



GENERAL ORDERS
FOR
PAINTING SHIP,
U.S. REVENUE CUTTER SERVICE.

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GENERAL ORDER No. 33.

Division of Revenue Cutter Service.

TREASURY DEPARTMENT,

OFFICE OF THE SECRETARY,

Washington, D.C., August 31, 1897.

The following extracts from the forthcoming revision of the *Regulations of the Revenue Cutter Service* are published for the information and guidance of all officers of the Service, and all regulations and orders heretofore published, which are inconsistent or in conflict therewith, are hereby rescinded.

PAINTING SHIP.

1. Only such materials as will produce the colors hereinafter named, will be authorized, and no others will be placed upon ship's requisitions.
2. Metal or copper on all wooden hulls, or sheathed vessels, will be kept clean and bright above the water line by the usual well-known methods.
3. On steel or iron hulls the paint used on the bottom shall extend not less than 12 inches above the load water line.
4. Only white and regulation straw yellow (the latter strictly in accordance with sample heretofore furnished to all vessels) will be allowed in sight on vessels of the Revenue Cutter Service, and these colors shall be applied as hereinafter stated, and not elsewhere.

To be painted white.

5. All hulls, from the painted water line or metal up, including rails;

Bowsprit and its gear;

Anchors and visible parts of chains;

Boom ladders and pendants;

Bulwarks inside;

Bulwark stanchions;

Deck houses. to and including covering boards on tops of houses;

Awning ridgepoles;

Awning stanchions, below rails;

Boat davits, below rails;

Anchor davits, below rails;

All topgallant or monkey rails, that have been or are now painted and all iron hand rails;

Flag staffs, below rails;

Boat davit spans;

House and hatch coamings that have been or are now painted.

To be painted regulation straw yellow.

6. Awning stanchions, above rails;

Boat davits, above rails ;

Anchor davits, above rails;

Smoke pipe and umbrellas, except a ring extending 18 inches down from top of pipe, which shall be painted black;

Guys, of every description;

Ventilators;

All masts (except those parts whereon yards are hoisted or hoops travel, which shall be kept bright and greased);

Doublings of masts, and poles;

Yards;

Gaffs;

Blocks;

Flagstuffs (above rails);

Waterways;

Covering boards, (inside);

Windlasses and capstans;

Iron cavils;

Bollards;

Rails on third rate vessels employed on harbor service;

All tops of deckhouses and pilothouses, canvased and other;

WOODWORK TO BE KEPT BRIGHT.

7. Topgallant and quarter rails of mahogany or other hard wood, which have not heretofore been painted;

All house and hatch coamings not heretofore painted;

Hurricane deck rails, handrails and stanchions to same;

Swinging booms;

Boat strong backs;

Hatch covers, movable and other.

Skylights, frames and companion ways;

Sash;

Blinds;

Gratings;

Corners of deckhouses, if not heretofore painted;

Berth decks;

Deck ladders and steps not heretofore painted or stained;

Side ladders and steps not heretofore painted or stained;

All boat gunwales;

All boat gratings;

All seats on boat thwarts between the boat knees;

All stern sheets (seats);

All backboards;

All boat spars and stretchers;

All boat flagstaffs above gunwales;

Oars are to be kept bright and clean with sand and canvas. Sandpaper may be used on oars, but they are never to be scraped.

BOATS

8. All boats will be painted white outside, and inside to bends; Inside bottoms of boats to bends shall be painted regulation yellow; All water breakers shall be painted regulation yellow;

9. White paint shall be a mixture of two-thirds white zinc and one-third white lead thinned with turpentine, with only sufficient boiled oil to make the paintwork smoothly.

10. The regulation straw yellow, will be of such component parts as will produce the color, sample already furnished.

11. Crockett's spar composition shall be used upon all hard bright wood exposed to the weather; upon hard-wood finish not so exposed, as in officers' quarters, pilot houses, etc., only Berry Brothers hard-oil finish shall be used.

12. In caring for hard wood in finished fixtures referred to in paragraph 6, officers having direction will be governed by the following instructions:

It shall be cleansed and sandpapered by the ship's carpenter, aided by one or two careful men under his supervision. After the old varnish has been as far as possible removed by the use of household ammonia, or other softening material, straight (not rounded) edged cabinet scrapers may be used, but the use of any kind of scrapers on hard-wood finish must not be resorted to, unless absolutely indispensable to remove old paint or varnish, and the use of ship's scrapers and sheath knives on such work, is positively prohibited. Spar composition must be applied carefully, in thin coats; the two first coats will be lightly smoothed with 00 sandpaper, and the third coat rubbed down with powdered pumice stone and raw linseed oil, or crude petroleum oil, each coat to be thoroughly dry and hard before the next is applied.

Subsequent treatment will be as follows: Before the spar varnish becomes gray, from exposure to the weather, smooth it down with fine sandpaper and apply one thin coat of spar composition, rubbing it down as before. Properly treated in this manner and carefully cared for, the coating should not require removal to bare wood oftener than once in two years, if at all. The hard-oil finish for interior work will be applied, treated, and cared for in the same way.

EXTERIOR GILT WORK.

Eagles on pilothouses of third-class vessels (now on).

Figureheads and scroll work on headboards.

Trucks and balls.

Letters and arrows on bows of boats.

One-quarter inch cove on gig below the bright gunwale name of vessel as, Grant, Windom, etc., in 6-inch block letters, one-half inch thick, bottoms of letters to rest upon a straight line drawn on stern bulwarks parallel with the rail, and three-quarters of the distance down from the taffrail to the covering board. All carved or other gilt scrollwork on stern and quarter of vessels of the Revenue Cutter Service is prohibited and will be removed, and the name of the vessel, as indicated above, will be substituted. Specifications and proposals for this work will be submitted upon receipt of this order.

13. Decks shall never be painted except by express authority of the Department. Berth decks will be carefully cleansed and given three coats of shellac, carefully and evenly applied, each coat to be hard and dry before the next is applied, after which, light touching

up weekly will keep them in order. Mixed shellac varnish, in cans, will be furnished on requisition. When shellac is being used, the can from which it is drawn must not be left uncorked.

14. Outside of hulls will be painted three times each year if necessary, but with ordinary care twice should be sufficient. Deck houses and other deck work will be painted once each year, care being taken in all cases that all surfaces are carefully cleaned and smoothed before paint is applied. All paintwork should be touched up as frequently as necessary to keep it in proper condition.

The use of putty to fill nail holes is prohibited, and beeswax is hereby substituted therefor. To prevent beeswax melting when thus used in hot climates or hot weather, a little resin should be mixed or rolled into it before using.

15. The holds and bunkers of iron vessels will be painted with red lead, or with The Eureka Chemical Company's antirust paint.

16. When the smokestack or other ironwork is to be painted the number of gallons of paint necessary will be placed upon requisition and the paint will be ordered by the Department. This paint must be asked for sufficiently in advance to give time for delivery.

17. All brass hand rails, rods in skylights, and other brass work exposed to weather, will be bronzed with a mixture of sweet spirits of niter and blue vitriol in equal parts, or other suitable preparation.

18. No paints or varnishes other than those indicated in this order will be allowed on requisition.

Commanding officers are enjoined to exact a strict compliance with the foregoing and are informed that they will be held responsible for any deviation from or neglect to enforce the same.

W. B. HOWELL,

Assistant Secretary.

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