

§ 96.30-15

shall be the responsibility of the master and chief engineer to ascertain that a sufficient number of the crew are familiar with the operation of the equipment.

[CGD 86-036, 57 FR 48325, Oct. 23, 1992; 57 FR 56406, Nov. 27, 1992]

§ 96.30-15 Self-contained breathing apparatus.

(a) Each vessel must have a self-contained breathing apparatus for use as protection against gas leaking from a refrigeration unit.

(b) The self-contained breathing apparatus required by paragraph (a) of this section may be one of those required by § 96.35-10.

§ 96.30-90 Vessels contracted for before November 23, 1992.

Vessels contracted for before November 23, 1992, must meet the following requirements:

(a) Each vessels must satisfy §§ 96.30-5 through 96.30-15 concerning the number of items and method of stowage of equipment.

(b) Items of equipment previously approved, but not meeting the applicable specifications set forth in § 96.30-5, may continue in service as long as they are maintained in good condition to the satisfaction of the Officer in Charge, Marine Inspection; but each item in an installation or a replacement must meet all applicable specifications.

(c) After November 23, 1994, each respirator must either satisfy § 96.30-5(a) or be a self-contained compressed-air breathing apparatus previously approved by MSHA and NIOSH under part 160, subpart 160.011, of this chapter.

Subpart 96.35—Fireman's Outfit

§ 96.35-1 Application.

This subpart, except § 96.35-90, applies to each vessel that is on an international voyage and is contracted for on or after November 23, 1992. Each vessel that is on an international voyage and is contracted for before November 23, 1992, must satisfy § 96.35-90.

[CGD 86-036, 57 FR 48325, Oct. 23, 1992]

46 CFR Ch. I (10-1-08 Edition)

§ 96.35-5 General.

(a) All flame safety lamps shall be of an approved type, constructed in accordance with subpart 160.016 of subchapter Q (Specifications) of this chapter.

(b) Each self-contained breathing apparatus must be of the pressure-demand, open-circuit type, approved by the Mine Safety and Health Administration (MSHA) and by the National Institute for Occupational Safety and Health (NIOSH), and have at a minimum a 30-minute air supply and full facepiece.

(c) Flashlights shall be Type II or Type III, constructed and marked in accordance with ASTM F 1014 (incorporated by reference, see § 96.01-3).

(d) All lifelines shall be of steel or bronze wire rope. Steel wire rope shall be either inherently corrosion-resistant, or made so by galvanizing or tinning. Each end shall be fitted with a hook with keeper having throat opening which can be readily slipped over a 5/8-inch bolt. The total length of the lifeline shall be dependent upon the size and arrangement of the vessel, and more than one line may be hooked together to achieve the necessary length. No individual length of lifeline may be less than 50 feet in length. The assembled lifeline shall have a minimum breaking strength of 1,500 pounds.

(e) All equipment shall be maintained in an operative condition, and it shall be the responsibility of the master and chief engineer to ascertain that a sufficient number of the crew are familiar with the operation of the equipment.

(f) Boots and gloves shall be of rubber or other electrically nonconducting material.

(g) The helmet shall provide effective protection against impact.

(h) Protective clothing shall be of material that will protect the skin from the heat of fire and burns from scalding steam. The outer surface shall be water resistant.

[CGFR 65-50, 30 FR 17008, Dec. 30, 1965, as amended by CGFR 69-72, 34 FR 17485, Oct. 29, 1969; CGD 82-042, 53 FR 17705, May 18, 1988; CGD 86-036, 57 FR 48325, Oct. 23, 1992; USCG 1999-5151, 64 FR 67181, Dec. 1, 1999]

§ 96.35-10 Fireman's outfit.

(a) Each fireman's outfit must consist of one self-contained breathing apparatus, one lifeline with a belt or a suitable harness, one flashlight, one flame safety lamp, one rigid helmet, boots and gloves, protective clothing, and one fire ax. In lieu of the flame safety lamp, vessels may carry an oxygen depletion meter which is listed by a Coast Guard recognized independent laboratory as intrinsically safe.

(b) Every vessel shall carry at least two firemen's outfits.

[CGFR 69-72, 34 FR 17485, Oct. 29, 1969, as amended by CGD 86-036, 57 FR 48325, Oct. 23, 1992; CGD 95-028, 62 FR 51207, Sept. 30, 1997]

§ 96.35-15 Stowage.

The fireman's outfits must be stored in widely separated, accessible locations.

[CGD 75-074, 42 FR 5964, Jan. 31, 1977]

§ 96.35-20 Spare charges.

(a) A complete recharge shall be carried for each self-contained breathing apparatus, and a complete set of spare batteries shall be carried for each flashlight. The spares shall be stowed in the same location as the equipment it is to reactivate.

§ 96.35-90 Vessels contracted for before November 23, 1992.

Vessels contracted for before November 23, 1992, must meet the following requirements:

(a) Each vessel must satisfy §§ 96.35-5 through 96.35-20 concerning the number of items and method of stowage of equipment.

(b) Items of equipment previously approved, but not meeting the applicable specifications set forth in § 96.35-5, may continue in service as long as they are maintained in good condition to the satisfaction of the Officer in Charge, Marine Inspection; but each item in an installation or a replacement must meet all applicable specifications.

(c) After November 23, 1994, each respirator must either satisfy § 96.35-5(b) or be a self-contained compressed-air breathing apparatus previously ap-

proved by MSHA and NIOSH under part 160, subpart 160.011, of this chapter.

[CGD 86-036, 57 FR 48326, Oct. 23, 1992]

Subpart 96.40—Pilot Boarding Equipment

§ 96.40-1 Pilot boarding equipment.

(a) This section applies to each vessel that normally embarks or disembarks a pilot from a pilot boat or other vessel.

(b) Each vessel must have suitable pilot boarding equipment available for use on each side of the vessel. If a vessel has only one set of equipment, the equipment must be capable of being easily transferred to and rigged for use on either side of the vessel.

(c) Pilot boarding equipment must be capable of resting firmly against the vessel's side and be secured so that it is clear from overboard discharges.

(d) Each vessel must have lighting positioned to provide adequate illumination for the pilot boarding equipment and each point of access.

(e) Each vessel must have a point of access that has—

(1) A gateway in the rails or bulwark with adequate handholds; or

(2) Two handhold stanchions and a bulwark ladder that is securely attached to the bulwark rail and deck.

(f) The pilot boarding equipment required by paragraph (b) of this section must include at least one pilot ladder approved under subpart 163.003 of this chapter. Each pilot ladder must be of a single length and capable of extending from the point of access to the water's edge during each condition of loading and trim, with an adverse list of 15°.

(g) Whenever the distance from the water's edge to the point of access is more than 30 feet, access from a pilot ladder to the vessel must be by way of an accommodation ladder or equally safe and convenient means.

(h) Pilot hoists, if used, must be approved under subpart 163.002 of this chapter.

[CGD 79-032, 49 FR 25455, June 21, 1984]