

§ 167.45-75

§ 167.45-75 Fire extinguishers for emergency powerplants.

In compartments where emergency lighting and wireless units are located, two fire extinguishers approved by the Coast Guard or the Navy, of either carbon dioxide or dry chemical type, shall be permanently located at the most accessible points. In addition, two fire extinguishers of the above types, or foam type, shall be permanently located so as to be readily accessible to the emergency fuel tanks containing gasoline, benzene or naphtha.

[CGFR 58-29, 23 FR 6882, Sept. 6, 1958, as amended by CGD 95-028, 62 FR 51217, Sept. 30, 1997; USCG-2014-0688, 79 FR 58286, Sept. 29, 2014]

EFFECTIVE DATE NOTE: By USCG-2020-0519, 89 FR 76706, Sept. 18, 2024, §167.45-75 was amended by removing the words “or the Navy” after the words “approved by the Coast Guard”, effective Oct. 18, 2024.

§ 167.45-80 Fire axes.

(a) All nautical school ships shall be provided with fire axes, as follows:

	Number of axes
Gross tons of nautical school ships:	
All not over 50 tons	1
All over 50 tons and not over 200 tons	2
All over 200 tons and not over 500 tons	4
All over 500 tons and not over 1,000 tons	6
All over 1,000 tons	8

(b) All fire axes shall be located so as to be readily found in time of need, shall not be used for general purposes, and shall be kept in good condition.

**Subpart 167.50—
Accommodations**

§ 167.50-1 Hospital accommodations.

Each nautical school ship, which makes voyages of more than 3 days' duration between ports and carries 12 or more persons, shall be equipped with a compartment suitably separated from other spaces for hospital purposes, and such compartment shall have at least 1 bunk for every 12 persons allowed to be carried: *Provided*, That not more than 6 bunks shall be required in any case.

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**Subpart 167.55—Special Markings
Required**

§ 167.55-1 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 a raked stem or cut away skeg, the draft must be measured from a line projected from the bottom of the 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 must 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.

[CGD 89-037, 57 FR 41824, Sept. 11, 1992]

§ 167.55-5 Marking of fire and emergency equipment.

Marking of fire and emergency apparatus, watertight doors, lifeboat embarkation stations and direction signs, stateroom notices, instructions for changing steering gears, etc., shall be carried out as follows:

(a) *General alarm bell switch.* The general alarm bell switch in the pilot-house or fire control station shall be clearly marked with lettering on a