



DEPARTMENT OF COMMERCE

LIGHTHOUSE SERVICE

INSTRUCTIONS TO EMPLOYEES

OF THE

UNITED STATES

LIGHTHOUSE SERVICE

1927

UNITED STATES GOVERNMENT PRINTING OFFICE
WASHINGTON
1927

[Excerpt of sections pertaining to tender and lightship painting regulations]:

All Vessels

281. Painting Bottom--(a) When a vessel is docked, the bottom shall be thoroughly cleaned and all loose and blistered paint removed by scaling and scraping, but no paint of any kind which adheres firmly and affords protection shall be removed. In the first, second, third, fifth, sixth, seventh, eighth, ninth, sixteenth, seventeenth, eighteenth, and nineteenth districts bottoms of steel and iron tenders shall be painted in accordance with the following, unless special authority is obtained from the commissioner.

(b) One complete coat of red lead mixed with pure boiled linseed oil, and, if quick drying is desirable, a small amount of turpentine and drier; this coat must be allowed to become

absolutely hard and dry before applying the antifouling. One complete coat of paint shall extend from the bottom of the keel to 18 inches above the water line.

(c) One complete coat of antifouling composition.

(d) One complete coat of boot-topping composition extending 18 inches above and below the water line.

(e) The antifouling and boot-topping compositions shall be those known under the proprietary names of Rahtjen's Red Hand Brand, Holzapfel's, Von Hoveling's, or other approved compositions of similar nature, preference being given to the one which has given the best results in the locality in which it is to be used.

(f) In the fourth, thirteenth, fourteenth, and fifteenth districts the bottoms of steel and iron tenders shall be painted in accordance with the following:

(g) One complete coat of red lead.

(k) One complete coat of one part red lead and one part white zinc.

(i) The lead and zinc shall be ground separately in boiled linseed oil, then together in boiled linseed oil, and properly mixed.

(j) In the tenth, eleventh, and twelfth districts the bottom of steel and iron tenders shall be painted in accordance with the following:

(k) One complete coat of two parts of red lead and one part of white zinc.

(l) One complete coat of antifouling paint.

(m) The lead and zinc shall be ground separately in boiled linseed oil, then together in boiled linseed oil, and properly mixed. The antifouling paint shall be that known under the proprietary name of Peninsular Special Antifouling or other approved paint of a similar nature.

(n) In all coast districts the bottoms of steel and iron lightships shall be painted in accordance with the following, unless special authority is obtained from the commissioner.

(o) One complete coat of red lead mixed with oil, and, if quick drying is desirable, a small amount of turpentine and drier; this must be allowed to become absolutely hard and dry before applying the next coating.

- (p) One complete additional coat of red lead as per foregoing paragraph.
- (q) One complete coat of antifouling composition.
- (r) One complete coat of boot-topping composition, extending 18 inches above and below the water line.
- (s) The antifouling and boot-topping compositions shall be those known under the proprietary names of Rahtjen's Red Hand Brand, Holzapfel's, Von Hoveling's, or other approved compositions of similar nature, preference being given to that which has given the best results in the locality in which it is to be used. When the former coating of red lead is generally in good condition, after the bottom has been washed and cleaned, the first coat shall be applied only on such parts as may be necessary.
- (t) In the tenth, eleventh, and twelfth districts the bottoms of steel and iron lightships shall be painted in accordance with the instructions for tenders of these districts.
- (u) In cases where the conditions indicate the necessity for special treatment or additional paint, the bureau shall be immediately advised and the proper instructions will be issued.
-

Part V

Lightships

284. Characteristics of lightships-

- (a) Lightships shall be distinguished at night by the number, characteristics, and position of the light or lights, and during the day of color, rig, day marks, etc., with the marking name of the station painted on each side. The marking name of the station painted on each side. The marking name shall be as short as practicable to retain the proper identification of the station and shall be painted in the largest size letters practicable to insure the greatest clearness.
- (b) No number shall be shown on the outside of the hull, but the number shall be cut in the main hatch deck beam.
- (c) Lightships should be referred to in correspondence by the full names and numbers and should be so carried in office records.

285. Paint colors, lightships--Lightships shall be painted of such color and be otherwise distinguished as may be prescribed by the commissioner, and no change of color or other characteristics will be made without his authority. The interior parts of lightships shall be painted as far as practicable in the manner prescribed for the painting of tenders. (See art. 281.)

Lighthouse Tenders

333. Painting of tenders--Unless otherwise authorized by the commissioner, tenders shall be painted in the following colors:

Black--Outside of hull between upper line of boot topping and highest sheer line; ventilators above weather deck and outside of cowls; foremasts from hounds to truck; and mainmasts in wake of smoke discharge from funnels; hoisting engine, windlass, capstan, steering engine, davits (except where outlined against white houses), rudder quadrant (see also under "Red lead"), and similar deck machinery; vessel's name and letters "U.S.L.H. S." on ring life buoys; steam cylinders of auxiliary machinery in engine room where not lagged; ironwork of wooden booms and masts; booms from head to 3 feet below center of relief-purchase guide sheave; all fittings, piping, etc., within these areas.

Black--non-blistering funnel paint--Funnel, with casing and umbrella, escape and whistle pipes.

White--Topsides above highest sheer line; all deck houses above coaming plates or sills of main deck; all deck houses on superstructure deck above sills and coamings; quarters in general where not natural finished; light boxes, exclusive of characteristic color; inside of light and ventilator trunks; sides and ceilings of upper and lower boiler and engine rooms from 42 inches above deck or floors; ring life buoys, handrails, grab rails (if not brass), rail and awning stanchions, rigging turnbuckles, sheer poles, and similar fittings; main engines and auxiliary machinery, except steam cylinders; galley sides and ceiling from 42 inches above floor or deck; all fittings, piping, etc., within these areas. The oil-tight bulkheads of vessels using oil for fuel are to be painted white throughout. Light lead or straw color may also be used for sides and ceilings of upper and lower boiler and engine rooms. Tanks for oil shall also be painted white.

Brown--Working surfaces of buoy and main decks, and all fittings; lower engine and lower boiler rooms to 42 inches above lower floor; all fittings, piping etc., within these areas.

Light lead--Canvas decks, tops of deck and pilot houses; coamings; holds, including

ceilings, storerooms, lockers; upper boiler or drum room to 42 inches above floor or grating; boiler and uptake lagging and clothing; all fittings, piping, etc., within these areas. Inboard side of bulwarks, from deck to height of main rail, bulwark stanchions, waterways, and sills of all deck houses; also sides and ceilings of upper and lower boiler and engine rooms, if desired.

Light straw--Steel foremasts from weather deck to hounds, steel mainmasts from weather deck to height of wake of smoke discharge from funnel; upper engine room and galley to 42 inches above floor; steel booms; all fittings, piping, etc., within these areas; also sides and ceilings of upper and lower boiler and engine rooms, if desired.

Vermilion--Inside ventilator cowls.

Red lead--Inside ironwork of all framing, floors, etc., in bilges; also foundations for engines, boilers, and auxiliaries in way of and to the upper turn of bilges; all fittings, piping, except copper and brass, within these areas; rudder quadrants, when in such locations as to be subject to excessive corrosion.

Natural finish (varnish)--Wooden foremast from weather deck to hounds; wooden mainmast from weather deck to height of wake of smoke discharge from funnel; wooden booms; flagpoles; interior trim and paneling where not painted.

Cement wash--Inside of trimming and fresh-water tanks, including all fittings, piping, etc.

Polished metal work--The painting of polished brass, such as valve bonnets, air ports, etc., or other bright metal work, is forbidden.

[\[USCG Home Page\]](#)

Added: November 2003