

Coast Guard, DOT

§ 196.45-1

PORTABLE MAGAZINE CHEST
— FLAMMABLE —

KEEP LIGHTS AND FIRE AWAY.

Subpart 196.40—Markings on Vessels

§ 196.40-1 Application.

(a) The provisions of this subpart shall apply to all vessels except as specifically noted.

§ 196.40-5 Hull markings.

Vessels shall be marked as required by parts 67 and 69 of this chapter.

[CGD 72-104R, 37 FR 14233, July 18, 1972; 37 FR 18537, Sept. 13, 1972]

§ 196.40-10 Draft marks and draft indicating systems.

(a) All vessels must have draft marks plainly and legibly visible upon the stem and upon the sternpost or rudderpost or at any place at the stern of the vessel as may be necessary for easy observance. The bottom of each mark must indicate the draft.

(b) The draft must be taken from the bottom of the keel to the surface of the water at the location of the marks.

(c) In cases where the keel does not extend forward or aft to the location of the draft marks, due to raked stem, or cutaway skeg, the datum line from which the draft shall be taken shall be obtained by projecting the line of the bottom of keel forward, or aft, as the case may be, to the location of the draft marks.

(d) In cases where a vessel may have a skeg or other appendage extending locally below the line of the keel, the draft at the end of the vessel adjacent to such appendage shall be measured to a line tangent to the lowest part of such appendage and parallel to the line of the bottom of the keel.

(e) Draft marks must be separated so that the projections of the marks onto a vertical plane are of uniform height equal to the vertical spacing between consecutive marks.

(f) Draft marks must be painted in contrasting color to the hull.

(g) In cases where draft marks are obscured due to operational constraints or by protrusions, the vessel must be

fitted with a reliable draft indicating system from which the bow and stern drafts can be determined.

[CGFR 67-83, 33 FR 1158, Jan. 27, 1988, as amended by CGD 89-037, 57 FR 41828, Sept. 11, 1992]

§ 196.40-15 Load line marks.

(a) Vessels assigned a load line shall have the deck line and the load line marks permanently marked or embossed as required by Subchapter E (Load Lines) of this chapter.

Subpart 196.43—Placard of Lifesaving Signals

SOURCE: CGD 95-027, 61 FR 26013, May 23, 1996, unless otherwise noted.

§ 196.43-1 Application.

The provisions of this subpart apply to all vessels on an international voyage, and all other vessels of 150 gross tons or over in ocean, coastwise, or Great Lakes service.

§ 196.43-5 Availability.

On all vessels to which this subpart applies there must be readily available to the deck officer of the watch a placard containing instructions for the use of the lifesaving signals set forth in regulation 16, chapter V, of the International Convention for Safety of Life at Sea, 1974. These signals must be used by vessels or persons in distress when communicating with lifesaving stations and maritime rescue units.

Subpart 196.45—Carrying of Excess Steam

§ 196.45-1 Master and chief engineer responsible.

(a) It shall be the duty of the master and the engineer in charge of the boilers of any vessel to require that a steam pressure is not carried in excess of that allowed by the certificate of inspection and to require that the safety valves, once set and sealed by the inspector, are in no way tampered with or made inoperative except as provided in § 196.30-20.