

§ 78.47-38

shall be at least 1 inch high. If the construction is such that the number cannot be seen with the door in the open position, a similar number shall be placed on the frame or other location immediately adjacent to the door. All watertight door remote control stations shall be marked in the same manner, and in addition, the direction of operation of the lever or wheel to open and close the door shall be conspicuously marked.

(b) Class 1 doors fitted in accordance with the requirements in §170.255 of this chapter must additionally be marked "RECLOSE AFTER USE."

[CGFR 65-50, 30 FR 16955, Dec. 30, 1965, as amended by CGD 79-023, 48 FR 51008, Nov. 4, 1983]

§ 78.47-38 Valves and closing appliances.

(a) All valves and closing appliances, or other mechanisms which may be required to be operated for damage control purposes in case of emergency shall be conspicuously marked with letters at least 1 inch high identifying the control and the direction of operation. In all cases indication shall be provided to show whether the control is open or closed.

(b) [Reserved]

§ 78.47-40 Exit signs.

(a) Illuminated exit signs are required and must be installed in accordance with subchapter J (Electrical Engineering Regulations) of this chapter.

(b) Small rooms or spaces having a secondary means of escape which is not obviously apparent shall have a suitable sign in red letters "EMERGENCY EXIT" directing attention to such escape.

CROSS REFERENCE: See subchapter J (Electrical Engineering) of this chapter for minimum size.

[CGFR 65-50, 30 FR 16955, Dec. 30, 1965, as amended by CGD 74-125A, 47 FR 15232, Apr. 8, 1982]

§ 78.47-45 Markings for lifesaving appliances, instructions to passengers, and stowage locations.

Lifesaving appliances, instructions to passengers, and stowage locations must be marked in accordance with sub-

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chapter W (Lifesaving Appliances and Arrangements) of this chapter.

[CGD 84-069, 61 FR 25288, May 20, 1996]

§ 78.47-53 Automatic ventilation dampers.

(a) The manual operating positions for automatic fire dampers in ventilation ducts passing through main vertical zone bulkheads shall be identified by red day light-reflecting letters at least ½ inch high "VENTILATION FIRE DAMPER." In addition, the open and closed positions shall be similarly marked.

(b) [Reserved]

[CGFR 65-50, 30 FR 16955, Dec. 30, 1965, as amended by 67-87, 32 FR 19181, Dec. 20, 1967]

§ 78.47-55 Instructions for changing steering gear.

(a) Instructions in at least ½ inch letters and figures shall be posted in the steering engine room, relating in order, the different steps to be taken in changing to the emergency steering gear. Each clutch, gear, wheel, lever, valve or switch which is used during the changeover shall be numbered or lettered on a metal plate or painted so that the markings can be recognized at a reasonable distance. The instructions shall indicate each clutch or pin to be "in" or "out" and each valve or switch which is to be "opened" or "closed" in shifting to any means of steering for which the vessel is equipped. Instructions shall be included to line up all steering wheels and rudder amidship before changing gears.

(b) [Reserved]

§ 78.47-57 Rudder orders.

(a) At all steering stations, there shall be installed a suitable notice on the wheel or device of in such other position as to be directly in the helmsman's line of vision, to indicate the direction in which the wheel or device must be turned for "right rudder" and for "left rudder."

(b) [Reserved]

§ 78.47-70 Portable magazine chests.

(a) Portable magazine chest shall be marked in letters of at least 3 inches high "PORTABLE MAGAZINE

CHEST—FLAMMABLE—KEEP LIGHTS AND FIRE AWAY”.

(b) [Reserved]

§ 78.47-75 Ventilation alarm failure.

(a) The alarm required by § 72.15-15 (c)(4) of this subchapter, which indicates the loss of required ventilation in spaces specially suitable for vehicles, shall be marked with a conspicuous sign in at least ¼-inch letters “VENTILATION FAILURE IN VEHICULAR SPACE.”

(b) [Reserved]

[CGFR 66-33, 31 FR 15284, Dec. 6, 1966]

§ 78.47-90 Vessels contracted for prior to November 19, 1952.

(a) Vessels contracted for prior to November 19, 1952, shall meet the requirements of this paragraph.

(1) The requirements of §§ 78.47-5 through 78.47-75 shall be met with the exception that existing signs and markings containing the same general intent, but not necessarily identical wording or exact letter type, size, or color, may be retained so long as they are in good condition to the satisfaction of the Officer in Charge, Marine Inspection.

(2) [Reserved]

(b) [Reserved]

[CGFR 65-50, 30 FR 16955, Dec. 30, 1965, as amended by CGFR 66-33, 31 FR 15284, Dec. 6, 1966]

Subpart 78.50—Markings on Vessels

§ 78.50-1 Application.

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

(b) [Reserved]

§ 78.50-5 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]

§ 78.50-10 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 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 locations of the draft marks, due to raked stem or cut-away 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 65-50, 30 FR 16955, Dec. 30, 1965, as amended by CGD 72-104R, 37 FR 14233, July 18, 1972; CGD 89-037, 57 FR 41822, Sept. 11, 1992]

§ 78.50-15 Load line marks.

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

(b) [Reserved]

Subpart 78.55—Carrying of Excess Steam

§ 78.55-1 Master and chief engineer responsible.

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,