

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,

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once set by the inspector, are in no way tampered with or made inoperative.

[CGD 95-028, 62 FR 51205, Sept. 30, 1997]

Subpart 78.57—Routing Instructions

§ 78.57-1 All personnel must comply.

All licensed masters, officers, and certificated seamen on United States vessels shall strictly comply with routing instructions issued by competent naval authority.

[CGD 95-027, 61 FR 26005, May 23, 1996]

Subpart 78.60—Compliance With Provisions of Certificate of Inspection

§ 78.60-1 Master or person in charge responsible.

(a) It shall be the duty of the master or other person in charge of the vessel to see that all of the provisions of the certificate of inspection are strictly adhered to. Nothing in this subpart shall be construed as limiting the master or other person in charge of the vessel, at his own responsibility, from diverting from the route prescribed in the certificate of inspection or taking such other steps as he deems necessary and prudent to assist vessels in distress or for other similar emergencies.

(b) [Reserved]

Subpart 78.65—Exhibition of Merchant Mariner Credential

§ 78.65-1 Officers.

All officers on a vessel must have their licenses or officer endorsements conspicuously displayed.

[CGFR 65-50, 30 FR 16955, Dec. 30, 1965, as amended by USCG-2006-24371, 74 FR 11265, Mar. 16, 2009]

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Subpart 78.70—De-Energizing of Cargo Hold Lighting Circuits When Grain or Other Combustible Bulk Cargo is Carried

§ 78.70-1 Master's responsibility.

(a) Before loading bulk grain, or similar combustible bulk cargo, the master shall have the lighting circuits to cargo compartments in which the bulk cargo is to be loaded de-energized at the distribution panel or panel board. He shall thereafter have periodic inspections made of the panel or panel board as frequently as necessary to ascertain that the affected circuits remain de-energized while this bulk cargo remains within the vessel.

(b) [Reserved]

§ 78.70-5 Warning notice posted.

(a) As a precaution against any subsequent unintentional re-energizing of the circuits specified above, an appropriate notice shall be posted at the location where the control is effected warning against re-energizing these circuits. Such notice shall remain posted while this bulk cargo remains within the vessel.

(b) [Reserved]

Subpart 78.83—Operation of Vehicles in Enclosed Locations

§ 78.83-1 Special operating conditions.

(a) The operation of self-propelled vehicles in enclosed locations shall be permitted only when the other conditions in this section have been met.

(b) Spaces exposed to carbon monoxide or other hazardous vapors from exhausts of power-operated industrial trucks shall have adequate ventilation. The senior deck officer shall see that tests of the carbon monoxide content of the atmosphere are made as frequently as conditions require to insure that dangerous concentrations do not develop. Such tests shall be made in the area in which persons are working, by persons acquainted with the test equipment and procedure. The carbon monoxide concentration in the holds and intermediate decks where persons are working shall be maintained at not more than 50 parts per million (0.005%)