

plating, voids, and ballast tanks, but not including cargo or fuel oil tanks.

[CGD 84-024, 52 FR 39655, Oct. 23, 1987, as amended at 53 FR 32232, Aug. 24, 1988]

§ 167.15-28 Inspection of lifesaving appliances and arrangements.

The inspection of lifesaving appliances and arrangements must be in accordance with the requirements for special purpose vessels in subchapter W (Lifesaving Appliances and Arrangements) of this chapter.

[CGD 84-069, 61 FR 25311, May 20, 1996]

§ 167.15-30 Drydock examination, internal structural examination, and underwater survey intervals.

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

(1) If your vessel operates in saltwater, it must undergo two drydock examinations and two internal structural examinations within any 5-year period unless it has been approved to undergo an underwater survey (UWILD) under § 167.15-33 of this part. No more than three years may elapse between any two examinations.

(2) If your vessel operated in fresh water at least 50 percent of the time since your last drydocking, it must undergo a dry dock and internal structural examination at intervals not to exceed 5 years unless it has been approved to undergo an underwater survey (UWILD) under § 167.15-33 of this part.

(b) Vessels with wooden hulls must undergo two drydock and two internal structural examinations within any five year period regardless of the type of water in which they operate. No more than three years may elapse between any two examinations.

(c) If, during an internal structural examination damage or deterioration to the hull plating or structural members 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) Each vessel which has not met with the applicable examination sched-

ules in paragraphs (a) through (c) of this section because it is on a voyage, must undergo the required examinations upon completion of the voyage.

(e) The Commandant (CG-543) may authorize extensions to the examination intervals specified in paragraphs (a) and (b) of this section.

[CGD 84-024, 52 FR 39655, Oct. 23, 1987, as amended at 53 FR 32232, Aug. 24, 1988; CGD 95-072, 60 FR 50467, Sept. 29, 1995; CGD 96-041, 61 FR 50734, Sept. 27, 1996; USCG-2000-6858, 67 FR 21082, Apr. 29, 2002; USCG-2009-0702, 74 FR 49239, Sept. 25, 2009]

§ 167.15-33 Underwater Survey in Lieu of Drydocking (UWILD).

(a) The Officer in Charge, Marine Inspection (OCMI), may approve an underwater survey instead of a drydock examination at alternating intervals if your vessel is—

- (1) Less than 15 years of age;
- (2) A steel or aluminum hulled vessel;
- (3) Fitted with an effective hull protection system; and
- (4) Described in 46 CFR 167.15-30(a)(1) or (2).

(b) For vessels less than 15 years of age, you must submit an application for an underwater survey to the OCMI at least 90 days before your vessel's next required drydock examination. The application must include—

- (1) The procedure for carrying out the underwater survey;
- (2) The time and place of the underwater survey;
- (3) The method used to accurately determine the diver's or remotely operated vehicle's (ROV) location relative to the hull;
- (4) The means for examining all through-hull fittings and appurtenances;
- (5) The means for taking shaft bearing clearances;
- (6) The condition of the vessel, including the anticipated draft of the vessel at the time of survey;
- (7) A description of the hull protection system; and
- (8) The name and qualifications of any third party examiner.

(c) If your vessel is 15 years old or older, the District Commander, may approve an underwater survey instead of a drydock examination at alternating intervals. You must submit an

§ 167.15-35

application for an underwater survey to the OCMI at least 90 days before your vessel's next required drydock examination. You may be allowed this option if—

(1) The vessel is qualified under paragraphs (a)(2) through (4) of this section;

(2) Your application includes the information in paragraphs (b)(1) through (b)(8) of this section; and

(3) During the vessel's drydock examination, preceding the underwater survey, a complete set of hull gaugings was taken and they indicated that the vessel was free from appreciable hull deterioration.

(d) After the drydock examination required in paragraph (c)(3) of this section, the Officer in Charge, Marine Inspection submits a recommendation for future underwater surveys, the results of the hull gauging, and the results of the Coast Guards' drydock examination results to the cognizant District Commander for review.

[USCG-2000-6858, 67 FR 21083, Apr. 29, 2002]

§ 167.15-35 Notice and plans required.

(a) The master, owner, operator, or agent of the vessel shall notify the Officer in Charge, Marine Inspection, whenever the vessel is to be drydocked regardless of the reason for drydocking.

(b) Each vessel, except barges, that holds a Load Line Certificate must have on board a plan showing the vessel's scantlings. This plan must be made available to the Coast Guard marine inspector whenever the vessel undergoes a drydock examination, internal structural examination, underwater survey, or whenever repairs are made to the vessel's hull.

(c) Each barge that holds a Load Line Certificate must have a plan showing the barge's scantlings. The plan need not be maintained on board the barge but must be made available to the Coast Guard marine inspector whenever the barge undergoes a drydock examination, internal structural examination, underwater survey, or whenever repairs are made to the barge's hull.

[CGD 84-024, 52 FR 39655, Oct. 23, 1987; USCG-2000-6858, 67 FR 21083, Apr. 29, 2002]

46 CFR Ch. I (10-1-11 Edition)

§ 167.15-40 Integral fuel oil tank examinations—T/ALL.

(a) Each fuel oil tank with at least one side integral to the vessel's hull and located within the hull ("integral fuel oil tank") is subject to inspection as provided in this section. The owner or operator of the vessel shall have the tanks cleaned out and gas freed as necessary to permit internal examination of the tank or tanks designated by the marine inspector. The owner or operator shall arrange for an examination of the fuel tanks of each vessel during an internal structural examination at intervals not to exceed five years.

(b) Integral non-double-bottom fuel oil tanks need not be cleaned out and internally examined if the marine inspector is able to determine by external examination that the general condition of the tanks is satisfactory.

(c) Double-bottom fuel oil tanks on vessels less than 10 years of age need not be cleaned out and internally examined if the marine inspector is able to determine by external examination that the general condition of the tanks is satisfactory.

(d) Double-bottom fuel oil tanks on vessels 10 years of age or older but less than 15 years of age need not be cleaned out and internally examined if the marine inspector is able to determine by internal examination of at least one forward double-bottom fuel oil tank, and by external examination of all other double-bottom fuel oil tanks on the vessel, that the general condition of the tanks is satisfactory.

(e) All double-bottom fuel oil tanks on vessels 15 years of age or older need not be cleaned out and internally examined if the marine inspector is able to determine by internal examination of at least one forward, one amidships, and one aft double-bottom fuel oil tank, and by external examination of all other double-bottom fuel oil tanks on the vessel, that the general condition of the tanks is satisfactory.

[CGD 84-024, 52 FR 39655, Oct. 23, 1987, as amended at 53 FR 32232, Aug. 24, 1988]