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(g) Whenever the distance from the water's edge to the point of access is more than 30 feet, access from a pilot ladder to the vessel must be by way of an accommodation ladder or equally safe and convenient means.

(h) Pilot hoists, if used, must be approved under subpart 163.002 of this chapter.

[CGD 79-032, 49 FR 25455, June 21, 1984]

EFFECTIVE DATE NOTE: By 89 FR 76698, Sept. 18, 2024, §77.40-1 was amended by removing paragraph (h), effective Oct. 18, 2024.

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AUTHORITY: 33 U.S.C. 1321(j); 46 U.S.C. 2103, 3306, 6101; 49 U.S.C. 5103, 5106; E.O. 12234, 45 FR 58801, 3 CFR, 1980 Comp., p. 277; E.O. 12777, 56 FR 54757, 3 CFR, 1991 Comp., p. 351; Department of Homeland Security Delegation No. 0170.1.

SOURCE: CGFR 65–50, 30 FR 16955, Dec. 30, 1965, unless otherwise noted.

## Subpart 78.01—Application

### § 78.01–1 General; preemptive effect.

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

(b) The regulations in this part have preemptive effect over State or local regulations in the same field.

[CGFR 65–50, 30 FR 16955, Dec. 30, 1965, as amended by USCG–2006–24797, 77 FR 33877, June 7, 2012]

### § 78.01–2 Incorporation by reference.

(a) Certain material is incorporated by reference into this part with the approval of the Director of the Federal Register under 5 U.S.C. 552(a) and 1 CFR part 51. To enforce any edition other than that specified in paragraph (b) of this section, the Coast Guard must publish notice of change in the FEDERAL REGISTER; and the material

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must be available to the public. All approved material is available for inspection or at the National Archives and Records Administration (NARA), and at Coast Guard Headquarters. Contact Commandant (CG–ENG–4), Attn: Life-saving and Fire Safety Division, U.S. Coast Guard Stop 7509, 2703 Martin Luther King Jr. Avenue SE., Washington, DC 20593–7509. The material is also available from the sources indicated in paragraph (b) of this section. For information on the availability of this material at NARA, call 202–741–6030, or go to: <http://www.archives.gov/federal-register/code-of-federal-regulations/ibr-locations.html>.

(b) The material approved for incorporation by reference in this part and the sections affected are as follows:

*American Society for Testing and Materials (ASTM)*

100 Barr Harbor Drive, West Conshohocken, PA 19428–2959.

ASTM D 93–97, Standard Test Methods for Flash Point by Pensky-Martens Closed Cup Tester—78.17–75

*International Maritime Organization (IMO)*

Publications Section, 4 Albert Embankment, London, SE1 7SR United Kingdom. Resolution A.654(16), Graphical Symbols for Fire Control Plans—78.45–1

[CGD 95–028, 62 FR 51204, Sept. 30, 1997, as amended by USCG–1998–4442, 63 FR 52191, Sept. 30, 1998; USCG–1999–5151, 64 FR 67181, Dec. 1, 1999; 69 FR 18803, Apr. 9, 2004; USCG–2009–0702, 74 FR 49231, Sept. 25, 2009; USCG–2012–0832, 77 FR 59779, Oct. 1, 2012; USCG–2013–0671, 78 FR 60150, Sept. 30, 2013]

## Subpart 78.05—Notice to Mariners and Aids to Navigation

### § 78.05–1 Duty of officers.

(a) Licensed deck officers are required to acquaint themselves with the latest information published by the Coast Guard and the National Geospatial-Intelligence Agency regarding aids to navigation. Neglect to do so is evidence of neglect of duty. It is desirable that all vessels have available in the pilothouse for convenient reference at all times a file of the applicable Notice to Mariners.

(b) Local Notices to Mariners, published by each U.S. Coast Guard District, contain announcements and in-

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formation on changes in aids to navigation and other marine information affecting the safety of navigation on oceans and coastwise and the Great Lakes. These notices may be obtained free of charge from the U.S. Coast Guard Navigation Center Web site found at <http://www.navcen.uscg.gov/?pageName=lnmMain>.

(c) Weekly Notices to Mariners (Worldwide coverage) are prepared jointly by the National Geospatial-Intelligence Agency, National Ocean Service, and the U.S. Coast Guard. They include changes in aids to navigation and other important navigation safety information in assembled form for U.S. waters. Foreign marine information is also included in these notices. These notices are available without charge from the National Geospatial-Intelligence Agency Web site found at <http://msi.nga.mil/NGAPortal/MSI.portal>.

[USCG–2014–0688, 79 FR 58282, Sept. 29, 2014]

### § 78.05–5 Charts and nautical publications.

As appropriate for the intended voyage, all vessels except barges, ferryboats and vessels operating exclusively on rivers, must carry adequate and up-to-date—

- (a) Charts;
- (b) Sailing directions;
- (c) Coast pilots;
- (d) Light lists;
- (e) Notices to mariners;
- (f) Tide tables;
- (g) Current tables; and
- (h) All other nautical publications necessary.<sup>1</sup>

[CGD 75–074, 42 FR 5963, Jan. 31, 1977]

## Subpart 78.07—Notice and Reporting of Casualty and Voyage Records

### § 78.07–1 Notice and reporting of casualty and voyage records.

The requirements for providing notice and reporting of marine casualties

<sup>1</sup>For United States vessels in or on the navigable waters of the United States, see 33 CFR 164.33.

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and for retaining voyage records are contained in part 4 of this chapter.

[CGD 84-099, 52 FR 47535, Dec. 14, 1987]

### **Subpart 78.10—Persons Allowed in Pilothouse and on Navigation Bridge**

#### **§ 78.10-1 Persons excluded.**

Masters and pilots shall exclude from the pilothouse and navigation bridge while underway, all persons not connected with the navigation of the vessel. However, licensed officers of vessels, persons regularly engaged in training, regulating, evaluating or learning the profession of pilot, officials of the United States Coast Guard, United States Navy, National Geospatial-Intelligence Agency, National Ocean Service, United States Army Corps of Engineers, Maritime Administration, and National Transportation Safety Board may be allowed in the pilothouse or upon the navigation bridge upon the responsibility of the master or pilot.

[CGD 91-023, 59 FR 16779, Apr. 8, 1994, as amended by USCG-2001-10224, 66 FR 48620, Sept. 21, 2001; USCG-2014-0688, 79 FR 58282, Sept. 29, 2014]

### **Subpart 78.12—Stability Information**

#### **§ 78.12-1 Posting of stability letter.**

If a stability letter is issued under § 170.120 of this chapter, it must be posted under glass or other suitable transparent material in the pilothouse of the vessel.

[CGD 79-023, 48 FR 51007, Nov. 4, 1983]

### **Subpart 78.13—Station Bills**

#### **§ 78.13-1 Muster lists, emergency signals, and manning.**

The requirements for muster lists, emergency signals, and manning must be in accordance with subchapter W (Lifesaving Appliances and Arrangements) of this chapter.

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

### **Subpart 78.15—Doors Closed at Sea**

#### **§ 78.15-1 Subdivision bulkheads.**

(a) All watertight doors in subdivision bulkheads shall be kept closed during navigation except when necessarily opened for working of the vessel, and in such cases they shall always be ready to be immediately closed.

(b) [Reserved]

### **Subpart 78.16—Port Lights**

#### **§ 78.16-1 General.**

If port lights are fitted in spaces used alternatively for the carriage of cargo or passengers as permitted by § 171.116(d) of this chapter, dead covers must be fitted on the port lights when cargo is carried.

[CGD 79-023, 48 FR 51007, Nov. 4, 1983]

### **Subpart 78.17—Tests, Drills, and Inspections**

#### **§ 78.17-1 Application.**

(a) Except as specifically noted, the provisions of this subpart shall apply to all vessels.

(b) [Reserved]

#### **§ 78.17-3 Watertight doors.**

(a) It shall be the duty of the master to see that all watertight doors in subdivision bulkheads that may be opened at sea, and all mechanisms, remote controls, and indicators connected therewith, shall be periodically inspected at least once in each week that the vessel is navigated to be assured that they are in proper operating condition. On vessels in which the voyage exceeds one week in duration, these doors shall be operated before the vessel leaves port. All such doors shall be operated daily.

(b) The date of the test and the condition of the equipment shall be noted in the official logbook.

#### **§ 78.17-5 Valves and closing appliances.**

(a) It shall be the duty of the master to see that all valves, including cross connecting valves where fitted, and other appliances such as port lights,

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closing mechanism of scuppers, ash chutes, and rubbish chutes, the closing of which is necessary to make a compartment watertight, are operated at least once in every week that the vessel is navigated to be assured that they are in proper operating condition. Any remote controls or indicating mechanisms shall be inspected at this time to test their efficiency. Where such valves are accessible, they shall be inspected at this time, otherwise, they shall be inspected at the first opportunity when they are accessible. On vessels in which the voyage exceeds one week in duration, these appliances shall be operated before the vessel leaves port.

(b) The date of the test and the condition of the equipment shall be noted in the official logbook.

### **§ 78.17-10 Loudspeaker system.**

(a) Where fitted, the complete loudspeaker system shall be tested at least once every week. This test shall be made by an officer of the vessel.

(b) The date of the test and the condition of the equipment shall be noted in the official logbook.

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

[CGFR 65-50, 30 FR 16955, Dec. 30, 1965, as amended by CGD 74-125A, 47 FR 15231, Apr. 8, 1982]

### **§ 78.17-15 Steering gear, whistle, and means of communication.**

(a) On all vessels making a voyage of more than 48 hours' duration, the entire steering gear, the whistle, and the means of communication between the bridge or pilothouse and the engine room shall be examined and tested by an officer of the vessel within a period of not more than 12 hours prior to departure. On all other vessels similar examinations and tests shall be made at least once every week.

(b) The date of the test and the condition of the equipment shall be noted in the official logbook.

### **§ 78.17-20 Drafts and load line markings.**

(a) The master of every vessel on an ocean, coastwise, or Great Lakes voyage shall enter the drafts of the vessel,

forward and aft, in the official logbook when leaving port.

(b) On vessels subject to the requirements of subchapter E (Load Lines) of this chapter, at the time of departure from port on an ocean, coastwise, or Great Lakes voyage, the master shall insert in the official logbook a statement of the position of the subdivision load line mark, port and starboard, in relation to the surface of the water in which the vessel is then floating.

(1) When the draft of the vessel is limited by a seasonal load line located below the subdivision load line, the position of the applicable seasonal load line shall be entered in relation to the surface of the water in which the vessel is floating.

(2) When an allowance for draft is made for density of the water in which the vessel is floating, this density is to be noted in the official logbook.

### **§ 78.17-22 Verification of vessel compliance with applicable stability requirements.**

(a) After loading and prior to departure and at all other times necessary to assure the safety of the vessel, the master shall determine that the vessel complies with all applicable stability requirements in the vessel's trim and stability book, stability letter, Certificate of Inspection, and Load Line Certificate, as the case may be, and then enter an attestation statement of the verification in the log book. The vessel may not depart until it is in compliance with these requirements.

(b) When determining compliance with applicable stability requirements the vessel's draft, trim, and stability must be determined as necessary and any stability calculations made in support of the determination must be retained on board the vessel for the duration of the voyage.

[CGD 89-037, 57 FR 41822, Sept. 11, 1992]

### **§ 78.17-25 Sanitation.**

(a) It shall be the duty of the master and chief engineer to see that the vessel and, in particular, the passenger and crew quarters are in a clean and sanitary condition. The chief engineer shall be responsible only for the sanitary condition of the engineering department.

(b) [Reserved]

**§ 78.17–30 Examination of boilers and machinery.**

It shall be the duty of the chief engineer when assuming charge of the boilers and machinery of a vessel to examine them thoroughly. If any parts thereof are in bad condition, the fact shall immediately be reported to the master, owner or agent, and the Officer in Charge, Marine Inspection.

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

**§ 78.17–33 Loading doors.**

(a) The master of a vessel fitted with loading doors shall assure that all loading doors are closed watertight and secured during the entire voyage except that—

(1) If a door cannot be opened or closed while the vessel is at a dock, it may be open while the vessel approaches and draws away from the dock, but only as far as necessary to enable the door to be immediately operated.

(2) If needed to operate the vessel, or embark and disembark passengers when the vessel is at anchor in protected waters, loading doors may be open provided that the master determines that the safety of the vessel is not impaired.

(b) For the purposes of this section, “loading doors” include all weather-tight ramps, bow visors, and openings used to load personnel, equipment, and stores, located in the collision bulkhead, the side shell, or the boundaries of enclosed superstructures that are continuous with the shell of the vessel.

(c) The master shall enter into the log book the time and door location of every closing of the loading doors.

(d) The master shall enter into the log book any opening of the doors in accordance with paragraph (a)(2) of this section setting forth the time of the opening of the doors and the circumstances warranting this action.

[CGD 89–037, 57 FR 41822, Sept. 11, 1992]

**§ 78.17–35 Hatches and other openings.**

(a) It shall be the responsibility of the master to assure himself before leaving protected waters that all ex-

posed cargo hatches of his vessel are closed and made properly tight.

(b) The following doors, portable plates, ports, and other openings shall be kept closed while the vessel is being navigated, and shall be closed before the vessel commences a voyage:

(1) Watertight doors between cargo spaces prescribed in § 170.275 of this chapter.

(2) Portable plates in watertight bulkheads prescribed in § 171.111(b) of this chapter.

(3) Gangway, cargo, and coaling ports fitted below the margin line that is determined in accordance with § 171.015 of this chapter.

(4) On ocean, coastwise, or Great Lakes vessels of 150 gross tons and over, all opening type port lights in a 'tween deck, if the sill of any port light in that 'tween deck, is below a line drawn parallel to the bulkhead deck at side and having its lowest point 4½ feet plus 2½ percent of the breadth of the vessel above the water when the vessel departs from port. The Commandant may indicate the limiting mean draft which would allow such port lights to be opened at sea.

(5) Port lights that are not accessible during navigation. Dead covers on such port lights shall also be secured.

(6) Port lights in spaces appropriated alternately to the carriage of cargo and passengers, when cargo is carried. Dead covers on such port lights shall also be secured.

(c) The time of opening and closing of hatches and other openings noted in this section shall be entered in the official logbook. In the event that the master at his discretion does not secure the hatches, a notation of this fact shall be made in the official logbook. If it becomes essential for the safety of the vessel to open any of the fittings noted in this section while at sea, the circumstances and the time of opening and closing shall be entered in the official logbook.

(d) The time of opening, closing, and securing, at sea, of watertight doors fitted between bunkers for the purpose of trimming coal, shall be entered in the official logbook.

[CGFR 65–50, 30 FR 16955, Dec. 30, 1965, as amended by CGD 79–023, 48 FR 51007, Nov. 4, 1983]

**§ 78.17-45 Emergency lighting and power systems.**

(a) It shall be the duty of the master to see that the emergency lighting and power systems are operated and inspected at least once in each week that the vessel is navigated to be assured that the system is in proper operating condition.

(b) Internal combustion engine driven emergency generators shall be operated under load for at least 2 hours, at least once in each month that the vessel is navigated.

(c) Storage batteries for emergency lighting and power systems shall be tested at least once each 6-month period that the vessel is navigated to demonstrate the ability of the storage battery to supply the emergency loads for the period of time specified in table 112.05-5(a) of this chapter.

(d) The date of the tests and the condition and performance of the apparatus shall be noted in the official log-book.

[CGFR 65-50, 30 FR 16959, Dec. 30, 1965, as amended by CGFR 70-143, 35 FR 19906, Dec. 30, 1970]

**§ 78.17-50 Emergency training, musters, and drills.**

Onboard training, musters, and drills must be in accordance with subchapter W (Lifesaving Appliances and Arrangements) of this chapter.

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

**§ 78.17-65 Smoke detecting system.**

(a) It shall be the duty of the master to see that the smoke inlets in cargo holds are examined at least once in each 3 months by the ship's personnel to determine if the inlets are obstructed by corrosion, paint, dust, or other extraneous matter. Smoke tests shall be made in all holds and the system found or made operable. The date of the test and condition of the system shall be entered in the log.

(b) [Reserved]

**§ 78.17-75 Requirements for fuel oil.**

(a) It shall be the duty of the chief engineer to cause an entry in the log be made of each supply of fuel oil received on board, stating the quantity received, the name of the vendor, the

name of the oil producer, and the flashpoint (Pensky-Martens Closed Cup Method, ASTM D 93 (incorporated by reference, see § 78.01-2)) for which it is certified by the producer.

(b) It shall be the further duty of the chief engineer to cause to be drawn and sealed and suitably labeled at the time the supply is received on board, a half-pint sample of each lot of fuel oil. These samples shall be preserved until the particular supply of oil is exhausted.

[CGFR 65-50, 30 FR 16955, Dec. 30, 1965, as amended by CGFR 68-82, 33 FR 18899, Dec. 18, 1968; USCG-2000-7790, 65 FR 58461, Sept. 29, 2000]

**§ 78.17-80 Firefighting equipment, general.**

(a) It shall be the duty of the owner, master, or person in charge to see that the vessel's firefighting equipment is at all times ready for use and that all such equipment required by the regulations in this subchapter is provided, maintained, and replaced as indicated.

(b) It shall be the duty of the owner, master, or person in charge to require and have performed at least once in every twelve months the tests and inspections of all hand portable fire extinguishers, semiportable fire extinguishing systems, and fixed fire extinguishing systems on board, as described in tables 71.25-20(a) (1) and 71.25-20(a) (2) in § 71.25-20 of this subchapter. The owner, master, or person in charge shall keep records of such tests and inspections showing the dates when performed, the number and/or other identification of each unit tested and inspected, and the name(s) of the person(s) and/or company conducting the tests and inspections. Such records shall be made available to the inspector upon request and shall be kept for the period of validity of the vessel's current certificate of inspection. Where practicable these records should be kept in or with the vessel's log book. The conduct of these tests and inspections does not relieve the owner, master, or person in charge of his responsibility to maintain this firefighting equipment in proper condition at all times.

**Subpart 78.19—Auto Pilot****§ 78.19-1 Use of auto pilot.**

Except as provided in 33 CFR 164.15, when the automatic pilot is used in—

- (a) Areas of high traffic density;
- (b) Conditions of restricted visibility; and
- (c) All other hazardous navigational situations, the master shall ensure that—

(1) It is possible to immediately establish manual control of the ship's steering;

(2) A competent person is ready at all times to take over steering control; and

(3) The changeover from automatic to manual steering and vice versa is made by, or under, the supervision of the officer of the watch.

[CGD 75-074, 42 FR 5963, Jan. 31, 1977]

**Subpart 78.21—Maneuvering Characteristics****§ 78.21-1 Data required.**

For each ocean and coastwise vessel of 1,600 gross tons and over, the following apply:

(a) The following maneuvering information must be prominently displayed in the pilothouse on a fact sheet:

(1) For full and half speed, a turning circle diagram to port and starboard that shows the time and the distance of advance and transfer required to alter the course 90 degrees with maximum rudder angle and constant power settings.

(2) The time and distance to stop the vessel from full and half speed while maintaining approximately the initial heading with minimum application of rudder.

(3) For each vessel with a fixed propeller, a table of shaft revolutions per minute for a representative range of speeds.

(4) For each vessel with a controllable pitch propeller a table of control settings for a representative range of speeds.

(5) For each vessel that is fitted with an auxiliary device to assist in maneuvering, such as a bow thruster, a table of vessel speeds at which the auxiliary

device is effective in maneuvering the vessel.

(b) The maneuvering information must be provided in the normal load and normal light condition with normal trim for a particular condition of loading assuming the following—

(1) Calm weather—wind 10 knots or less, calm sea;

(2) No current;

(3) Deep water conditions—water depth twice the vessel's draft or greater; and

(4) Clean hull.

(c) At the bottom of the fact sheet, the following statement must appear:

**WARNING**

The response of the (name of the vessel) may be different from those listed above if any of the following conditions, upon which the maneuvering information is based, are varied:

(1) Calm weather—wind 10 knots or less, calm sea;

(2) No current;

(3) Water depth twice the vessel's draft or greater;

(4) Clean hull; and

(5) Intermediate drafts or unusual trim.

(d) The information on the fact sheet must be:

(1) Verified six months after the vessel is placed in service; or

(2) Modified six months after the vessel is placed into service and verified within three months thereafter.

(e) The information that appears on the fact sheet may be obtained from:

(1) Trial trip observations;

(2) Model tests;

(3) Analytical calculations;

(4) Simulations;

(5) Information established from another vessel of similar hull form, power, rudder and propeller; or

(6) Any combination of the above.

The accuracy of the information in the fact sheet required is that attainable by ordinary shipboard navigation equipment.

(f) The requirements for information for fact sheets for specialized craft such as semi-submersibles, hydrofoils, hovercraft and other vessels of unusual design will be specified on a case by case basis.

[CGD 73-78, 40 FR 2689, Jan. 15, 1975, as amended by CGD 79-165a, 45 FR 64189, Sept. 29, 1980]



**Subpart 78.23—Whistling**

**§ 78.23-1 Unnecessary whistling prohibited.**

(a) The unnecessary sounding of the vessel's whistle is prohibited within any harbor limits of the United States.

(b) [Reserved]

**Subpart 78.27—Searchlights**

**§ 78.27-1 Improper use prohibited.**

(a) No person shall flash or cause to be flashed the rays of a search light or other blinding light onto the bridge or into the pilothouse of any vessel under way.

(b) [Reserved]

**Subpart 78.30—Lookouts, Pilot-house Watch, Patrolmen, and Watchmen**

**§ 78.30-5 Pilothouse watch.**

(a) In addition to the licensed deck officer or pilot, there shall be at least one member of the crew also on watch in or near the pilothouse at all times when the vessel is being navigated.

(b) [Reserved]

**§ 78.30-10 Supervised patrol.**

(a) The provisions of this section shall apply to all vessels on an international voyage, and to all other vessels having berthed or stateroom accommodations for passengers. This section shall be applicable at all times when passengers are on board.

(b) Between the hours of 10 p.m. and 6 a.m., a supervised patrol shall be maintained so as to completely cover all parts of the vessel accessible to passengers or crew, excepting occupied sleeping accommodations and machinery spaces and similar spaces where a regular watch is maintained.

(c) Clocks, keys, and recording apparatus shall be of an approved type. The station boxes shall have seals placed over the securing screws in order to leave evidence of removal or tampering.

(d) Clocks or key stations shall be so arranged throughout the vessel so as to assure complete coverage of all accessible spaces required by paragraph (b) of this section. The number and loca-

tion of recording stations, the order in which they are visited, and the number undertaken by one patrolman shall be specifically approved. The stations shall be numbered as required by § 78.47-23. Sufficient watchmen shall be available so that each space will be covered at least once in every hour except as follows:

(1) On existing vessels not constructed in general agreement with §§ 72.05-5 through 72.05-60, of this subchapter, the supervised patrol shall cover all spaces required by paragraph (b) of this section at least once in every 20 minutes.

(2) Public spaces constructed in general agreement with §§ 72.05-5 through 72.05-60, of this subchapter, shall have either an approved fire detecting system installed in such spaces or the supervised patrol shall cover these spaces at least once in every 20 minutes.

(e) The patrolman shall report to the bridge at least once an hour on vessels where the supervised patrol system is not equipped with a recording apparatus in the control station. In vessels requiring more than one patrol route, one patrolman may contact others and make a joint report to the bridge. Failure of a patrolman to follow a prescribed route, or to record each station within the specified time, shall be entered on the record along with the reason for the irregularity.

(f) The patrolman while on duty shall wear a distinctive uniform or badge, and shall have in his possession at all times an efficient flashlight.

(g) A patrolman on duty shall have no other tasks assigned to him.

**§ 78.30-15 Watchmen.**

(a) The provisions of this section shall apply to all vessels not required to have a supervised patrol under the provisions of § 78.30-10. This section shall be applicable at all times when passengers are on board.

(b) During the nighttime, a suitable number of watchmen shall be stationed in the passenger accommodation areas on each deck.

(c) Watchmen shall be under the direct charge of the master or officer in command of the vessel, and shall report to such officer at the pilothouse at fixed intervals not exceeding one hour.

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Watchmen shall not be required to perform any other duties while on watch.

(d) The uniform of the night watchman shall be conspicuously different from other persons so as to be readily distinguished. A rating badge marked “Watchman” shall be worn on the left sleeve and the front of the cap shall also be marked “Watchman”.

(e) The watchman shall have in his possession at all time while on duty an efficient flashlight.

### § 78.30–20 Master’s and officer’s responsibility.

(a) Nothing in this part shall exonerate any master or officer in command from the consequences of any neglect to keep a proper lookout or to maintain a proper fire watch or from any neglect of any precaution which may be required by the ordinary practice of seamen or by the special circumstances of the case. When circumstances require it, additional watches shall be maintained to guard against fire or other danger and to give an alarm in case of accident or disaster.

(b) [Reserved]

### Subpart 78.33—Reports of Accidents, Repairs, and Unsafe Equipment

#### § 78.33–1 Repairs of boiler and pressure vessels.

(a) Before making any repairs to boilers or unfired pressure vessels, the chief engineer shall submit a report covering the nature of the repairs to the Officer in Charge, Marine Inspection, at or nearest the port where the repairs are to be made.

(b) [Reserved]

#### § 78.33–5 Accidents to machinery.

(a) In the event of an accident to a boiler, unfired pressure vessel, or machinery tending to render the further use of the item unsafe until repairs are made, or if by ordinary wear such items become unsafe, a report shall be made by the chief engineer immediately to the Officer in Charge, Marine Inspection, or if at sea, immediately upon arrival at port.

(b) [Reserved]

#### § 78.33–10 Notice required before repairs.

(a) No repairs or alterations, except in an emergency, shall be made to any lifesaving or fire detecting or extinguishing equipment without advance notice to the Officer in Charge, Marine Inspection. When emergency repairs or alterations have been made, notice shall be given to the Officer in Charge, Marine Inspection, as soon as practicable.

(b) [Reserved]

### Subpart 78.35—Communication Between Deckhouses

#### § 78.35–1 When required.

On all vessels navigating in other than protected waters, where the distance between deckhouses is more than 46 meters (150 feet) a fixed means of facilitating communication between both ends of the vessel, such as a raised fore and aft bridge or side tunnels, must be provided. Previously approved arrangements may be retained so long as they are maintained in good condition to the satisfaction of the Officer in Charge, Marine Inspection.

[CGD 95–027, 61 FR 26004, May 23, 1996]

### Subpart 78.36—Work Vests

#### § 78.36–1 Application.

(a) Provisions of this subpart shall apply to all vessels inspected and certificated in accordance with this subchapter.

(b) [Reserved]

#### § 78.36–5 Approved types of work vests.

(a) Each buoyant work vest carried under the permissive authority of this section must be approved under—

- (1) Subpart 160.053 of this chapter; or
- (2) Subpart 160.077 of this chapter as a commercial hybrid PFD.

(b) [Reserved]

[CGD 78–174A, 51 FR 4350, Feb. 4, 1986]

#### § 78.36–10 Use.

(a) Approved buoyant work vests are considered to be items of safety apparel and may be carried aboard vessels to be worn by crew members when

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working near or over the water under favorable working conditions. They shall be used under the supervision and control of designated ship's officers. When carried, such vests shall not be accepted in lieu of any portion of the required number of approved life preservers and shall not be substituted for the approved life preservers required to be worn during drills and emergencies.

(b) [Reserved]

## § 78.36-15 Shipboard stowage.

(a) The approved buoyant work vests shall be stowed separately from the regular stowage of approved life preservers.

(b) The locations for the stowage of work vests shall be such as not to be easily confused with that for approved life preservers.

## § 78.36-20 Shipboard inspections.

(a) Each work vest shall be subject to examination by a marine inspector to determine its serviceability. If found to be satisfactory, it may be continued in service, but shall not be stamped by a marine inspector with a Coast Guard stamp. If a work vest is found not to be in a serviceable condition, then such work vest shall be removed from the vessel. If a work vest is beyond repair, it shall be destroyed or mutilated in the presence of a marine inspector so as to prevent its continued use as a work vest.

(b) [Reserved]

[CGFR 65-50, 30 FR 16955, Dec. 30, 1965, as amended by USCG-2014-0688, 79 FR 58282, Sept. 29, 2014]

## § 78.36-25 Additional requirements for hybrid work vests.

(a) In addition to the other requirements in this subpart, commercial hybrid PFD's must be—

(1) Used, stowed, and maintained in accordance with the procedures set out in the manual required for these devices by §160.077-29 of this chapter and any limitation(s) marked on them; and

(2) Of the same or similar design and have the same method of operation as each other hybrid PFD carried on board.

(b) [Reserved]

[CGD 78-174A, 51 FR 4350, Feb. 4, 1986]

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### Subpart 78.37—Logbook Entries

#### § 78.37-1 Application.

(a) Except as specifically noted, the provisions of this subpart shall apply to all vessels.

(b) [Reserved]

#### § 78.37-3 Logbooks and records.

(a) The master or person in charge of a vessel that is required by 46 U.S.C. 11301 to have an official logbook shall maintain the logbook on form CG-706. When the voyage is completed, the master or person in charge shall file the logbook with the Officer in Charge, Marine Inspection.

(b) The master or person in charge of a vessel that is not required by 46 U.S.C. 11301 to have an official logbook, shall maintain, on board, an unofficial logbook or record in any form desired for the purposes of making entries therein as required by law or regulations in this subchapter. Such logs or records are not filed with the Officer in Charge, Marine Inspection, but must be kept available for review by a marine inspector for a period of 1 year after the date to which the records refer. Separate records of tests and inspections of fire fighting equipment must be maintained with the vessel's logs for the period of validity of the vessel's certificate of inspection.

[CGD 95-027, 61 FR 26004, May 23, 1996]

#### § 78.37-5 Actions required to be logged.

The actions and observations noted in this section shall be entered in the official log book. This section contains no requirements which are not made in other portions of this subchapter, the items being merely grouped together for convenience.

(a) Onboard training, musters, and drills; held in accordance with subchapter W (Lifesaving Appliances and Arrangements) of this chapter.

(b) Watertight door operation: Daily and Weekly. See §78.17-3.

(c) Valve and closing appliance operation: Weekly. See §78.17-5.

(d) Loudspeaker system: Weekly. See §78.17-10.

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(e) Steering gear, whistle, and means of communication: Prior to departure. See § 78.17-15.

(f) Drafts and load line markings: Prior to leaving port, ocean, coastwise, and Great Lakes services only. See § 78.17-20.

(g) Verification of vessel compliance with applicable stability requirements. After loading and prior to departure and at all other time necessary to assure the safety of the vessel. See § 78.17-22.

(h) Loading doors. Where applicable, every closing and any opening when not docked. See § 78.17-33.

(i) Hatches and other openings: All openings and closings, or leaving port without closing, except vessels on protected waters. See § 78.17-35.

(j) Emergency lighting and power systems: Weekly and semiannually. See § 78.17-45.

(k) Smoke Detecting System: Once every three months. See § 78.17-65.

(l) Fuel oil data: Upon receipt of fuel oil on board. See § 78.17-75.

(m) Cargo gear inspections: At least once a month. See § 71.47-70 of this subchapter.

[CGFR 65-50, 30 FR 16955, Dec. 30, 1965, as amended by CGD 89-037, 57 FR 41822, Sept. 11, 1992; CGD 84-069, 61 FR 25288, May 20, 1996; USCG-2014-0688, 79 FR 58282, Sept. 29, 2014]

### § 78.37-10 Official log entries.

(a) In addition to other items required to be entered in the official logbook on every vessel where an official logbook is required, all items relative to the crew and passengers, including the count of passengers carried, and to casualties shall also be entered.

(b) Except as noted in paragraph (b)(1) of this section, on any vessel where an official logbook is not required, the master shall keep a record of the correct count of all the passengers received and delivered from day to day. This record shall be open to inspection by the Coast Guard at all times. The aggregate number of the passengers carried shall be furnished to the Coast Guard whenever requested. The information shall be available for a period of one year after the date to which the records refer.

(1) The provisions of the paragraph shall not apply to ferry vessels.

(2) [Reserved]

[CGFR 65-50, 30 FR 16959, Dec. 30, 1965, as amended by CGD 95-028, 62 FR 51205, Sept. 30, 1997]

## Subpart 78.40—Vehicular Ferries

### § 78.40-1 Stowage of vehicles.

(a) Automobiles or other vehicles shall be stowed in such a manner as to permit both passengers and operators to get out and away from them freely in the event of fire or other disaster. Where there is insufficient clearance to provide for easy egress at all times, both passengers and operators shall be directed to leave their vehicles and to occupy other spaces reserved for them during the crossing. The decks, where necessary, shall be definitely marked with painted lines to indicate the vehicle runways and the aisle spaces.

(b) [Reserved]

### § 78.40-5 Securing of vehicles.

(a) The master shall take all necessary precautions to see that automobiles or other vehicles have their motors turned off when the ferry is under way, and the motors shall not be started until the ferry is secured to the landing. In addition, the vehicles at each end shall have their wheels securely blocked, while the vessel is being navigated.

(b) [Reserved]

### § 78.40-10 No smoking permitted.

(a) The master shall have appropriate “No Smoking” signs posted and shall take all necessary precautions to prevent smoking or carrying of lighted or smoldering cigars, cigarettes, etc., in the deck area assigned to automobiles or other vehicles.

(b) [Reserved]

## Subpart 78.45—Display of Plans

### § 78.45-1 When required.

(a) Vessels of 1,000 gross tons and over, and vessels of any tonnage on an international voyage shall have permanently exhibited for the guidance of the officer in charge of the vessel the following plans:

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(1) General arrangement plans showing for each deck the fire control stations, the various sections enclosed by fire-resisting bulkheads, together with particulars of the fire alarms, detecting systems, the sprinkler installation (if any), the fire extinguishing appliances, means of access to different compartments, decks, etc., and the ventilating systems including particulars of the master fan controls, the positions of dampers, the location of the remote means of stopping fans, and identification numbers of the ventilating fans serving each section. If cargo compartments are “specially suitable for vehicles,” they shall be so indicated on the plan. Alternatively, at the discretion of the Commandant, the listed details may be set out in a different medium, such as a booklet or on computer software, provided that the details are available to each officer and a written copy is retained on board at all times and is accessible during emergencies.

(2) For vessels constructed on or after September 30, 1997, and for existing vessels which have their plans redrawn, the symbols used to identify the aforementioned details shall be in accordance with IMO Assembly resolution A.654(16). The identical symbols can be found in ASTM Adjunct F 1626.

(3) Plans showing clearly for each deck and hold the boundaries of the watertight compartments, the openings therein with the means of closure and position of any controls thereof, and the arrangements for the correction of any list due to flooding.

(4) The aforementioned information required for this section shall be kept up-to-date, any alteration being recorded in the applicable medium as soon as practicable.

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

### **Subpart 78.47—Markings for Fire and Emergency Equipment, Etc.**

#### **§ 78.47-1 Application.**

(a) The provisions of this subpart with the exception of § 78.47-90, shall apply to all vessels contracted for on or after November 19, 1952. Vessels contracted for prior to November 19, 1952,

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shall meet the requirements of § 78.47-90.

(b) [Reserved]

#### **§ 78.47-3 General.**

(a) It is the intent of this subpart to provide such markings as are necessary for the guidance of the persons on board in case of emergency. In any specific case, and particularly on small vessels, where it can be shown to the satisfaction of the Officer in Charge, Marine Inspection, that the prescribed markings are unnecessary for the guidance of the persons on board in case of emergency, such markings may be modified or omitted.

(b) In addition to English, all state-room notices, directional signs, etc., shall be printed in languages appropriate to the service of the vessel or other action be taken to achieve the same purpose.

(c) Where in this subpart red letters are specified, letters of a contrasting color on a red background will be accepted.

#### **§ 78.47-5 General alarm contact makers.**

Each general alarm contact maker must be marked in accordance with the requirements in subchapter J (Electrical Engineering Regulations) of this chapter.

[CGD 74-125A, 47 FR 15232, Apr. 4, 1982]

#### **§ 78.47-7 General alarm bells.**

(a) All general alarm bells shall be identified by red lettering at least ½ inch high: “GENERAL ALARM—WHEN BELL RINGS GO TO YOUR STATION.”

(b) [Reserved]

#### **§ 78.47-9 Carbon dioxide and clean agent alarms.**

Each carbon dioxide or clean agent fire extinguishing alarm must be conspicuously marked: “WHEN ALARM SOUNDS VACATE AT ONCE. CARBON DIOXIDE OR CLEAN AGENT BEING RELEASED.”

[USCG-2006-24797, 77 FR 33877, June 7, 2012]

**§ 78.47-10 Manual alarm boxes.**

(a) In all new installations, manual alarm boxes shall be clearly and permanently marked “IN CASE OF FIRE BREAK GLASS.” Existing boxes not so marked with the same or equivalent wording, shall be identified either on the box or adjacent bulkhead in at least ½ inch letters “IN CASE OF FIRE BREAK GLASS.” All manual alarm boxes shall be numbered in red on the adjacent bulkhead with at least ½ inch figures. The number shall agree with the number of the zone.

(b) [Reserved]

**§ 78.47-11 Carbon dioxide warning signs.**

Each entrance to a space storing carbon dioxide cylinders, a space protected by carbon dioxide systems, or any space into which carbon dioxide might migrate must be conspicuously marked as follows:

(a) Spaces storing carbon dioxide—“CARBON DIOXIDE GAS CAN CAUSE INJURY OR DEATH. VENTILATE THE AREA BEFORE ENTERING. A HIGH CONCENTRATION CAN OCCUR IN THIS AREA AND CAN CAUSE SUFFOCATION.”.

(b) Spaces protected by carbon dioxide—“CARBON DIOXIDE GAS CAN CAUSE INJURY OR DEATH. WHEN ALARM OPERATES OR WINTERGREEN SCENT IS DETECTED, DO NOT ENTER UNTIL VENTILATED. LOCK OUT SYSTEM WHEN SERVICING.” The reference to wintergreen scent may be omitted for carbon dioxide systems not required to have odorizing units and not equipped with such units.

(c) Spaces into which carbon dioxide might migrate—“CARBON DIOXIDE GAS CAN CAUSE INJURY OR DEATH. DISCHARGE INTO NEARBY SPACE CAN COLLECT HERE. WHEN ALARM OPERATES OR WINTERGREEN SCENT IS DETECTED VACATE IMMEDIATELY.” The reference to wintergreen scent may be omitted for carbon dioxide systems not required to have odorizing units and not equipped with such units.

[USCG-2006-24797, 77 FR 33877, June 7, 2012]

**§ 78.47-13 Fire and automatic sprinkler alarm indicators.**

(a) The fire detection, alarm, and automatic sprinkler indicators in the engine room must be identified by at least 1-inch red lettering as “FIRE ALARM” or “SPRINKLER ALARM” as appropriate. Where such alarm indicators on the bridge or in the fire control station do not form a cabinet, the indicators must be suitably identified as above.

(b) [Reserved]

[USCG-2012-0196, 81 FR 48261, July 22, 2016]

**§ 78.47-15 Fire extinguishing system branch lines.**

(a) The branch line valves of all fire extinguishing systems shall be plainly and permanently marked indicating the spaces served.

(b) [Reserved]

**§ 78.47-17 Fire extinguishing system controls.**

Each control cabinet or space containing valves or manifolds for a fire extinguishing system must be distinctly marked in conspicuous red letters at least 2 inches high: “[CARBON DIOXIDE/STEAM/FOAM/WATER SPRAY/MANUAL SPRINKLING/AUTOMATIC SPRINKLING/CLEAN AGENT—as appropriate] FIRE SYSTEM.”.

[USCG-2006-24797, 77 FR 33877, June 7, 2012]

**§ 78.47-20 Fire hose stations.**

(a) Each fire hydrant shall be identified in red letters and figures at least 2 inches high “FIRE STATION NO 1,” “2,” “3,” etc. Where the hose is not stowed in the open or behind glass so as to be readily seen, this identification shall be so placed as to be readily seen from a distance.

(b) [Reserved]

**§ 78.47-23 Supervised patrol stations.**

(a) Each supervised patrol clock or key station shall be numbered.

(b) [Reserved]

**§ 78.47-25 Emergency squad equipment.**

(a) Lockers or spaces containing equipment for the use of the emergency

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squad shall be marked “EMERGENCY SQUAD EQUIPMENT.”

(b) [Reserved]

## **§ 78.47-27 Self-contained breathing apparatus.**

Lockers or spaces containing self-contained breathing apparatus shall be marked “SELF-CONTAINED BREATHING APPARATUS.”

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

## **§ 78.47-30 Hand portable fire extinguishers.**

(a) Each hand portable fire extinguisher shall be marked with a number and the location where stowed shall be marked with a corresponding number at least ½ inch high. Where only one type and size of hand portable fire extinguisher is carried, the numbering may be omitted.

(b) [Reserved]

## **§ 78.47-33 Emergency lights.**

(a) All emergency lights shall be marked with a letter “E” at least ½ inch high.

(b) [Reserved]

## **§ 78.47-35 Fire doors.**

(a) All doors in main vertical zone bulkheads or stairway enclosures, except from individual rooms such as staterooms, fan rooms, lockers, etc., shall be numbered conspicuously on an etched plate or equivalent in not less than ⅜ inch letters and figures “F. S. D. 1,” “2,” “3,” etc. If stenciled or similar notice is used, the letters and figures shall be at least 1 inch high. The number shall be conspicuous with the door in the open position.

(b) [Reserved]

## **§ 78.47-37 Watertight doors.**

(a) All watertight doors in subdivision bulkheads shall be numbered conspicuously on both sides on an etched plate or equivalent in not less than ⅜ inch letters and figures “W. T. D. 1,” “2,” “3,” etc. If a stenciled or similar notice is used, the letters and figures 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

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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; USCG-2014-0688, 79 FR 58282, Sept. 29, 2014]

## **§ 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 subchapter W (Lifesaving Appliances and Arrangements) of this chapter.

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

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### § 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 CGD 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.



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(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; USCG–2014–0688, 79 FR 58282, Sept. 29, 2014]

## **§ 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, once set by the inspector, are in no

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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]

## **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%) as a time-weighted average, and persons shall be removed from the area if the concentration exceeds 75 parts per million (0.0075%). When necessary, portable blowers of adequate size and location shall be utilized.

[CGFR 66-33, 31 FR 15284, Dec. 6, 1966, as amended by CGFR 69-72, 34 FR 17484, Oct. 29, 1969; CGD 95-027, 61 FR 26005, May 23, 1996]

### **Subpart 78.90—Pilot Boarding Operations**

#### **§ 78.90-1 Pilot boarding operation.**

(a) The master shall ensure that pilot boarding equipment is maintained as follows:

(1) The equipment must be kept clean and in good working order.

(2) Each damaged step or spreader step on a pilot ladder must be replaced in kind with an approved replacement step or spreader step, prior to further use of the ladder. The replacement step or spreader step must be secured by the method used in the original construction of the ladder, and in accordance with manufacturer instructions.

(b) The master shall ensure compliance with the following during pilot boarding operations:

(1) Only approved pilot boarding equipment may be used.

(2) The pilot boarding equipment must rest firmly against the hull of the vessel and be clear of overboard discharges.

(3) Two man ropes, a safety line and an approved lifebuoy with an approved water light must be at the point of access and be immediately available for use during boarding operations.

(4) Rigging of the equipment and embarkation/debarkation of a pilot must be supervised in person by a deck officer.

(5) Both the equipment over the side and the point of access must be adequately lit during night operations.

(6) If a pilot hoist is used, a pilot ladder must be kept on deck adjacent to the hoist and available for immediate use.

[CGD 79-032, 49 FR 25455, June 21, 1984]

### **Subpart 78.95—Person in Charge of Transfer of Liquid Cargo in Bulk**

#### **§ 78.95-1 General.**

A qualified person in charge of a transfer of liquid cargo in bulk shall be designated in accordance with subpart C of 33 CFR part 155.

[CGD 79-116, 60 FR 17157, Apr. 4, 1995]