life preservers of each model for which approval is desired;

(3) Forward to the Commandant:

(i) Three samples of each model of life preserver;

(ii) A copy of the inspector's report of tests and the production and manufacturing facilities; and

(iii) Four copies each of fully dimensioned, full-scale drawings showing all details of construction of the sample life preservers submitted, material affidavits, and four copies of a bill of materials showing all materials used in construction of the life preservers submitted by the manufacturer.

(c–1) *Approval number—nonstandard life preserver.* An official approval number is assigned to the manufacturer by the Coast Guard for a nonstandard life preserver approved after tests.

(d) *Private brand labels.* Private brand labels are those bearing the name and address of a distributor in lieu of the manufacturer. In order for a manufacturer to apply for an approval number to be used on such a private brand label, he shall forward a letter of request to the Commander of the Coast Guard District in which the factory is located, setting forth the life preservers involved, together with a letter from his distributor also requesting that approval be issued. The manufacturer's request for approval together with that of his distributor, will be forwarded to the Commandant, and when deemed advisable, an approval number or numbers will be issued in the name of the distributor. Approvals issued to a distributor under such an arrangement shall apply only to life preservers made by the manufacturer named on the certificate of approval, and this manufacturer shall be responsible for compliance of the life preservers with the requirements of this subpart.

[CGFR 66–73, 32 FR 5500, Apr. 4, 1967, as amended by CGD 163R, 38 FR 8121, Mar. 28, 1973; CGD 78–012, 43 FR 27154, June 22, 1978; CGD 88–070, 53 FR 34536, Sept. 7, 1988; CGD 95–028, 62 FR 51215, Sept. 30, 1997]

Subpart 160.056—Rescue Boat

SOURCE: CGFR 61–15, 26 FR 9300, Sept. 30, 1961, unless otherwise noted.

§ 160.056–1 General requirements.

(a) Rescue boats accepted and in use prior to the effective date of this subpart may be continued in service if in satisfactory condition.

(b) All rescue boats must be properly constructed, of such form as to be readily maneuverable, and be of the open rowboat type. They shall be suitable for use of three persons.

(c) Rescue boats shall be constructed of materials acceptable to the Officer in Charge, Marine Inspection, having jurisdiction of construction.

§ 160.056–2 Construction.

(a) *General.* Rescue boats shall be square-sterned, of normal proportions, not less than 11 feet nor more than 14 feet in length. The length shall be the overall horizontal distance from bow to stern.

(b) *Construction.* The method of construction shall be such as is accepted

as good engineering practice in the case of the specific material used. The hull shall be suitably stiffened to assure adequate strength.

(c) *Weight.* The weight of the rescue boat, fully equipped, shall not exceed 225 pounds.

(d) *Seats.* The rescue boat shall be fitted with three thwarts. The middle thwart shall be arranged as the rowing seat.

(e) *Internal buoyancy.* Buoyant material of suitable unicellular plastic foam shall be installed in the rescue boat. This material shall be protected from mechanical damage. It shall be distributed uniformly in the boat and such that at least one-quarter of the required volume is located at the sides of the boat. The minimum amount of buoyant material, in cubic feet, shall be determined by the following:

$$B = 2 + (W - W \div d) \div 62.4 - c \qquad (1)$$

Where:

B = Volume of buoyant material required in cubic feet.
W = Weight of equipped boat, in pounds.
d = Specific gravity of hull material.
c = Density of buoyant material, in pounds per cubic foot.

§ 160.056–3 Fittings and equipment.

(a) *Fittings.* (1) The rescue boat shall be fitted with one pair of rowlock sockets. Detachable rowlocks shall be permanently attached to the boat by chain or other suitable means.

(2) At least one eyebolt, ring, or other fitting suitable for attaching a painter shall be fitted to the bow and stern.

(b) *Equipment.* (1) The rescue boat shall be provided with one pair of oars of suitable size and material.

(2) A painter shall be attached to the bow and to the stern fittings. Each shall be of suitable material, at least ⅜-inch in diameter, and at least 30 feet long.

§ 160.056–4 Approval tests of prototype rescue boat.

(a) *Drop test.* The rescue boat, fully equipped, shall be dropped, in a free fall, from a ten-foot height into water. No damage which would render the rescue boat unserviceable shall result from this drop.

(b) *Stability and freeboard test.* The rescue boat shall have sufficient stability and freeboard so that the gunwale on the low side shall not be submerged with 350 pounds placed nine inches from the side in way of and about the level of the middle thwart.

(c) *Rescue boarding test.* With one man in the rowing position, a second kneeling on the stern thwart facing aft, and a third man balanced on the transom, the minimum freeboard of the transom shall be five inches. The men should average 165 pounds each. This test simulates the rescue of a person over the transom by a two-man boat crew.

(d) *Rowing test.* Three men, averaging 165 pounds each, shall be seated on the centerline of the boat, one on each thwart. One man, in the rowing position, using ordinary rowing technique, shall demonstrate the satisfactory course keeping and maneuvering characteristics of the boat in the ahead and astern directions.

§ 160.056–6 Name plate.

(a) Each rescue boat shall have permanently fitted at the transom a metal name plate, galvanically compatible with the hull material, and bearing information relating to the testing and approval of the prototype boat. Either raised or indented letters shall be used.

(b) The following information shall appear on the name plate:

RESCUEBOAT

U.S.C.G. Specification 160.056
Prototype approved _____ (Date)
Approved by OCMI _____ (Port)
Date of manufacture _____ (Date)
Manufacturer's serial No. _____
Manufacturer's name and address _____

§ 160.056–7 Procedure for approval.

(a) The manufacturer shall submit a request for approval to the Officer in Charge, Marine Inspection, having jurisdiction of the place of manufacture of the rescue boat.

(b) Formal plans will not be required. However, a combined general arrangement and construction plan is required, which includes principal dimensions, and descriptive data of hull material, buoyant material, and equipment.