

§ 128.230 Penetrations of hulls and watertight bulkheads—materials and pressure design.

(a) Each piping penetration, in each bulkhead required by this subchapter to be watertight, must meet the requirements for materials and pressure design of subchapter F of this chapter.

(b) Each overboard discharge and shell connection, up to and including required shut-off valves, must meet the requirements for materials and pressure design of subchapter F of this chapter.

§ 128.240 Hydraulic or pneumatic power and control—materials and pressure design.

(a) Each standard piping component (such as pipe runs, fittings, flanges, and standard valves) for hydraulic or pneumatic power and control systems must meet the requirements for materials and pressure design of §128.110, 128.210, or 128.220 of this part, as appropriate.

(b) Any non-standard hydraulic or pneumatic component (such as control valves, check valves, relief valves, and regulators) may be accepted by the cognizant OCMI or the Commanding Officer, Marine Safety Center, if the component is certified by the manufacturer as suitable for marine service and if—

(1) The component meets each of the requirements for materials and pressure design of subparts 56.60 and 58.30 of this chapter and if its service is limited to the manufacturer's rated pressure; or

(2) The service of the component is limited to $\frac{1}{2}$ the manufacturer's recommended maximum allowable working pressure (MAWP) or $\frac{1}{10}$ the component's burst pressure. Burst-pressure testing is described in ANSI B 31.1, Paragraph 104.7.A, and must be conducted to comply with Paragraph A-22, Section I, ASME Boiler and Pressure Vessel Code. Written certification of results of burst-pressure testing must be submitted with the plans required by §127.110(d) of this subchapter.

Subpart C—Main and Auxiliary Machinery

§ 128.310 Fuel.

(a) Except as provided by paragraph (b) of this section, each internal-combustion engine installed on an OSV, whether for main propulsion or for auxiliaries, must be driven by a fuel having a flashpoint of not lower than 43 °C (110 °F) as determined by ASTM D 93 (incorporated by reference, see §125.180).

(b) The use of a fuel with a flashpoint of lower than 43 °C (110 °F) must be specifically approved by the Commandant (G-MSE), except in an engine for a gasoline-powered rescue boat.

[CGD 82-004 and CGD 86-074, 62 FR 49331, Sept. 19, 1997, as amended by USCG-2000-7790, 65 FR 58463, Sept. 29, 2000]

§ 128.320 Exhaust systems.

No diesel-engine exhaust system need meet the material requirements in §58.10-5(d)(1)(i) of this chapter if the installation is certified as required by §128.220(c) of this part.

Subpart D—Design Requirements for Specific Systems

§ 128.410 Ship's service refrigeration systems.

No self-contained unit either for air-conditioning or for refrigerated spaces for ship's stores need comply with §58.20-5, 58.20-10, 58.20-15, 58.20-20(a), or 58.20-20(b) of this chapter if—

(a) The unit uses a fluorocarbon refrigerant allowed by part 147 of this chapter;

(b) The manufacturer certifies that the unit is suitable for its intended purpose; and

(c) Electrical wiring meets the applicable requirements in subchapter J of this chapter.

§ 128.420 Keel cooler installations.

(a) Except as provided by this section, each keel cooler installation must comply with §56.50-96 of this chapter.

(b) Approved metallic flexible connections may be located below the

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deepest-load waterline if the system is a closed loop below the waterline and if its vent is located above the waterline.

(c) Fillet welds may be used in the attachment of channels and half-round pipe sections to the bottom of the vessel.

(d) Short lengths of approved non-metallic flexible hose fixed by metallic or non-metallic hose-clamps may be used at machinery connections if—

(1) The clamps are of a corrosion-resistant material;

(2) The clamps do not depend on spring tension for their holding power; and

(3) Two of the clamps are used on each end of the hose, except that one clamp may be used on an end expanded or beaded to provide a positive stop against hose slippage.

(4) The clamps are resistant to vibration, high temperature, and brittleness.

[CGD 82-004 and CGD 86-074, 62 FR 49331, Sept. 19, 1997, as amended by USCG-2000-7790, 65 FR 58463, Sept. 29, 2000]

§ 128.430 Non-integral keel cooler installations.

(a) Each hull penetration for a non-integral keel cooler installation must be made through a cofferdam or at a seachest and must be provided with isolation valves fitted as close to the sea inlet as possible.

(b) Each non-integral keel cooler must be protected against damage from debris and grounding by protective guards or by recessing the cooler into the hull.

[CGD 82-004 and CGD 86-074, 62 FR 49331, Sept. 19, 1997, as amended by USCG-2000-7790, 65 FR 58463, Sept. 29, 2000]

§ 128.440 Bilge systems.

(a) Except as provided by this section, each bilge system must comply with §§ 56.50-50 and 56.50-55 of this chapter.

(b) If the steering room, engine room, centerline passageway, forward machinery space, and compartment containing the dry-mud tanks are the only below-deck spaces that must be fitted with bilge suction, the vessel may be equipped to the standards of §§ 56.50-50 and 56.50-57 of this chapter applicable

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to a dry-cargo vessel of less than 55 meters (180 feet) in length.

§ 128.450 Liquid-mud systems.

(a) Liquid-mud piping systems may use resiliently seated valves of Category A to comply with §§ 56.20-15 and 56.50-60 of this chapter.

(b) Tanks for oil-based liquid mud must be fitted with tank vents equipped with flame screens. Vents must not discharge to the interior of the vessel.

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