be painted bright red and shall have thereon in raised letters the words “DANGER—LEVER DROPS BOAT”. The control shall be readily accessible, secured to a permanent part of the lifeboat structure, and so installed as not to interfere with the inspection of any removable parts of the lifeboat or its equipment.

(c) If closed type hooks are used, arrangements shall be made to effect the release of the falls in the event that the gear is inoperable.

(d) Positive means of lubrication shall be provided for all bearings.

(e) Welding, when employed, shall be performed by welders certified by the U. S. Coast Guard, American Bureau of Shipping, or U. S. Navy Department, and the electrodes used shall be of an approved type.

(f) The manufacturer shall furnish mill or foundry affidavits relative to the physical and chemical properties of the materials used.

[CGFR 49–18, 14 FR 5113, Aug. 17, 1949, as amended by CGFR 52–10, 17 FR 2965, Mar. 19, 1942; CGFR 57–27, 22 FR 4021, June 7, 1957]

§ 160.033–5 Procedure for approval of mechanical disengaging apparatus.

(a) Before action is taken on any design of mechanical disengaging apparatus, detailed plans covering fully the arrangement and construction of the apparatus, together with stress diagrams and calculations relative to the strength, proposed test jig to be used in the test prescribed in §160.033–4(b)(1), and a complete bill of material setting forth the physical and chemical properties of all the materials used shall be submitted to the Commandant through the Commander of the Coast Guard District having jurisdiction over the construction of the mechanical disengaging apparatus.

(b) If the drawings required in paragraph (a) of this section are satisfactory, the Commander of the Coast