

## Coast Guard, DHS

## § 32.05–15

to the satisfaction of the Officer in Charge, Marine Inspection.

[CGFR 69–72, 34 FR 17481, Oct. 29, 1969, as amended by CGD 84–073; 52 FR 18362, May 15, 1987; 52 FR 22751, June 15, 1987. Redesignated by CGD 88–032, 56 FR 35820, July 29, 1991]

### § 32.02–15 Guards at dangerous places—TB/ALL.

All exposed and dangerous places such as gears and machinery shall be properly protected with covers, guards or rails in order that the danger of accidents may be minimized. On vessels equipped with radio communication, the lead-ins shall be efficiently incased or insulated to insure against accidental shock. Such lead-ins shall be located so as not to interfere with the launching of lifeboats and life rafts.

[CGFR 65–50, 30 FR 16671, Dec 30, 1965. Redesignated by CGD 88–032, 56 FR 35820, July 29, 1991]

## Subpart 32.05—Markings

### § 32.05–1 Draft marks and draft indicating systems—TB/ALL.

(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 raked stem or cutaway skeg, the datum line from which the drafts shall be taken, shall be obtained by projecting the line of 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 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 16671, Dec. 30, 1965, as amended by CGD 89–037, 57 FR 41821, Sept. 11, 1992]

### § 32.05–5 Vessel's name on equipment—TB/ALL.

The equipment of all tank vessels, such as fire hose, fire axes, lifeboats, life rafts, life preservers, and lifeboats, shall be painted or branded with the name of the vessel upon which they are used.

### § 32.05–10 Name of tankship—T/ALL.

Every tankship shall have the name marked upon each bow and upon the stern, and the home port shall also be marked upon the stern. The name shall be in a light color on a dark ground, or in a dark color on a light ground, and shall be distinctly visible. The smallest letters used shall be not less than 4 inches in size. In addition, every tankship shall have her name conspicuously displayed in distinct plain letters, of not less than 6 inches in size, on each outer side of the pilothouse.

[CGFR 65–50, 30 FR 16657, Dec. 30, 1965, as amended by CGFR 72–104R, 37 FR 14233, July 18, 1972]

### § 32.05–15 Name of tank barge—B/ALL.

Every tank barge shall have its name or number carved, punch-marked, or welded on the main beam, inside the cargo hatch, or other suitable permanent part of the vessel's structure for the purpose of identification. The vessel's name or number shall be so displayed at the highest part of the vessel's hull or permanent structure that the name or number can be seen from either side.

[CGFR 65–50, 30 FR 16657, Dec. 30, 1965, as amended by CGFR 72–104R, 37 FR 14233, July 18, 1972]