

## Coast Guard, DHS

## § 190.07-10

they shall be similarly separated from accommodation spaces and high fire hazard areas such as the galley.

[CGFR 67-83, 33 FR 1125, Jan. 27, 1968, as amended by USCG-2014-0688, 79 FR 58289, Sept. 29, 2014]

### Subpart 190.07—Structural Fire Protection

#### § 190.07-1 Application.

(a) The provisions of this subpart, with the exception of §190.07-90, shall apply to all vessels of 4,000 gross tons and over carrying not more than 150 persons and contracted for on or after March 1, 1968.

(b) The provisions of this subpart, with the exception of §190.07-90, shall apply to all vessels of 300 gross tons and over, but less than 4,000 gross tons, carrying in excess of 16 persons in the scientific party but not more than 150 persons and contracted for on or after March 1, 1968.

(c) Vessels contracted for prior to March 1, 1968, shall meet the requirements of §190.07-90.

(d) Those vessels which carry more than 150 persons shall meet the requirements in §§72.05-5 through 72.05-60 of Subchapter H (Passenger Vessels) of this chapter.

#### § 190.07-5 Definitions.

(a) *Standard fire tests.* A *standard fire test* is one which develops in the test furnace a series of time temperature relationships as follows:

5 minutes—1,000 °F.  
10 minutes—1,300 °F.  
30 minutes—1,550 °F.  
60 minutes—1,700 °F.

(b) *A Class divisions.* Bulkheads or decks of the A Class shall be composed of steel or equivalent metal construction, suitably stiffened and made intact with the main structure of the vessel; such as shell, structural bulkheads, and decks. They shall be so constructed, that if subjected to the standard fire test, they would be capable of preventing the passage of flame and smoke for 1 hour.

(c) *B Class bulkheads.* Bulkheads of the B Class shall be constructed with approved incombustible materials and made intact from deck to deck and to

shell or other boundaries. They shall be so constructed that, if subjected to the standard fire test, they would be capable of preventing the passage of flame for one-half hour.

(d) *C Class divisions.* Bulkheads or decks of the C Class shall be constructed of approved incombustible materials, but need meet no requirements relative to the passage of flame.

(e) *Steel or other equivalent metal.* Where the term *steel or other equivalent metal* is used in this subpart, it is intended to require a material which, by itself or due to insulation provided, has structural and integrity qualities equivalent to steel at the end of the applicable fire exposure.

(f) *Approved material.* Where in this subpart approved materials are required, they refer to materials approved under the applicable subparts of part 164 of Subchapter Q (Specifications) of this chapter, as follows:

Deck coverings .....	164.006
Structural insulation .....	164.007
Bulkhead panels .....	164.008
Incombustible materials .....	164.009
Interior finish .....	164.012

[CGFR 67-83, 33 FR 1125, Jan. 27, 1968, as amended by CGD 74-155, 41 FR 17910, Apr. 29, 1976]

#### § 190.07-10 Construction.

(a) The hull, superstructure, structural bulkheads, decks, and deckhouses shall be constructed of steel. Alternately, the Commandant may permit the use of other suitable material in special cases, having in mind the risk of fire.

(b) The boundary bulkheads of general laboratory areas, chemical storerooms, galleys, paint and lamp lockers and emergency generator rooms shall be of "A" class construction.

(1) Permanently installed divisional bulkheads between laboratories spaces within a general laboratory area may be of B or C class construction.

(2) Temporary divisional bulkheads between laboratory spaces within a general laboratory area may be constructed of combustible materials when they are necessary to facilitate a specific scientific mission.

(c) The boundary bulkheads and decks separating the accommodations

and control stations from hold and machinery spaces, galleys, main pantries, laboratories, and storerooms, other than small service lockers, shall be of “A” Class construction.

(1) The boundary bulkheads and decks separating general laboratory areas of 500 square feet or less from accommodations and control stations shall be of “A-15” Class construction as defined by § 72.05–10 of Subchapter H (Passenger Vessels) of this chapter.

(2) The boundary bulkheads and decks separating general laboratory areas of over 500 square feet from accommodations and control stations shall be of “A-30” Class construction as defined by § 72.05–10 of Subchapter H (Passenger Vessels) of this chapter.

(d) Within the accommodation and service areas the following conditions shall apply:

(1) Corridor bulkheads in accommodation spaces shall be of the “A” or “B” Class intact from deck to deck. Stateroom doors in such bulkheads may have a louver in the lower half.

(2) Elevator, dumbwaiter, stairtower, and other trunks shall be of “A” Class construction.

(3) Bulkheads not already specified to be of “A” or “B” Class construction may be of “A”, “B”, or “C” Class construction.

(4) The integrity of any deck in way of a stairway, shall be maintained by means of “A” or “B” class bulkheads and doors at one level. The integrity of a stairtower shall be maintained by “A” class doors at every level. The door shall be of the self-closing type. Holdback hooks will not be permitted. However, magnetic holdbacks operated from the bridge or other suitable remote control positions are acceptable.

(5) Interior stairs, including stringers and treads, shall be of steel.

(6) Except for washrooms and toilet spaces, deck coverings within accommodation spaces shall be of an approved type. However, overlays for leveling or finishing purposes which do not meet the requirements for an approved deck covering may be used in thicknesses not exceeding three-eighths of an inch.

(7) Ceilings, linings, and insulation, including pipe and duct laggings, shall be approved incombustible materials.

(8) Any sheathing, furring, or holding pieces incidental to the securing of any bulkhead, ceiling, lining, or insulation shall be of approved incombustible materials.

(9) Bulkheads, linings, and ceiling may have a combustible veneer within a room not to exceed two twenty-eighths of an inch in thickness. However, combustible veneers, trim, decorations, etc., shall not be used in corridors or hidden spaces. This is not intended to preclude the use of an approved interior finish or a reasonable number of coats of paint.

(e) Nitrocellulose or other highly flammable or noxious fume-producing paints or lacquers shall not be used.

(f) The provisions of paragraphs (d) (1) through (9) of this section apply to control spaces on vessels whose initial Application for Inspection is submitted to an Officer in Charge, Marine Inspection on or after June 15, 1987.

[CGFR 67–83, 33 FR 1125, Jan. 27, 1968, as amended by CGD 84–073, 52 FR 18364, May 15, 1987; 52 FR 22751, June 15, 1987; USCG–2014–0688, 79 FR 58289, Sept. 29, 2014]

**§ 190.07–90 Vessels contracted for prior to March 1, 1968.**

(a) Existing structure arrangements and materials previously approved will be considered satisfactory so long as they are maintained in good condition to the satisfaction of the Officer in Charge, Marine Inspection. Minor repairs and alterations may be made to the same standards as the original construction.

(b) Conversions, major alterations, new installations, and replacements shall comply with the applicable specifications and requirements in this subpart for new vessels.

**Subpart 190.10—Means of Escape**

**§ 190.10–1 Application.**

(a) The provisions of this subpart, with the exception of § 190.10–90, shall apply to all vessels other than non-self-propelled vessels of less than 300 gross tons, contracted for on or after March 1, 1968.

(b) Vessels contracted for prior to March 1, 1968, shall meet the requirements of § 190.10–90.