

RULES AND REGULATIONS

[NPA Order M-17]

PART 72—COMPONENTS OR PARTS

This order is found necessary and appropriate to promote the National Defense and is issued pursuant to the authority of Section 101 of the Defense Production Act of 1950. In the formulation of this order there has been consultation with industry representatives, including trade association representatives, and consideration has been given to their recommendations.

- Sec.
- 72.1 What this part does.
 - 72.2 Types of components or parts to which this part applies.
 - 72.3 Required shipment dates.
 - 72.4 Limitations for acceptance of rated orders.
 - 72.5 NPA assistance in placing rated orders.
 - 72.6 Application for adjustment or exception.
 - 72.7 Communications.
 - 72.8 Reports.
 - 72.9 Records.
 - 72.10 Audit and inspection.
 - 72.11 Violations.
 - 72.12 Types of components or parts; product limitation.

AUTHORITY: § 72.1 to 72.12 issued under sec. 702, Pub. Law 774, 81st Cong. Interpret or apply sec. 101, Pub. Law 774, 81st Cong.; sec. 101, E. O. 10161, Sept. 9, 1950, 15 F. R. 6105.

§ 72.1 *What this part does.* This part applies particularly to manufacturers of components or parts referred to in § 72.2 and listed in Column A of § 72.12. It makes provision for and sets forth ceiling limitations for required acceptance of rated orders based on the percentage of previous shipments for the listed products. Its purpose is to provide equitable distribution of rated orders among the manufacturers of the specified components or parts in order to achieve maximum production and to reduce to a minimum any disruption of normal distribution. It supplements Part 11 of this chapter (NPA Reg. 2) but only those provisions of Part 11 which are contradictory to this part are superseded and all other provisions of that regulation continue to apply to manufacturers of components or parts.

§ 72.2 *Types of components or parts to which this part applies.* This part applies to the components or parts as are set forth in Column A of § 72.12.

§ 72.3 *Required shipment dates.* A rated order for components or parts listed in Column A of § 72.12 must specify shipment on a particular date or during a particular month, which, in no case, may be earlier than that required by the person placing the order. The manufacturer of such components or parts must schedule the order for shipment within the requested month as close to the requested shipment date as is practicable considering the need for maximum production.

§ 72.4 *Limitation for acceptance of rated orders.* Unless specifically directed by NPA, no manufacturer of components or parts shall be required to accept rated orders for shipment from any one of his producing units regardless of location in

any one month in excess of the percentages set forth in Column B of § 72.12 of his average monthly shipments of the components or parts listed in Column A of § 72.12 as made by him during the period from January 1, 1950 through August 31, 1950.

§ 72.5 *NPA assistance in placing rated orders.* Any person who is unable to place a rated order due to the limitations imposed by § 72.4 should apply to the National Production Authority, Washington 25, D. C., Ref: Order M-17 specifying the manufacturers who refused to accept the order. The National Production Authority will arrange to assist him in locating sources of supply.

§ 72.6 *Application for adjustment or exception.* Any person affected by any provision of this part may file a request for adjustment or exception upon the ground that such provision works an undue or exceptional hardship upon him not suffered generally by others in the same trade or industry, or its enforcement against him would not be in the interest of the national defense or in the public interest. In considering requests for adjustment claiming that the public interest is prejudiced by the application of any provision of this part, consideration will be given to the requirements of the public health and safety, civilian defense, and dislocation of labor and resulting unemployment that would impair the defense program. Each request shall be in writing, shall set forth all pertinent facts and the nature of the relief sought, and shall state the justification therefor.

§ 72.7 *Communications.* All communications concerning this part shall be addressed to National Production Authority, Washington 25, D. C., Ref: Order M-17.

§ 72.8 *Reports.* Persons subject to this part shall make such records and submit such reports to the National Production Authority as it shall require, subject to the terms of the Federal Reports Act (Pub. Law 831, 77 Cong., 5 U. S. C. 139-139F). All reporting and record keeping requirements of this part have been approved by the Bureau of the Budget in accordance with the Federal Reports Act of 1942.

§ 72.9 *Records.* Each person participating in any transaction covered by this part shall retain in his possession for at least two years records of receipts, deliveries, inventories, and use, in sufficient detail to permit an audit that determines for each transaction that the provisions of this part have been met. This does not specify any particular accounting method and does not require alteration of the system of records customarily maintained, provided such records supply an adequate basis for audit. Records may be retained in the form of microfilm or other photographic copies instead of the originals.

§ 72.10 *Audit and inspection.* All records required by this part shall be made available at the usual place of business where maintained for inspection and audit by duly authorized representatives of the National Production Authority.

against him would not be in the interest of the national defense or in the public interest. In considering requests for adjustment claiming that the public interest is prejudiced by the application of any provision of this subpart, consideration will be given to the requirements of the public health and safety, civilian defense, and dislocation of labor and resulting unemployment that would impair the defense program. Each request shall be in writing, shall set forth all pertinent facts and the nature of the relief sought, and shall state the justification therefor.

§ 29.59 *Records and reports.* (a) Each person participating in any transaction covered by this subpart shall retain in his possession for at least two years records of receipts, deliveries, inventories, and use, in sufficient detail to permit an audit that determines for each transaction that the provisions of this subpart have been met. This does not specify any particular accounting method and does not require alteration of the system of records customarily maintained, provided such records supply an adequate basis for audit. Records may be retained in the form of microfilm or other photographic copies instead of the originals.

(b) All records required by this subpart shall be made available at the usual place of business where maintained for inspection and audit by duly authorized representatives of the National Production Authority.

(c) Persons subject to this subpart shall make such records and submit such reports to the National Production Authority as it shall require, subject to the terms of the Federal Reports Act (Pub. Law 831, 77th Cong., 5 U. S. C. 139-139F).

§ 29.60 *Communications.* All communications concerning this subpart shall be addressed to the National Production Authority, Washington 25, D. C., Ref: M-16.

§ 29.61 *Violations.* Any person who wilfully violates any provision of this subpart or any other order or regulation of the National Production Authority in the course of operation under this subpart is guilty of a crime and upon conviction may be punished by fine or imprisonment or both. In addition, administrative action may be taken against any such person to suspend his privilege of making or receiving further deliveries of materials or using facilities under priority on allocation control and to deprive him of further priorities assistance.

NOTE: All reporting and record-keeping requirements of this subpart have been approved by the Bureau of the Budget in accordance with the Federal Reports Act.

This subpart shall except as otherwise specifically stated, take effect on January 1, 1951.

NATIONAL PRODUCTION
AUTHORITY,
W. H. HARRISON,
Administrator.

[SEAL]

§ 72.11 *Violations.* Any person who wilfully violates any provisions of this part or any other order or regulation of the National Production Authority or wilfully conceals a material fact or furnishes false information in the course of operation under this part is guilty of a crime and upon conviction may be punished by fine or imprisonment or both. In addition administrative action may be taken against any such person to suspend his privilege of making or receiving further deliveries of materials or using facilities under priority or allocation control and to deprive him of further priorities assistance.

§ 72.12 *Types of components or parts; product limitation.* The types of components or parts to which this part shall apply pursuant to § 20.2 of this chapter and the limitation percentage for acceptance of rated orders pursuant to § 20.4 of this chapter are as follows:

Column A Types of components or parts to which this part applies	Column B Product limitation percentage
(a) Pressed steatite electrical ceramic products.....	15
(b) Extruded steatite electrical ceramic products.....	20
(c) Machined steatite electrical ceramic products.....	20
(d) Electrone tubes, (except power tubes):	
If produced by only one company.....	50
If produced by more than one company.....	25
(e) Fixed composition resistors.....	25

This order shall take effect on December 18, 1950.

NATIONAL PRODUCTION
AUTHORITY,
W. H. HARRISON,
Administrator.

[SEAL]

[F. R. Doc. 50-12173; Filed, Dec. 19, 1950;
1:30 p. m.]

Chapter IX—Under Secretary for Transportation, Department of Commerce

[Transportation Order T-1, Int. 1]

PART 1301—SHIPPING RESTRICTIONS

- Sec.
- 1301.100 Shipments from the United States.
 - 1301.101 Restricted commodities.
 - 1301.102 Addition of commodities to the Positive List.
 - 1301.103 Calls at restricted ports en route to an unrestricted port.
 - 1301.104 Forwarding commodities previously shipped.
 - 1301.105 Relation to §§ 1302.1 to 1302.7 (Transportation Order T-2).

AUTHORITY: §§ 1301.100 to 1301.105 issued under sec. 704, Pub. Law 774, 81st Cong. Interpret or apply secs. 101, 705, Pub. Law 774, 81st Cong.; sec. 101, E. O. 10161, Sept. 9, 1950, 15 F. R. 6105.

§ 1301.100 *Shipments from the United States.* Sections 1301.1 to 1301.6 (Transportation Order T-1) apply to shipments from the United States, as well as to

shipments from foreign ports, on American flag ships and aircraft.

§ 1301.101 *Restricted commodities.* The restrictions of §§ 1301.1 to 1301.6 (Order T-1) apply to the transportation or discharge of (a) commodities on the Positive List (15 CFR Part 399) (as amended from time to time) of the Comprehensive Export Schedule of the Office of International Trade, Department of Commerce, (b) articles on the list of arms, ammunition and implements of war coming within the meaning of Proclamation No. 2776 of April 15, 1948, and (c) commodities, including fissionable materials, controlled for export under the Atomic Energy Act of 1946. The restrictions imposed by §§ 1301.1 to 1301.6 (Order T-1) do not apply to other commodities, not within these restricted classes at the time of transportation or discharge, even though authorization for the export of the commodity from the United States to the particular destination is required under regulations of the Office of International Trade or under other Federal law or regulation. In this respect, §§ 1301.1 to 1301.6 (Order T-1) are different from §§ 1302.1 to 1302.7 (Order T-2) which apply to all commodities destined to Communist China. Sections 1301.1 to 1301.6 (Order T-1) do not relax or modify any of the requirements of any other regulation or law.

§ 1301.102 *Addition of commodities to the Positive List.* Sections 1301.1 to 1301.6 (Order T-1) apply to the transportation or discharge of commodities which are restricted at the time of transportation or discharge. Accordingly, if a commodity is added to the Positive List while the commodity is being transported on an American flag ship or aircraft, the restrictions of §§ 1301.1 to 1301.6 (Order T-1) immediately apply and the commodity may not be transported to or discharged at any of the restricted ports or discharged in transit to one of the restricted ports, unless authorization under §§ 1301.1 to 1301.6 (Order T-1) is obtained.

§ 1301.103 *Calls at restricted ports with restricted cargo.* Sections 1301.1 to 1301.6 (Order T-1) does not prohibit an American flag ship or aircraft from going to or calling at one of the restricted ports, even though it has on board a commodity which could not be discharged at that port. (Note, however, that §§ 1302.1 to 1302.7 (Order T-2) prohibit American flag ships and aircraft from calling at any port or other place in Communist China.) For example, an American flag ship may call at one of the restricted ports (except one in Communist China), even though it has on board the following classes of commodities—(a) A Positive List commodity manifested to a destination outside the restricted area, with an export license and an export declaration showing the unrestricted destination at the ultimate destination, (b) A Positive List commodity destined for the restricted port of call which cannot be discharged there because there is no export license or authorization from the Under Secretary for Transportation permitting discharge at

the restricted port of call, (c) A commodity of any kind destined for Communist China (the transportation and discharge of which is covered by §§ 1302.1 to 1302.7 (Order T-2)). None of these commodities may be discharged at the restricted port of call. Discharge of any of these commodities at the port covered by the restrictions of §§ 1301.1 to 1301.6 (Order T-1) is prohibited and subject to penalty, regardless of the circumstances under which the discharge of the cargo at the restricted port occurs, unless appropriate authorization is obtained.

§ 1301.104 *Forwarding commodities previously shipped.* Sections 1301.1 to 1301.6 (Order T-1) apply to transportation on or discharge from ships documented under the laws of the United States and aircraft registered under the laws of the United States. These restrictions apply either in the case of a discharge at one of the restricted ports or to discharge at any other port in transit to a restricted destination. The restrictions of §§ 1301.1 to 1301.6 (Order T-1) do not apply to transportation by foreign carriers, as long as there is no prohibited transportation or discharge by or from a United States flag ship or aircraft after the issuance of §§ 1301.1 to 1301.6 (Order T-1). Accordingly, if an American flag ship or aircraft, before the issuance of §§ 1301.1 to 1301.6 (Order T-1), had transported restricted commodities manifested to restricted destinations, and had completed the transportation to a foreign intermediate point and had completed the discharge from the American flag ship or aircraft before the issuance of §§ 1301.1 to 1301.6 (Order T-1), no violation of that order would have occurred, but §§ 1301.1 to 1301.6 (Order T-1) would prohibit further shipment on an American flag ship or aircraft unless authorization under §§ 1301.1 to 1301.6 (Order T-1) is obtained.

§ 1301.105 *Relation to §§ 1302.1 to 1302.7 (Transportation Order T-2).* Sections 1301.1 to 1301.6 (Transportation Order T-1) apply to the transportation of commodities to, or in transit to, destinations in Sub-Group A, Hong Kong or Macao. It applies, however, only to commodities on the Positive List of the Office of International Trade, arms and ammunition, and commodities controlled under the Atomic Energy Act (see § 1301.101). Sections 1302.1 to 1302.7 (Transportation Order T-2) apply to the transportation of commodities of any kind which are destined to Communist China (§§ 1302.1 to 1302.7 (Order T-2)) also prohibit American ships and aircraft from calling at any port or place in Communist China). Since Communist China is in Sub-Group A, the restrictions of both orders apply to the transportation of commodities to Communist China or to any other point in transit to Communist China.

[SEAL] PHILIP B. FLEMING,
Under Secretary of Commerce
for Transportation.

DECEMBER 19, 1950.

[F. R. Doc. 50-12108; Filed, Dec. 19, 1950;
1:00 p. m.]

¹ 15 F. R. 8777, 9063.

PROPOSED RULE MAKING

DEPARTMENT OF THE TREASURY

United States Coast Guard

[46 CFR, Part 167]

[CGFR 50-38]

NAUTICAL SCHOOL SHIPS

MERCHANT MARINE COUNCIL PUBLIC HEARING ON PROPOSED REGULATIONS

1. The Merchant Marine Council will hold a public hearing on January 30, 1951, commencing at 9:30 a. m. in Room 4120, Coast Guard Headquarters, 13th and E Streets, N. W., Washington, D. C., to consider proposed regulations for nautical school ships.

2. The proposed regulations together with the statutory authority are set forth below. Copies of the proposed regulations will be mailed to persons and organizations who have expressed an active interest in the subjects under discussion. Copies of the proposed regulations may be obtained from the Commandant (CMC), Coast Guard Headquarters, Washington 25, D. C., so long as they are available.

3. Comments on the proposed regulations are invited. All persons desiring to comment shall submit such comments in writing in duplicate on or before January 27, 1951, and shall include data and views as to why the regulations should not be promulgated and, if changes are desired therein, the suggested rewording together with reasons therefor. In order to insure consideration and to facilitate the checking and recording of comments, it is requested that each suggested rewording of a proposed regulation be submitted on a separate sheet of letter size paper, showing the section number, the proposed change, the reason or basis and the name, business firm (if any), and address of the submitter. The written comments should be submitted as soon as possible so they will be received prior to January 27, 1951, in order to insure consideration before recommendations are made concerning the proposed regulations. All written comments may be supplemented by oral arguments at the public hearing.

4. The proposed regulations read as follows:

Subchapter R—Nautical Schools

PART 167—PUBLIC NAUTICAL SCHOOL SHIPS

SUBPART 167.01—GENERAL PROVISIONS

Sec.

- 167.01-1 Basis and purpose of part.
- 167.01-5 Application of regulations.
- 167.01-10 Effective date of regulations.
- 167.01-15 Specifications for articles or materials.

SUBPART 167.05—DEFINITIONS

- 167.05-1 Definition of terms.
- 167.05-5 Approved.
- 167.05-10 Commandant.
- 167.05-15 Coast Guard District Commander.
- 167.05-20 Marine inspector or inspector.
- 167.05-25 Public nautical school ship.
- 167.05-30 Officer in Charge, Marine Inspection.

SUBPART 167.10—ENFORCEMENT AND RIGHT OF APPEAL

Sec.

- 167.10-1 Enforcement.
- 167.10-50 Right of appeal.

SUBPART 167.15—INSPECTIONS

- 167.15-1 Inspections required.
- 167.15-5 Authority of marine inspectors.
- 167.15-10 Application for annual inspection.
- 167.15-15 Application for inspection of a new nautical school ship or a conversion of a vessel to a nautical school ship.
- 167.15-20 Inspections of nautical school ships.
- 167.15-25 Inspection standards for hulls, boilers and machinery.
- 167.15-50 Tail shaft examination.

SUBPART 167.20—HULL REQUIREMENTS, CONSTRUCTION AND ARRANGEMENT OF NAUTICAL SCHOOL SHIPS

- 167.20-1 Construction.
- 167.20-5 Subdivision.
- 167.20-10 Means of escape.
- 167.20-15 Scupper, sanitary and similar discharges.
- 167.20-20 Stability.
- 167.20-25 Plans.
- 167.20-30 Ballast.

SUBPART 167.25—MARINE ENGINEERING

- 167.25-1 Boilers, pressure vessels, piping and appurtenances.
- 167.25-5 Inspection of boilers, pressure vessels, piping and appurtenances.
- 167.25-20 Carrying of excess steam.

SUBPART 167.30—REPAIRS OR ALTERATIONS

- 167.30-1 Notice of repairs or alterations required.
- 167.30-5 Proceeding to another port for repairs.
- 167.30-10 Gas-free certificates for repairs or alterations involving hot work.

SUBPART 167.35—LIFESAVING EQUIPMENT

- 167.35-1 Use of approved lifesaving equipment.
- 167.35-5 Life preservers.
- 167.35-10 Lifeboats.
- 167.35-15 Tests of lifeboats at annual inspection.
- 167.35-20 Air tanks in lifeboats.
- 167.35-25 Numbering and marking of lifeboats.
- 167.35-30 Care of lifeboats.
- 167.35-35 Davits.
- 167.35-40 Strength and operation of davits.
- 167.35-45 Releasing gear.
- 167.35-50 Disengaging apparatus.
- 167.35-55 Inspection of lifeboat disengaging apparatus.
- 167.35-60 Lifeboat equipment.
- 167.35-65 Motor lifeboat equipment.
- 167.35-70 Radios and portable radio equipment.
- 167.35-75 Handling of lifeboats.
- 167.35-80 Life buoys.
- 167.35-85 Line-throwing appliances.
- 167.35-90 Embarkation aids.

SUBPART 167.40—CERTAIN EQUIPMENT REQUIREMENTS

- 167.40-1 Electrical installations.
- 167.40-5 Alarm bells.
- 167.40-10 Fog bells.
- 167.40-15 Whistles.
- 167.40-20 Deep-sea sounding apparatus.
- 167.40-25 Signaling lamp.
- 167.40-30 Guards and rails.
- 167.40-35 Motion picture projectors.

SUBPART 167.45—SPECIAL FIRE-FIGHTING AND FIRE PREVENTION REQUIREMENTS

Sec.

- 167.45-1 Steam and inert-gas fire extinguishing systems.
- 167.45-5 Steam fire pumps or their equivalent.
- 167.45-10 Couplings on fire hose.
- 167.45-15 Capacity of pipes and hose.
- 167.45-20 Rotary pumps.
- 167.45-25 Bilge pumps, bilge piping, and sounding arrangements.
- 167.45-30 Examination and testing of pumps and fire-extinguishing equipment.
- 167.45-35 Fire mains and hose connections.
- 167.45-40 Fire-fighting equipment on nautical school ships using oil as fuel.
- 167.45-45 Carbon dioxide fire-extinguishing system requirements.
- 167.45-50 Foam smothering system requirements.
- 167.45-55 Fixed water spray system requirements.
- 167.45-60 Emergency breathing apparatus and flame safety lamps.
- 167.45-65 Portable fire extinguishers.
- 167.45-70 Fire extinguishers for emergency power plants.
- 167.45-75 Fire axes.

SUBPART 167.50—ACCOMMODATIONS

- 167.50-1 Hospital accommodations.

SUBPART 167.55—SPECIAL MARKINGS REQUIRED

- 167.55-1 Draft marks.
- 167.55-5 Marking of fire and emergency equipment, etc.

SUBPART 167.60—CERTIFICATES OF INSPECTION

- 167.60-1 Issuance by Officer in Charge, Marine Inspection.
- 167.60-5 Period of time for which valid.
- 167.60-10 Exhibition of certificate of inspection.
- 167.60-15 Persons allowed to be carried.

SUBPART 167.65—SPECIAL OPERATING REQUIREMENTS

- 167.65-1 Station bills, drills, and log book entries.
- 167.65-5 Flashing the rays of a searchlight or other blinding light.
- 167.65-10 Unauthorized lights.
- 167.65-15 Routing instructions; strict compliance with.
- 167.65-20 Unnecessary whistling.
- 167.65-25 Steering gear tests.
- 167.65-30 Steering orders.
- 167.65-40 Draft.
- 167.65-45 Notice to mariners; aids to navigation.
- 167.65-50 Posting placards containing instructions for use of breeches buoy.
- 167.65-65 Notice of casualty and voyage records.
- 167.65-70 Reports of accidents, repairs, and unsafe boilers and machinery by engineers.

AUTHORITY: §§ 167.01-1 to 167.65-70 issued under R. S. 4405, as amended, 46 U. S. C. 375, and Treasury Department Order No. 120, dated July 31, 1950, 15 F. R. 6521. Statutes applied are R. S. 4417, 4418, 4426, 4428-4434, 4450, 4488, 4491, 41 Stat. 305, 49 Stat. 1544, 54 Stat. 163-167, 1028, and 55 Stat. 244, as amended; 46 U. S. C. 239, 363, 367, 391, 392, 404, 406-412, 463a, 481, 489, 526-526t, 50 U. S. C. 1275.

SUBPART 167.01—GENERAL PROVISIONS

§ 167.01-1 *Basis and purpose of part.* By virtue of the authority in R. S. 4405, as amended, and to apply the require-

ments of the act of October 25, 1919 (41 Stat. 305; 46 U. S. C. 363, 375), the rules and regulations in this part are prescribed and apply to public nautical school ships, except vessels of the Navy or Coast Guard. It is the intent of the regulations in this part to provide minimum standards for vessels used as school ships in accordance with the various inspection statutes and to obtain their correct and uniform application. This part is not applicable to civilian nautical school ships.

§ 167.01-5 *Application of regulations.* (a) Regulations in this subchapter contain requirements for the design, construction, inspection, lifesaving equipment, fire-fighting and fire prevention requirements, and number of persons allowed to be carried on nautical school ships.

(b) Vessels owned or chartered by the United States Maritime Administration that may be used by or in connection with any nautical school are not normally considered as merchant vessels of the United States and, therefore, are not documented.

§ 167.01-10 *Effective date of regulations.* (a) The regulations in this subchapter are effective on and after July 1, 1951: *Provided*, That amendments, revisions, or additions shall become effective 90 days after the date of publication in the FEDERAL REGISTER unless the Commandant shall fix a different time.

(b) Amendments to regulations in this subchapter will not be retroactive in effect unless specifically made so at the time the amendments are issued.

§ 167.01-15 *Specifications for articles or materials.* Articles of equipment or materials used in the equipment or the construction of vessels, which conform to the specifications of the Navy or Coast Guard, or their approved equivalent, may be accepted.

SUBPART 167.05—DEFINITIONS

§ 167.05-1 *Definition of terms.* Certain terms used in the regulations of this part are defined in this subpart.

§ 167.05-5 *Approved.* This term means approved by the Commandant unless otherwise stated.

§ 167.05-10 *Commandant.* This term means Commandant of the Coast Guard.

§ 167.05-15 *Coast Guard District Commander.* This term means an Officer of the Coast Guard designated as such by the Commandant to command all Coast Guard activities within his district, which include the inspections, enforcement, and administration of Title 52, R. S., and acts amendatory thereof or supplemental thereto, and rules and regulations thereunder.

§ 167.05-20 *Marine inspector or inspector.* These terms mean any person from the civilian or military branch of the Coast Guard assigned under the superintendence and direction of an Officer in Charge, Marine Inspection, or any other person as may be designated for the performance of duties with re-

spect to the inspections, enforcement, and the administration of Title 52, R. S., and acts amendatory thereof or supplemental thereto, and rules and regulations thereunder.

§ 167.05-25 *Public nautical school ship.* This term means any vessel used as a nautical school ship by any state or political subdivision thereof or a school operated by the United States Maritime Administration, but shall not include vessels of the Navy or Coast Guard.

§ 167.05-30 *Officer in Charge, Marine Inspection.* This term means any person from the civilian or military branch of the Coast Guard designated as such by the Commandant, and who, under the superintendence and direction of the Coast Guard District Commander, is in charge of an inspection zone for the performance of duties with respect to the inspections, enforcement, and administration of Title 52, R. S., and acts amendatory thereof or supplemental thereto, and rules and regulations thereunder.

SUBPART 167.10—ENFORCEMENT AND RIGHT OF APPEAL

§ 167.10-1 *Enforcement.* The Officer in Charge, Marine Inspection, is responsible for the performance of duties within his jurisdiction with respect to inspection of nautical school ships which are subject to the provisions of Title 52, R. S., and acts amendatory thereof or supplemental thereto, rules and regulations issued thereunder, and the inspections required thereby.

§ 167.10-50 *Right of appeal.* Whenever any person directly interested in or affected by any decision or action of any Officer in Charge, Marine Inspection, shall feel aggrieved by such decision or action, he may appeal therefrom to the Coast Guard District Commander having jurisdiction and a like appeal shall be allowed from any decision or action of the Coast Guard District Commander to the Commandant, whose decision shall be final: *Provided, however*, That application for such reexamination of the case by a Coast Guard District Commander or by the Commandant shall be made within 30 days after the decision or action appealed from shall have been rendered or taken.

SUBPART 167.15—INSPECTIONS

§ 167.15-1 *Inspections required.* (a) Before a vessel may be used as a nautical school ship, it shall be inspected by the Coast Guard to determine that the hull, boilers, machinery, equipment and appliances comply with the regulations in this part.

(b) Every nautical school ship subject to the regulations in this part shall be inspected annually, or oftener if necessary, by the Coast Guard to determine that the hull, boilers, machinery, equipment and appliances comply with the regulations in this part.

(c) Nautical school ships while laid up and dismantled and out of commission are exempt from any or all inspections required by law or regulations in this part.

§ 167.15-5 *Authority of marine inspectors.* Marine inspectors may at any

time lawfully inspect any nautical school ship.

§ 167.15-10 *Application for annual inspection.* Application in writing for the annual inspection of every nautical school ship required to be inspected by law and the regulations in this part shall be made by the master, owner, or agent to the Officer in Charge, Marine Inspection, at any local Marine Inspection Office, U. S. Coast Guard, where the vessel may be operating. The application shall be on Form CG 833, Application for Inspection of Vessel, which requires information on name and type of vessel, nature of employment and route in which to be operated, place where and date when the vessel may be inspected, and that no other application has been made to any Officer in Charge, Marine Inspection, since the issuance of the last valid certificate of inspection.

§ 167.15-15 *Application for inspection of a new nautical school ship or a conversion of a vessel to a nautical school ship.* Prior to the commencement of the construction of a new nautical school ship, or a conversion of a vessel to a nautical school ship, application for the approval of contract plans and specifications and for a certificate of inspection shall be made in writing by the owner or agent to the Officer in Charge, Marine Inspection, at the nearest local Marine Inspection Office, U. S. Coast Guard.

§ 167.15-20 *Inspections of nautical school ships.* At each annual inspection, or oftener if deemed necessary, the inspector will inspect the hull, boilers, machinery, equipment, and appliances generally for compliance with the regulations in this subpart and in addition will inspect and test certain specific items as specifically set forth in this part.

§ 167.15-25 *Inspection standards for hulls, boilers and machinery.* Except as otherwise provided by law or regulations in this subpart, the following standards shall be accepted as standard by the inspectors:

(a) American Bureau of Shipping "Rules for Building and Classing Steel Vessels" regarding the construction of hulls, boilers and machinery in effect on the date of inspection.

(b) U. S. Navy Standard Construction Specification in effect on the date of inspection.

(c) U. S. Coast Guard Standard Construction Specification in effect on the date of inspection.

§ 167.15-50 *Tail shaft examination.* The outboard or shafts on every nautical school ship shall be drawn for examination once at least in every 3 years: *Provided, however*, If the circumstances warrant it, the Coast Guard District Commander may extend this time to the next regular drydocking period, not to exceed four months: *Provided further*, That when it is shown that a nautical school ship has had a long period of lay up, the Coast Guard District Commander may grant an extension equal to the time the vessel has been out of commission, but in no case shall the extension exceed one year.

SUBPART 167.20—HULL REQUIREMENTS, CONSTRUCTION AND ARRANGEMENT OF NAUTICAL SCHOOL SHIPS

§ 167.20-1 *Construction.* Except as otherwise provided by law or regulation in this subpart, the following standards for construction are acceptable:

(a) American Bureau of Shipping "Rules for Building and Classing Steel Vessels" regarding the construction of hulls, boilers and machinery in effect on the date of inspection.

(b) U. S. Navy Standard Construction Specification in effect on the date of inspection.

(c) U. S. Coast Guard Standard Construction Specification in effect on the date of inspection.

§ 167.20-5 *Subdivision.* All nautical school ships shall meet the minimum standard for one-compartment subdivision, as defined in Part 46 of Subchapter E of this chapter.

§ 167.20-10 *Means of escape.* (a) On all nautical school ships where the arrangements will possibly permit, all inclosures where persons may be quartered, or where anyone may be employed, shall be provided with not less than two avenues of escape, so located that if one of such avenues is not available another may be.

§ 167.20-15 *Scupper, sanitary and similar discharges.* (a) All scupper, sanitary, and other similar discharges which lead through the ship's hull shall be fitted with efficient means for preventing the ingress of water in the event of a fracture of such pipes. The requirements do not apply to the discharges in the machinery space connected with the main and auxiliary engines, pumps, etc.

§ 167.20-20 *Stability.* Each nautical school ship shall be subjected to a stability test and operating instructions shall be prepared to assure maintenance of sufficient stability at all times, for both intact and damaged condition.

§ 167.20-25 *Plans.* (a) For use in connection with the stability test, the following plans shall be furnished to the Coast Guard:

- (1) General arrangement plans;
- (2) Midship section;
- (3) Lines; and
- (4) Curves of form.

(b) In the case of new construction of a nautical school ship, the same kind of plans as required by the Coast Guard for a cargo ship shall be submitted for approval. A list of the necessary plans may be obtained from the Commandant upon request.

(c) The owner or builder shall submit required drawings or blueprints in triplicate so that one set may be retained by the Commandant, one set approved and returned to the Officer in Charge, Marine Inspection, for his records, and one set approved and returned to the owner or builder for his information. If the owner or builder desires additional sets of drawings or plans approved, he shall submit such additional sets with the required drawings or plans.

§ 167.20-30 *Ballast.* When a nautical school ship is required to carry fixed ballast, in order to increase the metacentric height, such ballast shall not be moved except for examination and repair of the nautical school ship, and then only in the presence of an inspector.

SUBPART 167.25—MARINE ENGINEERING

§ 167.25-1 *Boilers, pressure vessels, piping and appurtenances.* (a) Except as otherwise provided by law or regulations in this subpart, all vessels constructed or reconverted to use as nautical school ships on or after July 1, 1951, shall conform with one of the following standards for boilers, pressure vessels, piping and appurtenances:

(1) Marine engineering regulations and material specifications in Parts 50 to 57, inclusive, of Subchapter F of this chapter.

(2) Navy Standard Construction Specifications in effect at time of construction or conversion.

(3) U. S. Coast Guard Standard Construction Specifications in effect at time of construction or conversion.

(b) The boilers, pressure vessels, and appurtenances shall be inspected initially under the provisions of § 52.02-50 of Subchapter F of this chapter. All alterations, replacements, or repairs on nautical school ships shall conform to the standards for new vessels insofar as practicable.

§ 167.25-5 *Inspection of boilers, pressure vessels, piping and appurtenances.* The inspection of boilers, pressure vessels, piping and appurtenances shall be in accordance with the appropriate sections in Parts 50 to 58, inclusive, of Subchapter F of this chapter, insofar as they relate to tests and inspection of cargo vessels.

§ 167.25-20 *Carrying of excess steam.*¹ When it is known or comes to the knowledge of the Officer in Charge, Marine Inspection, that any steam nautical school ship is or has been carrying an excess of steam beyond that which is allowed by her certificate of inspection, the Officer in Charge, Marine Inspection, in whose zone said steamer is being navigated, in addition to reporting the fact to the United States District Attorney for prosecution under R. S. 4437 (46 U. S. C. 413), shall require the owner or owners of said steamer to place on the boiler of said steamer a lockup safety valve which will prevent the carrying of an excess of steam and it shall be under the control of said Officer in Charge, Marine Inspection.

SUBPART 167.30—REPAIRS OR ALTERATIONS

§ 167.30-1 *Notice of repairs or alterations required.* (a) It shall be the duty of the master, owner, or agent to notify the nearest Officer in Charge, Marine Inspection, whenever repairs or alterations are required, or will be made on a nautical school ship.

¹ Attention is called to R. S. 4437 (46 U. S. C. 413), which makes the obstructing of a safety valve a misdemeanor subject to a \$200 fine and imprisonment for not to exceed 5 years.

(b) Whenever a nautical school ship is placed upon the dock for repairs, it shall be the duty of the master, owner or agent to report the same to the Officer in Charge, Marine Inspection, so that a thorough inspection may be made by the Coast Guard to determine what is necessary to make such a nautical school ship seaworthy, if the condition or age of the ship, in the judgment of the Officer in Charge, Marine Inspection, renders such examination necessary.

§ 167.30-5 *Proceeding to another port for repairs.* (a) The Officer in Charge, Marine Inspection, may issue a permit to proceed to another port for repairs, if in his judgment it can be done with safety. In the issuance of such a permit the Officer in Charge, Marine Inspection, will state upon its face, the conditions upon which it is granted.

(b) When, under R. S. 4456 (46 U. S. C. 438), a nautical school ship obtains a permit from the Officer in Charge, Marine Inspection, to go to another port for repairs, the Officer in Charge, Marine Inspection, shall so notify the Coast Guard District Commander, and state the repairs to be made. The Coast Guard District Commander shall notify the Coast Guard District Commander of the district where such repairs are to be made, furnishing him a copy of the report indicating the repairs ordered.

§ 167.30-10 *Gas-free certificates for repairs or alterations involving hot work.* On any nautical school ship which has carried inflammable or combustible liquids in bulk, as fuel or cargo, whether in a repair yard or elsewhere, no repairs or alterations involving riveting, welding, burning, or like fire-producing operations shall be made in or on the boundaries of oil bunkers, oil tanks, oil pipe lines and heating coils until an inspection has been made to determine that such operations can be undertaken with safety. Such inspections shall be made and evidenced as follows:

(a) When in a port of the United States, this inspection shall be made by a gas chemist certificated by the American Bureau of Shipping; however, if the services of such certified gas chemist are not reasonably available, the marine inspector of the Coast Guard, upon recommendation of the vessel's owner and his contractor, or their representatives, shall select a person who, in the case of an individual vessel, shall be authorized to make the inspection. If the inspection indicates that such operations can be undertaken with safety, a certificate setting forth that fact in writing and qualified, as may be required, shall be issued by the certified gas chemist or the authorized person before the work is started.

(b) When not in such a port and a gas chemist is not available, this inspection shall be made by the senior officer present, who shall make an entry in the ship's log to that effect.

SUBPART 167.35—LIFESAVING EQUIPMENT

§ 167.35-1 *Use of approved lifesaving equipment.* Lifeboats, lifeboat disengaging apparatus, life rafts, life preservers,

or other lifesaving equipment which conform to the specifications of the Navy or Coast Guard, or their approved equivalent, may be accepted for use on nautical school ships.

§ 167.35-5 *Life preservers*—(a) *Number required*. All nautical school ships shall be provided with one life preserver for each person carried.

(b) *Shipboard inspections*. At each annual inspection of any nautical school ship, or oftener if deemed necessary, the life preservers shall be examined by an inspector to determine serviceability. When life preservers are found to be in accordance with the requirements, the inspector shall stamp them with the word "Passed", his initials, port, and date. Life preservers found not to be in a serviceable condition shall be removed from the vessel's equipment and, if beyond repair, shall be destroyed in the presence of the inspector.

§ 167.35-10 *Lifeboats*. Each nautical school ship shall be provided with fully equipped lifeboats of sufficient capacity to accommodate all persons on board.

§ 167.35-15 *Tests of lifeboats at annual inspection*. At each annual inspection, or oftener if necessary, the inspectors shall satisfy themselves that every lifeboat, together with its equipment, is in every respect in good condition and ready for immediate use. Every lifeboat, with its required equipment, shall be lowered to near the water and loaded to its allowed capacity, evenly distributed throughout its length, and then lowered into the water afloat. In making this test, persons or deadweight may be used. If persons are used, the weight of each person shall average at least 165 pounds. When deadweight is used, the weight shall be equivalent to at least 165 pounds for each person allowed.

§ 167.35-20 *Air tanks in lifeboats*. Before any lifeboat is passed and accepted, the air tanks if installed shall be tested in the presence of an inspector by an air pressure of not more than 1 pound per square inch. At each subsequent annual inspection, or oftener if necessary or desirable, the inspectors shall satisfy themselves that the air tanks are in good condition, but pressure need not be applied unless the inspectors are in doubt regarding the efficiency of the tanks. This does not take from the inspectors the right and authority to satisfy themselves at any time, either by examination or pressure, as to the condition of the air tanks.

§ 167.35-25 *Numbering and marking of lifeboats*. (a) The number of each lifeboat shall be plainly marked or painted on each side of the bow in figures three inches high; and, where lifeboats are carried on both sides of a vessel, the odd-numbered boats shall be stowed on the starboard side and even-numbered boats on the port side; i. e., lifeboat No. 1 shall be forward on the starboard side, and lifeboat No. 3 next abaft lifeboat No. 1; lifeboat No. 2 shall be forward on the port side and lifeboat No. 4 next abaft lifeboat No. 2, etc., where lifeboats are nested, the lifeboat

under lifeboat No. 1 shall be numbered 1a, the lifeboat under lifeboat No. 2 shall be numbered 2a, etc.

(b) The cubical contents and number of persons allowed to be carried on each lifeboat shall be plainly marked or painted on each side of the bow in letters and numbers 1½ inches high. In addition, the number of persons allowed shall be plainly marked or painted on the top of at least two of the thwarts in letters and numbers three inches high.

(c) Such letters and numbers required by paragraphs (a) and (b) of this section shall be dark on a light background or light on a dark background.

§ 167.35-30 *Care of lifeboats*. Lifeboats shall be stripped, cleaned, and thoroughly overhauled, at least once in every year.

§ 167.35-35 *Davits*. All lifeboats shall be carried under davits of approved types. Davits approved by the Navy may be used. More than one type of davit may be carried on any one vessel.

§ 167.35-40 *Strength and operation of davits*. The davits shall be of such strength that the boats can be lowered with their full complement of persons and equipment.

§ 167.35-45 *Releasing gear*. More than one type of approved releasing gear may be installed in the lifeboats on any one nautical school ship. Releasing gear approved by the Navy may be used.

§ 167.35-50 *Disengaging apparatus*. (a) Lifeboats shall be fitted with approved disengaging apparatus. Disengaging apparatus approved by the Navy may be used.

§ 167.35-55 *Inspection of lifeboat disengaging apparatus*. The inspectors, when inspecting or reinspecting vessels, shall carefully examine the lifeboat-disengaging apparatus and the blocks and falls thereof to satisfy themselves that the same are in good condition.

§ 167.35-60 *Lifeboat equipment*. The equipment specified in this section shall be provided for each lifeboat. This equipment need not be stowed in the lifeboat but shall be readily available for emergency use. The lifeboat, except where otherwise specified, shall be equipped as follows:

(a) *Bailer*. One bailer of sufficient size and suitable for bailing with lanyard attached.

(b) *Boathooks*. Two boathooks of clear-grained white ash of suitable length but not less than 8 feet long by 1½ inches in diameter.

(c) *Bucket*. One galvanized iron bucket of about 2-gallon capacity, with lanyard attached.

(d) *Compass*. One compass.

(e) *Distress signals*. Twelve hand red flare distress signals in a watertight container, and 4 floating orange smoke distress signals; or 12 hand red flare distress signals in a watertight container, and 12 hand orange smoke distress signals in a watertight container, or 12 hand combination flare and smoke distress signals in a watertight container. Service use shall be limited to a period of 3 years from date of manufacture.

(f) *Ditty bag*. One canvas bag containing sailmaker's palm, needles, sail twine, marline, and marline spike.

(g) *Drinking cups*. Two drinking cups.

(h) *Flashlight*. One flashlight.

(i) *Hatchets*. Two hatchets attached to the boat by individual lanyards and readily available for use, one at each end of the boat.

(j) *Lantern*. One lantern containing sufficient oil to burn at least 9 hours and ready for immediate use.

(k) *Life line*. When necessary a life line, or grab line, properly secured the entire length on each side, festooned in bights not longer than 3 feet, with a seine float in each bight. The life line shall be of a size and strength not less than 12-thread manila rope, and the seine float in each bight shall hang to within 12 inches of the surface of the water when the boat is light.

(l) *Life preservers or life buoys*. Two life preservers or two life buoys.

(m) *Mast and sails*. A mast or masts with at least one good sail and proper gear for each, the sail and gear to be protected by a suitable canvas cover. Where a vessel in the North Atlantic north of 35° north latitude is provided with a radiotelegraph installation, only one of the lifeboats on each side of the vessel shall be required to be so equipped.

(n) *Matches*. One box of friction matches in a watertight container.

(o) *Oars*. A single banked complement of oars, two spare oars, and a steering oar with rowlock or becket. Motor lifeboats and lifeboats fitted with propellers operated by hand shall be equipped with four oars and one steering oar.

(p) *Painter*. One painter of manila rope not less than 2¾ inches in circumference and a length not less than three times the distance between the boat deck and the light draft.

(q) *Plugs*. Each drain hole shall be provided with two plugs or caps attached by chains.

(r) *Provisions*. Two pounds of provisions for each person consisting of hard bread or its equivalent in any emergency ration approved by the Coast Guard or Navy of cereal or vegetable compound packaged in hermetically sealed containers.

(s) *Rowlocks*. One set and a half of rowlocks, each attached to the lifeboat by a separate chain.

(t) *Rudder*. One rudder and tiller.

(u) *Sea anchor*. One sea anchor.

(v) *Storm oil*. One container holding 1 gallon of vegetable or animal oil, so constructed that the oil can be easily distributed on the water and so arranged that it can be attached to the sea anchor.

(w) *Drinking water*. For each person at least 1 quart of drinking water contained in hermetically sealed cans of a type approved by the Coast Guard or Navy.

(x) *Signaling mirrors*. Two signaling mirrors.

§ 167.35-65 *Motor lifeboat equipment*—(a) *Equipment required*. In addition to the equipment required by § 167.35-60, motor lifeboats shall carry two fire extinguishers of the carbon tetrachloride type, but need not carry

a mast or sails nor more than four rowing oars and one steering oar.

(b) *Motor and accessories.* (1) The engine for motor-propelled lifeboats shall be of a reliable, marine, heavy-duty type, permanently installed inside the lifeboat.

(2) Motor-propelled lifeboats certified for 100 or more persons shall be fitted with at least two bilge pumps, one of which shall be an efficient hand pump. Each bilge pump shall be capable of pumping from each compartment. Motor-propelled lifeboats certified for less than 100 persons shall be fitted with one bilge pump, either hand or power, having suitable suction or drainage to different parts of the lifeboat.

§ 167.35-70 *Radios and portable radio equipment.* Two portable radio units suitable for use in lifeboats.

§ 167.35-75 *Handling of lifeboats.* All the lifeboats shall be stowed in such a way that they can be launched in the shortest possible time and that, even under unfavorable conditions of list and trim from the point of view of the handling of the lifeboats, it may be possible to embark in them as large a number of persons as possible.

§ 167.35-80 *Life buoys—(a) Number required.* (1) The minimum number of life buoys and the minimum number to which water lights shall be attached shall be in accordance with the following table:

Length of nautical school ship	Minimum number of life buoys	Minimum number of life buoys with water lights attached
Under 100 feet.....	2	0
100 feet and under 200 feet.....	4	2
200 feet and under 300 feet.....	6	2
300 feet and under 400 feet.....	12	4
400 feet and under 600 feet.....	18	9
600 feet and under 800 feet.....	24	12
800 feet and over.....	30	15

(2) One life buoy on each side of a vessel shall have an attached line at least 15 fathoms in length.

(b) *Distribution and securing of life buoys and water lights.* All life buoys and water lights shall be distributed and secured as follows:

(1) All life buoys shall be so placed as to be readily accessible to the persons on board, and their positions plainly indicated so as to be known to the persons concerned.

(2) The life buoys shall always be capable of being cast loose, and shall not be permanently secured in any way.

(c) *Distribution and securing of life buoys and water lights.* All life buoys and water lights shall be distributed and secured as follows:

(1) All life buoys shall be so placed as to be readily accessible to the persons on board, and their positions plainly indicated so as to be known to the persons concerned.

(2) The life buoys shall always be capable of being cast loose, and shall not be permanently secured in any way.

§ 167.35-85 *Line-throwing appliances—(a) Requirements.* All nautical school ships (regardless of tonnage or manner of propulsion) engaged on international voyages and all nautical school ships of 500 gross tons and over, shall be equipped with an approved line-throwing appliance, and equipment auxiliary thereto, of the impulse-projected rocket type, the requirements for which are set forth in subpart 160.040 of Subchapter Q of this chapter. All nautical school ships of 150 gross tons and over and less than 500 gross tons, shall be equipped with an approved line-throwing appliance, and equipment auxiliary thereto, of the shoulder gun type or the impulse-projected rocket type, the requirements for which are set forth in subparts 160.031 and 160.040, respectively, of Subchapter Q of this chapter. The line-throwing appliances shall be approved by the Coast Guard or the Navy. Service use of rockets shall be within four years from date of manufacture. Lyle gun type line-throwing appliances already in service may be continued in use so long as in good and serviceable condition: *Provided*, That any replacements shall be made with a line-throwing appliance of the impulse-projected rocket type or shoulder gun type, as applicable.

(b) *Accessibility.* The line-throwing appliance and its equipment shall be kept always easily and immediately accessible and ready for use. No part of this equipment shall be used for any other purpose.

(c) *Drills.* The master of a vessel equipped with a line-throwing appliance shall drill his crew in its use and require it to be fired at least once in every 3 months. Each drill shall be recorded in the ship's log book. The service line shall not be used for drill purposes. The drills shall be conducted as follows:

(1) For impulse-projected rocket type, by actually firing the rocket with any ordinary line of proper length attached; or,

(2) For shoulder gun type, by actual firing, using the regular cartridge and projectile with any ordinary line of proper length; or,

(3) For Lyle gun type on existing vessels, by actual firing, using one-half the usual charge of powder with regular service projectile and any ordinary line of proper length.

§ 167.35-90 *Embarkation aids—(a) Ladders.* Nautical school ships shall be provided with ladders to enable people to descend to lifeboats, one such ladder being provided for each set of boat davits. These ladders shall be kept ready and convenient for use on the lifeboat deck, and shall reach from such deck to the vessel's light water line.

SUBPART 167.40—CERTAIN EQUIPMENT REQUIREMENTS

§ 167.40-1 *Electrical installations.* (a) Except as otherwise provided by law or regulation in this part, the electrical equipment may be considered acceptable if it complies with the requirements covered by any one of the following:

(1) U. S. Navy Standard Construction and Specification currently in effect.

(2) U. S. Coast Guard Standard Construction Specifications currently in effect.

(3) American Institute of Electrical Engineers Standard No. 45, 1945 or 1948 Revision.

(b) Changes or alterations in the electrical installations of vessels now in service shall be in accordance with standards set forth in paragraph (a) of this section.

(c) Special attention shall be given by the inspectors in the examination of present installation to see that it is of such nature as to preclude any danger of fire, giving particular attention to wiring which is carried through wooden bulkheads, partitions, etc.

§ 167.40-5 *Alarm bells.* All nautical school ships over 100 gross tons shall have all sleeping accommodations, public spaces, and machinery spaces equipped with a sufficient number of alarm bells so located as to warn all occupants. The system shall operate from a continuous source of electric energy capable of supplying the system for a period of at least 8 hours without being dependent upon the main, auxiliary or emergency generating plants. Each bell shall produce a signal of a tone distinct from that of other bell signals in the vicinity and shall be independently fused, with each of these fuses located above the bulkhead deck. The bells shall be controlled by a manually-operated contact maker located in the pilothouse. The characteristics of the contact maker shall be such that it possesses:

- (a) Positive contact;
- (b) Watertightness (when located in open spaces subject to weather);
- (c) Means whereby its electrically open or closed position can be determined by sense of touch;
- (d) Means to affect a make-or-break circuit for signaling; and
- (e) Self-maintaining contacts.

§ 167.40-7 *Voice tubes, telephone and telegraph systems.* Each nautical school ship shall be fitted with an efficient means of communication between the pilot-house and engine room. This may be by bell signals with voice tubes, telephone or telegraph system. A voice tube or telephone system between the radio room and the navigating bridge shall be provided when the nautical school ship is equipped with a radio installation.

§ 167.40-10 *Fog bells.* The efficient fog bell required upon vessels by law (sec. 1, 26 Stat. 325, as amended; 33 U. S. C. 91) shall be held to mean a bell not less than 8 inches in diameter from outside to outside and constructed of bronze or brass or other material equal thereto in tone and volume of sound, and located where the sound shall be the least obstructed.

§ 167.40-15 *Whistles.* Motor nautical school ships shall be provided with an efficient whistle sounded by steam or by some substitute for steam to give the necessary whistle signals.

§ 167.40-20 *Deep-sea sounding apparatus.* Nautical school ships shall be

equipped with an efficient mechanical deep-sea sounding apparatus in addition to the ordinary deep-sea hand lead. The mechanical deep-sea sounding apparatus required shall be installed, kept in working order, and ready for immediate use.

§ 167.40-25 *Signaling lamp.* Nautical school ships of over 150 gross tons shall be equipped with an efficient signaling lamp. This lamp shall be permanently fixed above the bridge and equipped with a Fresnel lens and high-speed bulb, operated by a weatherproof key, fitted with a suitable condenser. The lamp shall be so connected that it can be operated from the normal source of ship's current, the emergency source, and other emergency batteries if provided.

§ 167.40-30 *Guards and rails.* On nautical school ships 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, and on vessels equipped with radio (wireless) the lead-ins shall be efficiently incased or insulated to insure the protection of persons from accidental shock. Such lead-ins shall be located so as not to interfere with the launching of lifeboats and life rafts.

§ 167.40-35 *Motion-picture projectors.* (a) Motion-picture projectors of the 16 mm. or 8 mm. size, using only slow-burning films, need not be of an approved type and may be used without booths.

(b) Motion-picture projectors using the 35 mm. size, unless mounted on weather deck shall be used in booths, in accordance with § 61.23 of Subchapter G of this chapter or applicable Navy specifications.

SUBPART 167.45—SPECIAL FIRE-FIGHTING AND FIRE PREVENTION REQUIREMENTS

§ 167.45-1 *Steam and inert-gas fire extinguishing systems.*—(a) *General requirements.* (1) Nautical school ships shall be provided with a steam or inert-gas fire-extinguishing system when required.

(2) All nautical school ships carrying combustible cargo in the holds, between decks, or other closed cargo compartments shall be equipped with means for extinguishing fire in such compartments by the use of steam fire-extinguishing systems or by the use of any inert-gas fire-extinguishing system approved by the Coast Guard or Navy. However, in specific cases where by reason of the design, such compartments are normally accessible and considered to be part of the working or living quarters, a water sprinkling system may be installed in lieu of either a steam or inert-gas fire-extinguishing system.

(3) Cabinets, boxes, or casings inclosing manifolds or valves shall be distinctly marked in painted letters about 3 inches in height, "Steam Fire Apparatus," or "CO₂ Fire Apparatus," as the case may be.

(4) Steam or gas piping fitted for extinguishing fire shall not be used for any other purpose except that it may be used for fire-detecting purposes.

(5) Pipes for conveying steam from the boilers for the purpose of extinguishing fire shall not be led into the cabins, other living spaces, or working spaces. Pipes for conveying carbon dioxide or other extinguishing vapors for the purpose of extinguishing fire shall not be led into the cabins or other living spaces.

(6) Steam smothering lines shall be tested with at least 50 pounds air pressure with ends of the smothering lines capped, or by blowing steam through the lines, and a survey made for detecting corrosion and defects, using the hammer test or such other means as may be necessary.

(7) At annual inspections, all carbon dioxide (CO₂) cylinders, whether fixed or portable, shall be examined externally and replaced if excessive corrosion is found; and all cylinders shall also be checked by weighing to determine contents and if found to be more than 10 percent under required contents of carbon dioxide, the same shall be recharged.

(b) *Steam systems.* (1) Steam for fire-extinguishing systems shall be available at a suitable pressure from a donkey or auxiliary boiler.

(2) The pipe lines shall be led from not more than three stations in easily accessible locations on the weather deck to each cargo hold, cargo 'tween decks, or other closed cargo compartments, and to each cargo-oil deep tank, lamp locker, oil room, and like compartments, which lamp locker, oil room, and like compartments in all classes of vessels, shall be wholly and tightly lined with metal. The steam connections to the lamp lockers, oil rooms, and like compartments may be taken from the nearest steam supply line, independent of the extinguishing manifolds. In lamp lockers, oil rooms, and like compartments, adequate means may be provided for ventilation if suitable dampers capable of being operated from outside the spaces are fitted in each vent duct.

(3) Each pipe in the extinguishing manifolds shall be fitted with a shut-off valve plainly and permanently marked to indicate into which compartment it discharges. This requirement also applies to independent extinguishing lines.

(4) Manifold steam supply pipes shall be fitted with master valves at the manifolds, and provision shall be made for draining the manifold and individual lines to protect them against freezing. If the manifolds are located on an open deck, they shall be inclosed in a metal box.

(5) The minimum diameter of any steam fire-extinguishing pipe to a cargo hold, cargo 'tween-decks, other closed cargo compartments, or cargo-oil deep tank shall be one inch, the size and number of pipes to be governed by the size of the compartment. The minimum diameter of any steam fire-extinguishing pipe to a lamp locker, oil room, or like compartments, shall be three-fourths of an inch.

(c) *Inert-gas systems.* (1) When a carbon dioxide (CO₂) smothering system is fitted in the cargo hold, cargo 'tween-decks, or other closed cargo compartments, or cargo-oil deep tanks,

the quantity of carbon dioxide shall be sufficient to give a gas saturation of 30 percent of the gross volume of the largest cargo hold. The quantity in pounds of carbon dioxide required may be determined approximately by the following formula:

$$W = \frac{L \times B \times D}{30}$$

where

W = the weight of CO₂ required, in pounds.

L = the length of the hold, in feet.

B = the mean breadth of the hold, in feet.

D = the depth from tank top or flat forming lower boundary to top of uppermost space in which freight may be carried, in feet.

(2) When a carbon dioxide (CO₂) smothering system is fitted in the lamp locker, oil room, or like compartments, the quantity in pounds of carbon dioxide required may be determined by dividing the gross volume of the space by a factor of 22. Lamp lockers, oil rooms, and like compartments, in all classes of vessels, shall be wholly and tightly lined with metal. The whole charge of gas shall be capable of being released simultaneously by operating one valve and control, and all cylinders shall be completely discharged in not more than two minutes.

(3) Pipes used for supplying carbon dioxide to the cargo holds, cargo 'tween-decks, other closed cargo compartments, and cargo-oil deep tanks shall be not less than three-fourths inch inside diameter. Pipes used for supplying carbon dioxide to lamp lockers, oil rooms, and like compartments shall not be less than one-half inch inside diameter.

(4) The control(s) releasing the inert gas shall be located in a position(s) outside the space(s) protected and shall be readily accessible when the vessel is being navigated. All valves shall be permanently marked to indicate into which compartment they discharge.

(5) Provisions shall be made to prevent the admission of air into the lower parts of cargo holds, cargo 'tween-decks, and other closed cargo compartments while the inert-gas system is in operation.

(6) Cylinders, piping, and controls for the inert-gas system shall be protected from damage and shall be securely fastened and supported.

§ 167.45-5 *Steam fire pumps or their equivalent.* (a) All nautical school ships shall be equipped with fire pumps.

(b) Nautical school ships of 100 gross tons and under shall be equipped with one hand fire pump with a pump-cylinder capacity not less than 100 cubic inches, or a power-driven pump of equivalent discharge capacity.

(c) Nautical school ships over 100 gross tons shall be equipped with fire pumps and piping as follows:

(1) All nautical school ships shall be provided with powerful pumps available for use as fire pumps. When of less than 1,000 gross tons it shall have 1, and when larger it shall have at least 2 independently driven pumps connected to the fire main. Each pump shall be capable of delivering two powerful jets of water simultaneously from the highest outlets on the fire main at a Pitot tube pressure of approximately 50 pounds per square

inch through nozzles, each having an orifice of not less than $\frac{3}{8}$ inch diameter where the internal diameter of the hose exceeds $1\frac{1}{2}$ inches and not less than $\frac{5}{8}$ inch in diameter where the internal diameter of the hose does not exceed $1\frac{1}{2}$ inches.

(2) On oil-burning nautical school ships, where two pumps are required, they may be located in the same compartment, if the compartment is equipped with an approved fixed carbon dioxide extinguishing system.

(d) Outlets from the fire mains shall be of a sufficient number and so arranged that any part of the living quarters, weather decks and any part of cargo decks, accessible to crew, while the vessel is being navigated, may be reached with a single 50-foot length of hose. Outlets within accommodations and service spaces adjacent thereto shall comply with the above or they may be so arranged that any part may be reached with a single 75-foot length of hose provided a siamese connection is fitted at each outlet. Where the fire main is located on an exposed deck, branches shall be provided so that the hose connections necessary to comply with the foregoing be distributed on both sides of the vessel. The fire hose shall be connected to the outlet at all times, except on open decks where the location of the fire hydrants is such that no protection is afforded for the hose in heavy weather. The fire hose may be temporarily removed from the hydrant when it will interfere with the handling of cargo.

(e) Outlet openings shall have a diameter of not less than $1\frac{1}{2}$ inches and shall be fitted with suitable hose connections and spanners. The arrangement of the fire hydrant shall be limited to any position from the horizontal to the vertical pointing downward, so that the hose will lead downward or horizontally, in order to minimize the possibility of kinking. In no case will a hydrant arranged in a vertical position with the outlet pointing upward be accepted.

(f) Fire pumps shall be fitted on the discharge side with relief valves set to relieve at 25 pounds higher than the pressure necessary to maintain the requirements of paragraph (c) (1) of this section and a pressure gage to indicate the pressure on the fire main. If the fire pumps operating under shut-off conditions are not capable of producing a pressure exceeding 125 pounds per square inch, the relief valve may be omitted.

§ 167.45-10 *Couplings on fire hose.* The couplings on fire hose shall be of brass, copper, or composition material. All hydrants shall be provided with suitable spanners.

§ 167.45-15 *Capacity of pipes and hose.* The capacity of the pipes and hose leading from the pumps shall in no case be less than that of the discharge opening of the pump: *Provided, however,* That the pipe and hose shall in no instance be less than $1\frac{1}{2}$ inches in internal diameter.

§ 167.45-20 *Rotary pumps.* A rotary pump, when driven by an engine inde-

pendent of the main engine, may be considered as an equivalent for the double-acting fire pump and used as such when equal to it in efficiency and capacity.

§ 167.45-25 *Bilge pumps, bilge piping, and sounding arrangements.* The number, capacity and arrangement of bilge pumps and bilge piping shall be in accordance with the requirements for cargo vessels contained in Parts 50 to 57 of Subchapter F of this chapter. Sounding pipes shall be fitted in each compartment, except those accessible at all times. The main and secondary drain systems installed in accordance with U. S. Navy or U. S. Coast Guard Construction Specifications shall be accepted as meeting the intent of this section.

§ 167.45-30 *Examination and testing of pumps and fire extinguishing equipment.* The inspectors will examine all pumps, hose, and other fire apparatus and will see that the hose is subjected to a pressure of 100 pounds to the square inch at each annual inspection and that the hose couplings are securely fastened.

§ 167.45-35 *Fire mains and hose connections.* All pipes used as mains for conducting water from fire pumps on nautical school ships in lieu of hose shall be of steel, wrought iron, brass, or copper with wrought iron, brass, or composition hose connections.

§ 167.45-40 *Fire-fighting equipment on nautical school ships using oil as fuel.* Steam-propelled nautical school ships burning oil for fuel shall be fitted with the fire-fighting equipment of the following type and character:

(a) In each fire room a metal receptacle containing not less than 10 cubic feet of sand, sawdust impregnated with soda, or other approved dry materials, and scoop or shaker for distributing it: *Provided, however,* That vessels of 1,000 gross tons and under using oil as fuel, shall be fitted with a metal receptacle, containing not less than 5 cubic feet of sand, sawdust impregnated with soda, or other approved dry material, and scoop or shaker for distributing it.

(b) In each boiler room and in each of the machinery spaces of nautical school ships propelled by steam, in which a part of the fuel-oil installation is situated, two or more approved fire extinguishers of the foam type of not less than $2\frac{1}{2}$ gallons each or two or more approved fire extinguishers of the carbon dioxide (CO_2) type of not less than 15 pounds each shall be placed where accessible and ready for immediate use: *Provided,* That on vessels of 1,000 gross tons and under only one of the fire extinguishers may be required.

(c) In boiler and machinery spaces of nautical school ships of 1,000 gross tons and over, there shall be fitted in each such compartment not less than two spray-nozzle hydrants to which shall be attached sufficient length of hose so that any part of the boiler or machinery space may be reached. An approved spray nozzle shall be attached to each hose line.

(d) On all steam propelled nautical school ships of over 1,000 gross tons hav-

ing one boiler room there shall be provided one fire extinguisher of the foam type of at least 40 gallons rated capacity or one carbon dioxide (CO_2) extinguisher of at least 100 pounds. If the nautical school ship has more than one boiler room, an extinguisher of the above type shall be provided in each boiler room. On all steam propelled nautical school ships of 1,000 gross tons and under, foam type fire extinguishers of at least 20 gallons rated capacity or carbon dioxide (CO_2) extinguishers of at least 50 pounds shall be used. Extinguishers fitted shall be equipped with suitable hose and nozzles on reels or other practicable means easy of access, and of sufficient length to reach any part of the boiler room and spaces containing oil-fuel pumping units.

(e) All nautical school ships propelled by internal-combustion engines shall be equipped with the following foam type or carbon dioxide type fire extinguishers in the machinery spaces:

(1) One approved 12-gallon foam-type extinguisher or one approved 35-pound carbon dioxide type extinguisher.

(2) One approved $2\frac{1}{2}$ -gallon foam-type, or one approved 15-pound carbon dioxide type extinguisher for each 1,000 B. H. P. of the main engines, or fraction thereof. The total number of fire extinguishers carried shall not be less than two and need not exceed six.

(3) When a donkey boiler fitted to burn oil as fuel is located in the machinery space, there shall be substituted for the 12-gallon foam type or 35-pound carbon dioxide type fire extinguisher required either one 40-gallon foam type or one 100-pound carbon dioxide type fire extinguisher.

(f) In this section any reference to an approved fire extinguisher means either approved by the Coast Guard or the Navy.

§ 167.45-45 *Carbon dioxide fire-extinguishing system requirements.* (a) When a carbon dioxide (CO_2) smothering system is fitted in the boiler room, the quantity of carbon dioxide carried shall be sufficient to give a gas saturation of 25 percent of the gross volume of the largest boiler room from tank top to top of the boilers. Top of the boilers is to be considered as the top of the shell of a Scotch or leg type of boiler, and the top of the casing or drum, whichever is the higher, on water-tube boilers. The quantity of carbon dioxide required may be determined approximately by the following formula:

$$W = \frac{L \times B \times D}{36}$$

where

W = the weight of CO_2 required in pounds.
L = the length of the boiler room in feet.
B = the breadth of the boiler room in feet.
D = the distance in feet from tank top or flat forming lower boundary to top of boilers.

(b) When a carbon dioxide (CO_2) smothering system is fitted in the machinery space of nautical school ships propelled by internal combustion engines, the quantity of carbon dioxide

required may be determined approximately by the following formula:

$$W = \frac{L \times B \times D}{22}$$

where

W = the weight of CO₂ required in pounds,
L = the length of machinery space in feet,
B = breadth of the machinery space in feet.

D = distance in feet from tank top or flat forming lower boundary to the underside of deck forming the hatch opening.

(c) The whole charge of gas shall be capable of being released simultaneously by operating one valve and control. All cylinders shall be completely discharged in not more than two minutes. The arrangement of the piping shall be such as to give a general and fairly uniform distribution over the entire area protected. An alarm which shall operate automatically with the operation of the system shall be provided to give a warning in the space when the carbon dioxide is about to be released. Provision shall be made to prevent the admission of air into the lower parts of the boiler or engine room while the system is in operation.

§ 167.45-50 *Foam smothering system requirements.* (a) When a foam-type system is fitted, its capacity shall be such as to rapidly discharge over the entire area of the bilge (tank top) of the largest boiler room a volume of foam 6 inches deep. The arrangement of piping shall be such as to give a uniform distribution over the entire area protected. The system shall be completely discharged in not more than 3 minutes.

(b) The foam-type system may be of a type employing either two-solution tanks or one or more generators using an approved dry chemical mixture. All containers and valves by which they are operated shall be easily accessible and so placed that they will not readily be cut off from use by an outbreak of fire.

§ 167.45-55 *Fixed water spray system requirements.* (a) When a fixed system is fitted for spraying water on oil in bilges, its capacity shall be such as to blanket the entire area of the bilge (tank top) of the largest boiler room with an adequate supply of water.

(b) The arrangement of piping and nozzles shall be such as to give a uniform distribution over the entire area protected. The piping system for each space protected shall be one unit, unless otherwise specifically approved by the Commandant.

(c) All valves by which the system is operated shall be located outside of the space protected and shall be easily accessible. Suitable means shall be provided to prevent the passage of foreign substances into the spray nozzles.

(d) The primary source of supply for the system shall be from a pump or pumps of suitable capacity and pressure. The pump or pumps shall be reserved for this purpose only. This pump or pumps shall be located outside of space protected.

§ 167.45-60 *Emergency breathing apparatus and flame safety lamps.* All nautical school ships shall be equipped

with the following devices, approved by Coast Guard or Navy:

(a) One self-contained breathing apparatus.

(b) One supplied air respirator.

(c) One flame safety lamp.

(d) One gas mask of a type giving protection against refrigerant used on board the nautical school ship.

§ 167.45-65 *Portable fire extinguishers.* (a) All nautical school ships shall be provided with such number of good and efficient portable fire extinguishers approved by the Navy or Coast Guard, as is hereafter prescribed, viz.:

(1) Nautical school ships, when less than 150 feet in length, shall have at least two fire extinguishers on each deck, and when 150 feet and over in length, shall have at least one fire extinguisher for every 150 linear feet of corridor length or fraction thereof, in the spaces occupied by people. In all public spaces fire extinguishers shall be located not more than 150 feet apart.

(2) The required fire extinguishers are based on the capacity of the ordinary foam type fire extinguisher, which is about 2½ gallons, and no fire extinguisher of larger capacity shall be allowed a greater rating than that of the ordinary machine. Fire extinguishers of approved types of less capacity are allowable when their total contents equal the required quantity. Other types of approved fire extinguishers may be substituted according to the following schedule: One 15-pound carbon dioxide (CO₂) type, or two 1-quart carbon tetrachloride type, or one 12-pound dry chemical type.

(3) Extra safety-valve units shall be carried on board for 50 percent of the portable fire extinguishers of the foam type, and extra charges shall be carried on board for 50 percent of each class of fire extinguishers carried. If this gives a fractional result, extra charges and extra safety-valve units shall be provided for the next largest whole number.

Example:

Fire extinguishers carried:	Extra charges required
1.....	1
2.....	1
3.....	2
4.....	2
5.....	3

(4) When carbon-dioxide type of fire extinguishers are provided, either additional carbon-dioxide extinguishers or 2½-gallon foam extinguishers may be furnished and for such foam-extinguishers no extra charges will be required.

(b) There shall also be carried on board a complete recharge for any fixed or built-in fire-extinguishing system that has been approved by the Coast Guard or Navy, except systems for engine rooms, fire rooms, and cargo holds.

(c) Fire extinguishers shall be located in such places as in the judgment of the Officer in Charge, Marine Inspection, will be most convenient and serviceable in case of emergency, and so arranged that they may be easily removed from their fastenings. Every fire extinguisher thus provided for shall be discharged and examined at each annual inspection: *Provided*, That carbon tetrachloride fire extinguishers shall be

tested for their pumping efficiency and the liquid discharged with proper care so that it may be replaced in the extinguishers. Carbon dioxide fire extinguishers shall be checked by weighing to determine contents, and, if found to be more than 10 percent under required contents of carbon dioxide, shall be recharged.

(d) Recharges, particularly the acid, used in charging soda-and-acid type of fire extinguishers, shall be packed in such manner that the filling operation (i. e., in recharging the fire extinguisher) can be performed without subjecting the person doing the recharging to undue risk of acid burns and shall be contained in Crown stopper type of bottle.

§ 167.45-70 *Fire extinguishers for emergency power plants.* In compartments where emergency lighting and wireless units are located, two fire extinguishers approved by the Coast Guard or the Navy, of either carbon tetrachloride, carbon dioxide, or foam type shall be permanently located at the most accessible points. In addition, two fire extinguishers of the above types shall be permanently located so as to be readily accessible to the emergency fuel tanks containing gasoline, benzine or naphtha.

§ 167.45-75 *Fire axes.* (a) All nautical school ships shall be provided with fire axes, as follows:

Gross tons of nautical school ships:	Number of axes
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.

SUBPART 167.55—SPECIAL MARKINGS REQUIRED

§ 167.55-1 *Draft marks.* Every nautical school ship of 50 gross tons and over, shall have its draft plainly and legibly marked upon the stem and upon the sternpost or rudderpost or at such other place at the stern of the vessel as may be necessary for easy observance. The draft shall be taken from the bottom of the lowest part of the keel to the surface of the water, the bottom of the mark to indicate the draft in feet.

§ 167.55-5 *Marking of fire and emergency equipment, etc.* Marking of fire and emergency apparatus, watertight doors, lifeboat embarkation stations and direction signs, stateroom notices, in-

structions 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 1/2-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 stations shall be marked in at least 2-inch letters and figures "W. T. D. 1," 2, 3, etc. The direction of operation of the lever or wheel provided to close or open the door at all watertight door remote hand-closing stations shall be marked. The color of the sign shall contrast with the background.

(h) *Instructions for changing steering gear.* Instructions in at least 1-inch letters and figures shall be posted at each emergency steering station and 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, level, valve, or switch which is used during the change-over shall be numbered or lettered on a brass 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.

(i) *Rudder orders.* At all steering stations, there shall be installed a suitable notice on the wheel or device or at 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."

(j) *Vessel's name on equipment.* All lifeboats, life rafts, life floats, buoyant apparatus, including equipment, also life preservers, life buoys, fire hose, and axes shall be painted or branded with the name of the vessel.

SUBPART 167.60—CERTIFICATES OF INSPECTION

§ 167.60-1 *Issuance by Officer in Charge, Marine Inspection.* (a) Every nautical school ship shall be inspected annually and if in the opinion of the Officer in Charge, Marine Inspection, the nautical school ship can be operated safely, he shall issue a certificate of inspection with the following indorsement: "Nautical School Ship" in lieu of the classification "Passenger vessel", "cargo vessel", etc.

(b) When a nautical school ship, in the opinion of the Officer in Charge, Marine Inspection, may be navigated on the waters of any ocean or the Gulf of Mexico more than 20 nautical miles offshore, the route shall be designated on certificate of inspection as "Ocean".

(c) When a nautical school ship, in the opinion of the Officer in Charge, Marine Inspection, may be navigated on the waters of any ocean or the Gulf of Mexico 20 nautical miles or less offshore, the route shall be designated on the certificate of inspection as "Coastwise".

§ 167.60-5 *Period of time for which valid.* A certificate of inspection for any period less than one year shall not be issued, but nothing herein shall be construed as preventing the revocation or suspension of a certificate of inspection in case such process is authorized by law.

§ 167.60-10 *Exhibition of certificate of inspection.* On every nautical school ship, the original certificate of inspection shall be framed under glass and posted in a conspicuous place.

§ 167.60-15 *Persons allowed to be carried.* In view of the fact that nautical school ships normally are not merchant vessels of the United States and are, therefore, not documented, manning requirements shall not be stated in the certificate of inspection. The certificate of inspection shall show the total number of persons allowed to be carried. This total shall be based on the total capacity of the vessel's lifeboats.

SUBPART 167.65—SPECIAL OPERATING REQUIREMENTS

§ 167.65-1 *Station bills, drills, and log book entries.* (a) *Station bills and muster lists.* It shall be the duty of the master of every nautical school ship to cause station bills and muster lists to be prepared before the nautical school ship sails, which shall be signed by the master who shall be responsible for their preparation. The station bills and muster lists shall be posted in conspicuous places in several parts of the nautical school ship, particularly in the quarters, and must contain full particulars of the signals which will be used for calling all persons to their stations for emergency duties. Special duties shall be allotted to each person and the muster lists shall

show all these special duties and indicate the station to which each man must go and the duties he has to perform. The special duties should, as far as possible, be comparable to the regular work of the individual. When practicable, several members of the crew shall be designated as an emergency squad and required to report to the bridge with certain equipment for instructions. The duties provided for by the muster lists should include:

(1) The closing of airports, watertight doors, fire doors, and fire screens, the covers and all valves of all scuppers, sanitary and other discharges which lead through the ship's hull below the margin line, and stopping the fans and ventilating systems.

(2) The extinction of fire.

(3) The equipment of boats, rafts, and buoyant apparatus and their preparation for launching.

(4) The muster of all persons aboard.

(b) *Emergency signals.* (1) *Fire alarm signals.* (i) The general fire alarm signal shall be a continuous rapid ringing of the ship's bell for a period not less than 10 seconds supplemented by the continuous ringing of the general alarm bells for not less than 10 seconds.

(ii) For dismissal from fire-alarm stations, the general alarm bells shall be sounded three times, supplemented by three short blasts of the whistle.

(2) *Boat station or boat drill signals.*

(i) The signal for boat drill or boat stations shall be more than six short blasts and one long blast of the whistle, supplemented by the same signal on the general alarm bells.

(ii) Where whistle signals are used for handling boats, they shall be as follows:

(a) To lower boats, one short blast of the whistle.

(b) To stop lowering the boats, two short blasts of the whistle.

(c) For dismissal from boat stations, three short blasts of the whistle.

(3) *Other emergency signals.* The master of any vessel may establish such other emergency signal, in addition to the above, so that all persons will have positive and certain notice of the existing emergency. The signals used for the assembly of the emergency squad should not conflict with the navigational signals or the signals used for a general alarm.

(c) *Drills, tests, and inspection.* (1)

It shall be the duty of the master or the mate or officer in command, once at least in each week, to call all hands to quarters and exercise them, weather permitting, in the unslashing and swinging out of the lifeboats, the closing of all hand or power-operated watertight doors which are in use at sea, closing all fire doors and fire screens, the use of fire pumps and all other apparatus for the safety of life on board of such vessels, with special regard for the drill of the crew in the method of adjusting life preservers and educating others in this procedure, and to see that all the equipments required by law are in complete working order for immediate use; the fact of exercise of the crew, as herein contemplated, shall be entered in the log book.

(2) The requirements relating to fire and drills contemplate that such drills shall be conducted precisely as though

an emergency existed. To accomplish the purpose of this section, lifeboat covers and strongbacks shall be removed, plugs or caps put in place, boat ladders secured in position for use, painters carried forward and tended so as to provide a good lead and slack to hold the boat in position under the davits when in the water. The person in charge of each lifeboat or life raft should have a list of its crew and should see that the men under his orders are acquainted with their several duties. The hand pumps and fire pumps shall be operated long enough and a sufficient number of outlets used to insure that such equipment is in order and effectual. The motor and the hand-operated propeller gear of each lifeboat shall be operated for a period of not less than 5 minutes once at least in every 7 days, in order that it may be ready for service at any time. Such operation shall be a part of the lifeboat drill and the fact of such operation shall be made a part of the report of such drill. When emergency breathing apparatus, such as gas masks, or other special equipment is carried, certain members of the crew shall be trained in the use of the equipment.

(d) *Log book entries.* The entries in the log book relating to the exercise of the crew in fire and boat drills shall state the day of the month and the hour when so exercised, length of time of the drill, number on the boats swung out, number of lengths of hose used, together with a statement of the condition of all fire and lifesaving apparatus, watertight door mechanism, valves, etc.

§ 167.65-5 *Flashing the rays of a searchlight or other blinding light.* Flashing the rays of a searchlight or other blinding light onto the bridge or into the pilothouse of any vessel under way is prohibited. Any person who shall flash or cause to be flashed the rays of a blinding light in violation of the above may be proceeded against in accordance with the provisions of R. S. 4450, as amended (46 U. S. C. 239), looking to the revocation or suspension of his license or certificate.

§ 167.65-10 *Unauthorized lights.* Any master or pilot of any vessel who shall authorize or permit the carrying of any light, electric or otherwise, not required by law that in any way will interfere with distinguishing the signal lights may be proceeded against in accordance with the provisions of R. S. 4450, as amended (46 U. S. C. 239), looking to a revocation or suspension of his license.

§ 167.65-15 *Routing instructions: strict compliance with.* Due to existing mine field dangers, all masters, officers, and seamen on nautical school ships shall comply strictly with the routing instructions issued by competent naval authority. Failure to comply with such routing instructions may be deemed misconduct within the meaning of R. S. 4450, as amended (46 U. S. C. 239). Nothing herein shall be construed as relieving the master of the responsibility for the safety of his nautical school ship.

§ 167.65-20 *Unnecessary whistling.* Unnecessary sounding of a nautical school ship's whistle is prohibited within

any harbor limits of the United States. Whenever any licensed officer in charge of any nautical school ship shall authorize or permit such unnecessary whistling, such officer may be proceeded against in accordance with the provisions of R. S. 4450 (46 U. S. C. 239), as amended, looking to a revocation or suspension of his license.

§ 167.65-25 *Steering gear tests.* On all nautical school ships making voyages of more than 48 hours' duration, the entire steering gear, the whistle, the means of communication and the signaling appliances between the bridge or pilothouse and engine room shall be examined and tested by an officer of the nautical school ship within a period of not more than 12 hours before leaving port. All nautical school ships making voyages of less than 48 hours' duration shall be so examined and tested at least once in every week. The fact and time of such examination and test shall be recorded in the log book.

§ 167.65-30 *Steering orders.* (a) "Right rudder" shall be given only when it is intended that the wheel, the rudder blade, and the head of the ship should go to the right.

(b) "Left rudder" shall be given only when it is intended that the wheel, the rudder blade, and the head of the ship should go to the left.

(c) Where rudder indicators are provided, they shall be installed consistent with the foregoing.

§ 167.65-40 *Draft.* The master of every nautical school ship over 50 gross tons shall, whenever leaving port, enter the maximum draft of his nautical school ship in the log book.

§ 167.65-45 *Notice to mariners; aids to navigation.* (a) Officers are required to acquaint themselves with the latest information published by the Coast Guard and the United States Navy regarding aids to navigation, and neglect to do so is evidence of neglect of duty. It is desirable that nautical school ships navigating oceans and coastwise and Great Lakes waters shall have available in the pilothouse for convenient reference at all times a file of the applicable Notice to Mariners. All nautical school ships shall have charts of the waters on which they operate available for convenient reference at all times.

(b) Notice to Mariners published weekly by the Coast Guard which contains announcements and information regarding aids to navigation and charts of waters of the United States is available for free distribution at the following places: Field offices of the Coast Guard; United States Coast and Geodetic Survey field stations; and the Marine Division, Customhouse. Notice to Mariners published weekly by the United States Navy for the correction of charts, sailing directions, light lists and other publications, and which includes foreign waters and certain waters of the United States, is available for free distribution at the Hydrographic Office, Branch Hydrographic Offices, or any of the agencies of seaboard ports, and is also on file in the United States consulates where they may be inspected.

§ 167.65-50 *Posting placards containing instructions for use of breeches buoy.* A placard containing instructions for the use of breeches buoy gear, Form CG 811, shall be posted in the pilothouse, engine room, and in the seamen's, firemen's, and stewards' departments of every nautical school ship.

§ 167.65-60 *Examination of boilers and machinery by engineer.* It shall be the duty of an engineer when he assumes charge of the boilers and machinery of a nautical school ship to examine the same forthwith and thoroughly, and if he finds any part thereof in bad condition, he shall immediately report the facts to the master, owner, or agent, and to the Officer in Charge, Marine Inspection, of the district, who shall thereupon investigate the matter, and if the former engineer has been wilfully negligent in the performance of his duties, he may be proceeded against under the provisions of R. S. 4450, as amended, looking to a suspension or revocation of his license.

§ 167.65-65 *Notice of casualty and voyage records.* (a) The owner, agent, master, or person in charge of a nautical school ship involved in a marine casualty shall give notice as soon as possible to the nearest marine inspection office of the U. S. Coast Guard whenever the casualty results in any of the following:

- (1) Damage to property in excess of \$1,500.
- (2) Material damage affecting the seaworthiness or efficiency of a vessel.
- (3) Stranding or grounding.
- (4) Loss of life.
- (5) Injury causing any persons to remain incapacitated for a period in excess of 72 hours.

(b) The notice required by paragraph (a) of this section shall show the name and official number (if any) of the nautical school ship involved, the owner or agent thereof, the nature and probable cause of the casualty, the locality in which it occurred, the nature and extent of injury to persons and the damage to property.

(c) In addition to the notice required by paragraph (a) of this section, the person in charge of the vessel shall, as soon as possible, report in writing and in person to the Officer in Charge, Marine Inspection, at the port in which the casualty occurred or nearest the port of first arrival: *Provided*, That when from distance it may be inconvenient to report in person it may be done in writing only. The written report required for personal accident not involving death shall be made on Form CG 924E and for all other marine casualties or accidents the written report shall be made on Form CG 2692.

NOTE: If filed without delay these forms may also provide the notice required by paragraph (a) of this section.

(d) The owner, agent, master, or other person in charge of any nautical school ship involved in a marine casualty shall retain such voyage records of the nautical school ship that are maintained, such as both rough and smooth deck and engine room logs, bell books, navigation charts, navigation work books, compass

deviation cards, gyrocompass records, stowage plans, record of draft, aids to mariners, radiograms sent and received, the radio log, and lists of persons aboard. The owner, agent, master, or other officer in charge, shall make these records available to a duly authorized Coast Guard officer or employee for examination upon request.

(e) Whenever a nautical school ship collides with a lightship, buoy, or other aid to navigation under the jurisdiction of the Coast Guard, or is connected with any such collision, it shall be the duty of the person in charge of such vessel to report the accident to the nearest Officer in Charge, Marine Inspection. No report on Form CG 2692 is required unless one of the results listed in paragraph (a) of this section occurs.

§ 167.65-70 *Reports of accidents, repairs, and unsafe boilers and machinery by engineers.* (a) Before making repairs to a boiler of a nautical school ship the engineer in charge shall report, in writing, the nature of such repairs to the nearest Officer in Charge, Marine Inspection, where such repairs are to be made.

(b) And it shall be the duty of all engineers when an accident occurs to the boilers or machinery in their charge tending to render the further use of such boilers or machinery unsafe until repairs are made, or when, by reason of ordinary wear, such boilers or machinery have become unsafe, to report the same to the Officer in Charge, Marine Inspection, immediately upon the arrival of the nautical school ship at the first port reached subsequent to the accident, or after the discovery of such unsafe condition by said engineer.

Dated: December 13, 1950.

[SEAL] MERLIN O'NEILL,
Vice Admiral, U. S. Coast Guard,
Commandant.

[F. R. Doc. 50-12031; Filed, Dec. 20, 1950;
8:47 a. m.]

CIVIL AERONAUTICS BOARD

[14 CFR, Part 244]

[Draft Release 45]

FILING OF REPORTS BY AIR FREIGHT FORWARDERS

NOTICE OF PROPOSED RULE MAKING

Notice is hereby given that the Civil Aeronautics Board has under consideration the amendment of Part 244 of the Economic Regulations as hereinafter set forth.

Interested persons may participate in the proposed rule-making through submission in triplicate of written data, views or arguments pertaining thereto addressed to the Secretary, Civil Aeronautics Board, Washington 25, D. C. All relevant matter in communications received on or before January 5, 1951, will be considered by the Board before taking final action on the proposed rule. Copies of comments received will be

available for examination by interested persons at the Docket Section of the Board, Room 5412, Commerce Building, Washington, D. C., on or after January 10, 1951.

Experience with the statistical reporting requirements of Part 244 indicates that it would be desirable to have the data as to shipments received broken down by stations. It also appears desirable to clarify the provisions of the part with respect to its applicability to foreign air freight forwarders.

It is therefore proposed to amend Part 244 of the Economic Regulations as follows:

1. By amending § 244.1 as follows:

§ 244.1 *Statistical report required.* An air freight forwarder or an international air freight forwarder, holding a letter of registration, whether or not engaged in air freight forwarder operations, shall file statistical reports for each calendar quarter of the year within 30 days after the termination thereof.

2. By redesignating § 244.2 as § 244.3.

3. By adding a new § 244.2 to read as follows:

§ 244.2 *Contents of statistical report.* (a) The statistical report required by § 244.1 shall contain the information required by paragraphs (b) through (e) of this section, and shall be certified to be correct by a responsible officer of the reporting forwarder.

(b) A balance sheet, prepared in accordance with accepted practices, shall be submitted.

(c) A profit and loss statement, with a separation of expense items indicating payments to direct air carriers, shall be submitted.

(d) The number of shipments received from shippers for carriage by air, and the number of consignments to carriers by air shall be submitted.

(e) There shall be listed by individual stations the information required by subparagraphs (1) through (3) of this paragraph:

(1) Number of personnel engaged in:

Selling.
Operating.
Administrative and others.

(2) Total number of tons received from shippers for carriage by air.

(3) Number of tons consigned for carriage by air to:

Certificated air carriers.
Noncertificated cargo carriers.
Irregular air carriers.
Foreign air carriers.
Surface carriers (rail, motor other than pickup and delivery, or water).

This amendment is proposed under the authority of sections 205 (a) and 407 of the Civil Aeronautics Act of 1938, as amended.

(52 Stat. 984, 1000; 49 U. S. C. 425 (a), 487)

By the Civil Aeronautics Board,

[SEAL] M. C. MULLIGAN,
Secretary.

[F. R. Doc. 50-12038; Filed, Dec. 20, 1950;
8:48 a. m.]

[14 CFR, Part 249]

[Draft Release 46]

PRESERVATION OF ACCOUNTS, RECORDS, AND MEMORANDA

NOTICE OF PROPOSED RULE MAKING

Notice is hereby given that the Civil Aeronautics Board has under consideration the amendment of Part 249 of the Economic Regulations as hereinafter set forth.

Interested persons may participate in the proposed rule making through submission in triplicate of written data, views or arguments pertaining thereto addressed to the Secretary, Civil Aeronautics Board, Washington 25, D. C. All relevant matter in communications received on or before January 5, 1951, will be considered by the Board before taking final action on the proposed rule. Copies of comments received will be available for examination by interested persons at the Docket Section of the Board, Room 5412, Commerce Building, Washington, D. C., on or after January 10, 1951.

Current provisions of Part 249 with respect to retention of financial records do not make reference to international air freight forwarders. In order to clarify the provisions of the part, it is proposed to make such application specific.

It is proposed to amend Part 249 as follows:

1. By amending the introductory paragraph of § 249.5 to read as follows (remainder of section to remain unchanged):

§ 249.5 *Air freight forwarders.* An air freight forwarder as defined in § 296.1 of this chapter, or an international air freight forwarder as defined in § 297.1 of this chapter shall retain and preserve the following records and documents for a period of one year, unless otherwise ordered by the Board:

2. By amending § 249.6 to read as follows:

§ 249.6 *Air freight forwarders; administrative and financial records.* An air freight forwarder or international air freight forwarder shall retain administrative and financial records, and insurance and claim records as specified and referred to in § 249.4 for the periods therein indicated.

This amendment is proposed under authority of sections 205 (a) and 407 of the Civil Aeronautics Act of 1938, as amended.

By the Civil Aeronautics Board,

[SEAL] M. C. MULLIGAN,
Secretary.

[F. R. Doc. 50-12039; Filed, Dec. 20, 1950;
8:48 a. m.]