

**§ 167.40-7**

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.**

(a) Each nautical school ship shall be fitted with an efficient means of communication between the pilothouse and engine room. This may be by bell signals with voice tubes, telephone, or telegraph systems.

(b) 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.

(c) A voice tube or telephone system between the pilothouse and emergency steering station shall be provided when the nautical school ship is equipped with an emergency steering station.

**§ 167.40-20 Deep-sea sounding apparatus.**

Nautical school ships shall be equipped with an efficient or electronic deep-sea sounding apparatus. The electronic deep-sea sounding apparatus required shall be installed, kept in working order, and ready for immediate use.

[CGFR 58-10, 23 FR 4686, June 26, 1958, as amended by CGD 75-074, 42 FR 5964, Jan. 31, 1977; CGD 95-027, 61 FR 26010, May 23, 1996]

**46 CFR Ch. I (10-1-04 Edition)**

**§ 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 weather-proof key, fitted with a suitable condenser. The lamp shall be so connected that it can be operated from the normal source of the nautical school 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. On nautical school ships 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.

**§ 167.40-40 Radar.**

All mechanically propelled vessels of 1,600 gross tons and over in ocean or coastwise service must be fitted with a marine radar system for surface navigation. Facilities for plotting radar readings must be provided on the bridge.

[CGFR 75-074, 42 FR 5964, Jan. 31, 1977]

**§ 167.40-45 Magnetic compass and gyrocompass.**

(a) All mechanically propelled vessels in ocean or coastwise service must be fitted with a magnetic compass.

(b) All mechanically propelled vessels of 1,600 gross tons and over in ocean or coastwise service must be fitted with a gyrocompass in addition to the magnetic compass.

(c) Each vessel must have an illuminated repeater for the gyrocompass required under paragraph (b) of this section that is at the main steering stand unless the gyrocompass is illuminated and is at the main steering stand.

[CFD 75-074, 42 FR 5964, Jan. 31, 1977]