

**§ 196.37–35**

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.

**§ 196.37–35 Rudder orders.**

(a) At all steering stations, there shall be installed a suitable notice on the wheel or device or 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”.

**§ 196.37–37 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 25313, May 20, 1996]

**§ 196.37–47 Portable magazine chests.**

(a) Portable magazine chests shall be marked in letters at least 3 inches high:

PORTABLE MAGAZINE CHEST  
— FLAMMABLE —  
KEEP LIGHTS AND FIRE AWAY.

**Subpart 196.40—Markings on Vessels**

**§ 196.40–1 Application.**

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

**46 CFR Ch. I (10–1–13 Edition)**

**§ 196.40–5 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; 37 FR 18537, Sept. 13, 1972]

**§ 196.40–10 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 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 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 67–83, 33 FR 1158, Jan. 27, 1968, as amended by CGD 89–037, 57 FR 41828, Sept. 11, 1992]

**§ 196.40–15 Load line marks.**

(a) Vessels assigned a load line shall have the deck line and the load line marks permanently marked or embossed as required by Subchapter E (Load Lines) of this chapter.