

## § 115.665

using divers. If an underwater examination is required, the examination must focus on areas at higher risk of damage or corrosion and must include a representative sampling of hull gaugings.

(b) If an underwater survey is required for the annual hull condition assessment, the OCMI may require the presence of a third party examiner and a written hull examination report must be submitted to the OCMI. This report must include thickness gauging results, a copy of the audio and video recordings and any other information that will help the OCMI evaluate your vessel for continued participation in the AHE program. The third party examiner must sign the report and confirm the validity of its contents.

(c) You must submit your preventive maintenance reports or checklists on an annual basis to the OCMI. These reports or checklists must conform to the plans you submitted in your application under §115.630 of this part, which the OCMI approved.

(d) Prior to each scheduled annual hull condition assessment—

(1) The owner may submit to the OCMI a request for a waiver of this requirement no fewer than 30 days before the scheduled assessment; and

(2) The OCMI may reduce the scope or extend the interval of the assessment if the operational, casualty, and deficiency history of the vessel, along with a recommendation of the vessel's master, indicates that it is warranted.

[USCG-2000-6858, 67 FR 21082, Apr. 29, 2002]

## § 115.665 Notice and plans required.

(a) The owner or managing operator shall notify the cognizant OCMI as far 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 mem-

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bers, 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 by USCG-2000-6858, 67 FR 21080, Apr. 29, 2002 and amended by USCG-2000-6858, 67 FR 21082, April 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 §115.605 of this 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]