

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.

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.

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§ 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 brass plate or with a sign in red letters on suitable background: "General Alarm."

(b) *General alarm bells*. General alarm bells shall be marked in not less than ½-inch red letters: "General Alarm—When Bell Rings Go to Your Station."

(c) *Steam, foam or CO₂ fire smothering apparatus*. Steam, foam or CO₂ fire smothering apparatus shall be marked "Steam Fire Apparatus" or "Foam Fire Apparatus" or "CO₂ Fire Apparatus", as appropriate, in not less than 2-inch red letters. The valves of all branch piping leading to the several compartments shall be distinctly marked to indicate the compartments or parts of the nautical school ship to which they lead.

(d) *Fire hose stations*. At each fire hose valve there shall be marked in not less than 2-inch red letters and figures "Fire Station 1," 2, 3, etc.

(e) *Emergency squad equipment*. Lockers or spaces containing equipment for use of the emergency squad shall be marked "Emergency Squad Equipment." Lockers or spaces where oxygen or fresh air breathing apparatus is stowed shall be marked "Oxygen Breathing Apparatus" or "Fresh Air Breathing Apparatus," as appropriate.

(f) *Fire extinguishers*. Each fire extinguisher shall be marked with a number and the location where stowed shall be marked in corresponding numbers in not less than 1-inch figures.

(g) *Watertight doors*. Each watertight door shall be numbered in at least 2-inch letters and figures "W.T.D. 1," 2, 3, etc. The color of the marking shall be in contrast to the background. All watertight door remote hand-closing