

(b) *Internal structural examination* means an examination of the vessel while afloat or in drydock and consists of a complete examination of the vessel's main strength members, including the major internal framing, the hull plating, voids, and ballast tanks, but not including cargo or fuel oil tanks.

(c) *Cargo tank internal examination* means an examination of the vessel while afloat or in drydock and consists of an examination of the internals of all cargo tanks; except, if the vessel is certificated to carry cargoes regulated under part 38 or subchapter O of this chapter, the cargo tank internal examination must be accomplished as specified in parts 38 and 151 of this chapter respectively.

(d) *Underwater survey* means the examination, while the vessel is afloat, of all accessible parts of the vessel's un-

derwater body and all through-hull fittings.

[CGD 84-024, 52 FR 39649, Oct. 23, 1987, as amended by CGD 84-024, 53 FR 32229, Aug. 24, 1988; CGD 95-028, 62 FR 51197, Sept. 30, 1997]

§ 31.10-21 Drydock examination, internal structural examination, cargo tank internal examination, and underwater survey intervals—TB/ALL.

(a) Except as provided in paragraphs (b) through (g) of this section, each tank vessel must undergo drydock, internal structural, and cargo tank internal examinations as follows:

(1) Except under paragraph (a)(2) of this section, vessels that operate in salt water must be inspected in accordance with the intervals set forth in table 31.10-21(a). Where table 31.10-21(a) indicates a 2.5 year examination interval, it means a vessel must undergo two examinations within any five year period. No more than three years may elapse between any two examinations.

TABLE 31.10-21(a).--SALT WATER SERVICE VESSELS EXAMINATION INTERVALS IN YEARS

	Ship and single hull barge ⁹	Double hull barge with internal framing ¹	Double hull barge with external framing ²	Single hull barge with independent tanks ^{3,9}	Wood ship hull ship and barge	Ship and single hull barge Grade D and E cargoes only ^{4,9}	Double hull barge Grade D and E cargoes only ⁵	Single hull asphalt barge ^{6,9}	Double hull asphalt barge ⁷
Drydock.....	2.5	5.0	5.0	5.0	2.5	2.5	5.0	2.5	5.0
Internal structural.....	2.5	2.5	2.5	2.5	5.0	5.0	2.5	10.0	2.5
Cargo tank internal..	⁹ 2.5	⁹ 5.0	⁹ 10.0	⁹ 10.0	⁹ 2.5	5.0	10.0	10.0	15.0

Notes:

- ¹Applicable to double hull tank barges (double sides, ends, and bottoms) when the structural framing is on the internal tank surface.
- ²Applicable to double hull tank barges (double sides, ends, and bottoms) when the structural framing is on the external tank surface accessible for examination from voids, double bottoms, and other similar spaces.
- ³Applicable to single hull tank barges with independent cargo tanks where the cargo tanks are not a contiguous part of the hull structure and which has adequate clearance between the tanks and between the tanks and the vessel's hull to provide access for examination of all tank surfaces and the hull structure.
- ⁴Applicable to single hull tankships and tank barges certificated for the carriage of Grade D and E cargoes only.
- ⁵Applicable to double hull tank barges (double sides, ends, and bottoms) certificated for the carriage of Grade D and E cargoes only.
- ⁶Applicable to single hull tank barges certificated for the carriage of asphalt only.
- ⁷Applicable to double hull tank barges (double sides, ends, and bottoms) certificated for the carriage of asphalt only.
- ⁹Or as specified in part 38 or 151 as applicable
- ⁸Enhanced survey requirements apply as specified in 33 CFR part 157.

(2) Vessels that operate in fresh water at least six months in every 12 month period since the last drydock examination must be examined in ac-

cordance with the intervals set forth in table 31.10-21(b). Where table 31.10-21(b) indicates a 2.5 year examination interval, it means a vessel must undergo

two examinations within any five year period. No more than three years may elapse between any two examinations.

TABLE 31.10-21(b).--- FRESH WATER SERVICE VESSELS EXAMINATION INTERVALS IN YEARS

	Ship and single hull barge ⁹	Double hull barge with internal framing ¹	Double hull barge with external framing ²	Single hull barge with independent tanks ^{3, 9}	Wood hull ship and barge	Ship and single hull barge Grade D and E cargoes only ^{4, 9}	Double hull barge Grade D and E cargoes only ⁵	Single hull asphalt barge ^{6, 9}	Double hull asphalt barge ⁷
Drydock.....	5.0	10.0	10.0	10.0	2.5	5.0	10.0	5.0	10.0
Internal structural.....	5.0	5.0	5.0	5.0	5.0	5.0	5.0	10.0	5.0
Cargo tank internal..	⁹ 5.0	⁹ 5.0	⁸ 10.0	⁸ 10.0	⁸ 2.5	5.0	10.0	10.0	15.0

Notes:

- ¹Applicable to double hull tank barges (double sides, ends, and bottoms) when the structural framing is on the internal tank surface.
- ²Applicable to double hull tank barges (double sides, ends, and bottoms) when the structural framing is on the external tank surface accessible for examination from voids, double bottoms, and other similar spaces.
- ³Applicable to single hull tank barges with independent cargo tanks where the cargo tanks are not a contiguous part of the hull structure and which has adequate clearance between the tanks and between the tanks and the vessel's hull to provide access for examination of all tank surfaces and the hull structure.
- ⁴Applicable to single hull tankships and tank barges certificated for the carriage of Grade D and E cargoes only.
- ⁵Applicable to double hull tank barges (double sides, ends, and bottoms) certificated for the carriage of Grade D and E cargoes only.
- ⁶Applicable to single hull tank barges certificated for the carriage of asphalt only.
- ⁷Applicable to double hull tank barges (double sides, ends, and bottoms) certificated for the carriage of asphalt only.
- ⁸Or as specified in part 38 or 151 as applicable
- ⁹Enhanced survey requirements apply as specified in 33 CFR part 157.

(b) During each inspection or reinspection for certification, all wing voids, rakes, cofferdams, and other void spaces on tank barges must be opened and checked from on-deck for the presence of water or cargo indicating hull damage or cargo tank leakage. If water or cargo is not present, these spaces need not be gas freed, ventilated, cleaned, or otherwise prepared for personnel entry. If water or cargo is present, an internal structural examination may be required.

(c) If, during an internal structural examination, cargo tank internal examination, or underwater survey, damage or deterioration to the hull plating, structural members, or cargo tanks is discovered, the Officer in Charge, Marine Inspection, may require the vessel to be drydocked or otherwise taken out of service to further assess the extent of the damage and to effect permanent repairs.

(d) Vessels less than 15 years of age (except wooden hull vessels) that are in salt water service with a 2.5 year drydock interval (as indicated in table 31.10-21(a) of this section) or that are in fresh water service with a five year drydock interval (as indicated in table 31.10-21(b) of this section) may be considered for an underwater survey instead of alternate drydock examinations, provided the vessel is fitted with an effective hull protection system. Vessel owners or operators must apply to the Officer in Charge, Marine Inspection, for approval of underwater surveys instead of alternate drydock examinations for each vessel. The application must include the following information:

- (1) The procedure to be followed in carrying out the underwater survey.
- (2) The location where the underwater survey will be accomplished.
- (3) The method to be used to accurately determine the diver location relative to the hull.
- (4) The means that will be provided for examining through-hull fittings.
- (5) The means that will be provided for taking shaft bearing clearances.
- (6) The condition of the vessel, including the anticipated draft of the vessel at the time of the survey.
- (7) A description of the hull protection system.

(e) Vessels otherwise qualifying under paragraph (d) of this section, that are 15 years of age or older may be considered for continued participation in or entry into the underwater survey program on a case-by-case basis, if—

(1) Before the vessel's next scheduled drydocking, the owner or operator submits a request for participation or continued participation to Commandant (CG-CVC);

(2) During the vessel's next drydocking after the request is submitted, no appreciable hull deterioration is indicated as a result of a complete set of hull gaugings; and

(3) The results of the hull gauging and the results of the Coast Guard drydock examination together with the recommendation of the Officer in Charge, Marine Inspection, are submitted to Commandant (CG-CVC) for final approval.

(f) Each vessel which has not met with the applicable examination schedules in paragraphs (a) through (e) of this section because it is on a voyage, must undergo the required examinations upon completion of the voyage.

(g) The Commandant (CG-CVC) may authorize extensions to the examination intervals specified in paragraph (a) of this section.

[CGD 84-024, 52 FR 39649, Oct. 23, 1987, as amended at 53 FR 32230, Aug. 24, 1988; 53 FR 34872, Sept. 8, 1988; CGD 95-072, 60 FR 50461, Sept. 29, 1995; CGD 91-045, 61 FR 39792, July 30, 1996; CGD 96-041, 61 FR 50726, Sept. 27, 1996; CGD 95-028, 62 FR 51198, Sept. 30, 1997; USCG-2009-0702, 74 FR 49226, Sept. 25, 2009]

§31.10-21a Periodic gauging of tank vessel midbodies more than 30 years old that carry certain oil cargoes—TB/ALL.

(a) As used in this section, the term "midbody" means the 40-percent midship length (0.40L) of the tank vessel. The age of the midbody is determined from its year of original construction.

(b) Midbodies of all tank vessels certificated to carry a pollution category I oil cargo listed in 46 CFR Table 30.25-1 must undergo an initial gauging survey and periodic regauging surveys as follows:

- (1) An initial midbody gauging survey must be accomplished no later than the next drydocking inspection