



U.S. COAST GUARD
COATINGS AND COLOR MANUAL
CG-263
16 July 1973

[Excerpts relating to the painting of cutters & craft from the 1973 *Coatings and Color Manual* (CG-263):

VESSEL COLOR SYSTEMS APPLICATION

2.3.1 EXTERIOR COLORS FOR VESSELS 65 FEET AND OVER IN LENGTH

The following paragraphs describe the color schemes to be employed on vessels over 65 feet in length and on harbor tugs of any length. These instructions do not apply to barges. All colors will be Federal Standard Colors as specified in Federal Standard No. 595A, Colors unless otherwise specified. It is obviously impossible to foresee every circumstance which may arise in the future. Therefore, when it is found that the instructions contained herein do not specify the color of a particular detail the general scheme shall be followed. Check against detail specification for vessel class. The "Don't Paint Charts" list those items which are not to be painted.

2.3.1.1 HULL

Ship hulls below the boot-topping area shall be painted with the prescribed antifouling paint prescribed in SECTION 2.2 VESSEL COATING SYSTEMS, in this Chapter. Paint ship hulls from the top of the antifouling or underwater area up to the top of the hull, bulwark or sheer line, including all fittings, in accordance with the accompanying schedule.

Class of Vessel Boot-Topping Area Above Boot-Topping

WAGB: BLACK, WHITE

WHEC: BLACK WHITE

WAGO: BLACK, WHITE

WIX: BLACK, WHITE

WMEC: BLACK, WHITE

WPB: BLACK, WHITE

WAK: RED, BLACK

WLB: RED, BLACK

WLM: RED, BLACK

WLI: RED, BLACK

WLIC RED, BLACK

WLR RED, BLACK

WYTL: RED, BLACK

WLV (EXCEPT BLACK, RED LAKE HURON): RED, BLACK

WTR: BLACK WHITE

WYTM: RED BLACK

On steel, iron, or plastic vessels the boot-topping area shall be defined as follows: the bottom edge of the boot-topping shall coincide with the normal light-operating waterline of the vessel. For vessels 150 feet and over in length, the top edge of the boot-topping at amidships will be above the normal full-load waterline a distance equal to $1/6$ the freeboard measured to the full-load waterline. For vessels less than 150 feet in length, the distance between the normal full-load waterline and the top edge of the waterline equal $1/6$ the freeboard measured to the full-load waterline. At the bow, the distance from the upper edge of the boot-topping to the full load waterline shall be 1.33 times the distance amidships above the full load waterline, and at the stern the distance from the upper edge to the full load waterline shall be 0.66 times the amidships distance.

On wooden vessels the bottom edge of the boot-topping shall coincide with the full-load waterline of the vessel. The upper edge of the boot-topping shall be identical with that described above for steel, iron, and plastic vessels. Where metal sheathing is installed in way of the boot-topping area, follow instructions for steel vessels.

Limited Drafting Marks are marks designating the maximum draft to which a vessel may be loaded. If Commandant (GENE) has issued a limiting draft to the vessel, the mark will be applied. The letter of authorization will locate the marks by stating the limiting draft

and freeboard of the vessel as well as the frame number on which the mark will be centered,

2.3.1.2 SUPERSTRUCTURE

The superstructure and all attachments thereto shall be white. This includes the following:

Deck Houses

Aircastles

Breakwaters

Cabins

Pilot Houses

Engine Trunks Gun Tubs

Gun Shields

Bridge Wings

Canvas dodgers attached to superstructure, bulwarks or bridge wings.

Bulwarks, bulwark supports and brackets. (Except those bulwarks forming an extension of the hull shall be painted the hull color outboard. Inboard side of bow bulwarks on icebreakers may be painted flat black to cut glare when looking forward out of the pilot house.)

Stanchions, lockers, electrical controllers, switch boxes, ventilation ducts, ladders or other details secured to the superstructure. Ventilation ducts, electrical conduits and pipelines bracketed to the superstructure or immediately adjacent to the superstructure.

Also apply white to overheads of exterior passageways and shelters and the inboard side of bulwarks and aircastles.

To reduce glare within the pilot house caused by bright sunlight, the underside of the visor over the pilot house windows and the inward side of the spray shield or dodger on the bridge may be painted Blue Gray (16099) as specified for steel decks at the discretion of the commanding officer.

2.3.1.3 DECKS

Wood decks will be left unpainted. Steel decks will be painted Blue Gray (16099). Where there is a coaming at the deck edge, the deck paint will be extended up the inboard surface of the coaming. Deck paint shall also be applied to bounding angles between decks and superstructure or hatch coamings. Where superstructure and hatch coamings are welded to the deck a dado of Blue Gray (16099) may be applied to the vertical surfaces.

Waterways shall be painted Blue Gray (16099). Decks on which zinc silicate is applied can remain their normal gray color in the work area.

Buoy port deck area should be painted Yellow (13538) from the bulwark back 2 feet. Black stripes on the yellow will help to identify this hazardous area.

2.3.1.4 TOPS OF CABINS, PILOT HOUSES, AND ENGINE TRUNKS

On vessels whose main decks are all wood or nearly all wood the tops of cabins, pilot houses and engine trunks will be painted Spar (10371) except for aerial identification markings. Other vessels will have these areas painted Blue Gray(16099).

2.3.1.5 STACKS

Stacks will be painted Spar (10371) with a broad black band around the top of the stack unless otherwise authorized by the Commandant. The width of the band will equal 1/2 the fore and aft diameter of the stack or 15 the height of the stack (whichever dimension is the smaller). If the stack has a hood, the hood will also be painted black in addition to the above band and will form an extension of the band. 378' WHEC'S shall follow the Vessel's Painting Schedule and continue with the present color scheme in use (white stack with broad black band).

2.3.1.6 MAST AND SPARS

Masts (including ladders, crows nests, platforms, etc.), booms, cranes, davits, flagstuffs, jackstuffs,

yardarms and their supports and foundations (other than rigging) will be painted Spar (10371) if metal or will be varnished if wood. Equipment secured to the masts such as radar antenna, pedestals, searchlights, bull horns, etc. shall also be Spar (10371). 378' WHEC'S shall follow Vessel Painting Schedule.

Mast areas which are directly in the way of stack gases may be black. Areas on masts painted black when the vessel is commissioned will be kept painted black in service. Any extension of these areas beyond that originally authorized or the painting of additional areas black without specific authorization from the Commandant is prohibited.

2.3.1.7 RUNNING LIGHT SCREENS

Running light screens must be kept within the limits allowed by the Rules of the Road; light reflections from the forward part of the screen must be kept to a minimum. The geometry of light screens and the location of the light sources are such that only light emitted by specular reflection lies within prescribed limits, whereas light emitted by diffuse reflection from the forward part of the screen exceeds the prescribed limits. Therefore, a paint providing a high specular reflection and low diffuse reflection should

be used. A high gloss black enamel performs this function best and shall, therefore, be used on running light screens.

2.3.1.8 DECK MACHINERY

Deck winches, capstan, winch and capstan controllers, sounding machines, and other deck machinery will be Spar (10371). Do not paint the surfaces of winches and capstan drums that contact the line. If such surfaces are steel they may be coated with a light preservative.

2.3.1.9 ORDNANCE EQUIPMENT

Gun and director foundations, with the exception of the working parts and nameplates will be painted black. This includes 5 inch gun barrels. 50 caliber foundations will be painted white.

Interior gun mount shields such as 5/38's will be painted white. Exterior of gun shields, ready service boxes, and pyrotechnic lockers will be painted white. In addition, pyrotechnic lockers shall have the word "PYROTECHNIC" stenciled on the box in a conspicuous location, using the largest practical Red (11105) letters.

81-mm guns and mounts shall be painted Equipment Gray (16376). Fire Control equipment including gun directors shall be painted Gray (16376) unless otherwise specified in the detailed plan.

Detonator boxes shall be Red (11105) overall with the word "DETONATORS" stenciled in white on the box in a conspicuous location.

Torpedo tubes shall be maintained in the delivered preservation color in accordance with NAVWEPS OP 2411.

NOTE: Gun deck and associated ordnance equipment shall be Gray (16376).

2.3.1.10 BOAT DAVITS AND BOAT STOWAGE

Boat davits, boat chocks, blocks, gallow frames and other boat stowage appurtenances shall be Spar (10371).

2.3.1.11 MISCELLANEOUS DETAILS AND FITTINGS

In general, miscellaneous objects whose color is not specifically prescribed elsewhere in these instructions, will be painted white if attached or immediately adjacent to some part of the superstructure that is painted white. They will be painted Spar (10371) if attached or immediately adjacent to masts, spars, or other objects whose prescribed color is Spar (10371). Objects standing alone on the deck shall also be Spar (10371).

Stumbling hazards such as deck padeyes, deck clips, and other projections shall be painted white for better night visibility.

Refer to the accompanying list of miscellaneous objects most frequently encountered. While not all these follow the general rules above, most do, and the general rules shall be applied to objects not listed.

On newer vessels, first refer to Vessel Painting Schedule then if not listed follow the Miscellaneous Painting Instructions listed in this Section.

MISCELLANEOUS PAINTING INSTRUCTIONS

(Refer to Federal Standard 595A)

Anchors stowed in the hawse, Hull Color

Anchors stowed against superstructure, White

Anchors stowed on deck, Spar (10371)

Antenna Hardware, Radio Receiving (except insulators), Blue (15123)

Antenna Hardware, Radio Transmitting (except insulators), Red (11105)

Awning Ridgepoles, White

Awning Stanchions, White

Bits, side, mounted on gunwales of harbor tugs, Black

Bits, side, mounted on gunwales of seagoing tugs, Spar (10371)

Blocks (except those in black areas on mast or stack), Spar (10371)

Blocks, cargo handling, as per safety code, Yellow (13538)

Boat Booms, Spar (10371)

Boarding Ladders, Spar (10371)

Chocks, bulwark, Bulwark Color Chocks (except bulwark type), Spar (10371)

Compass Stands (except binnacle and other parts required to be kept bright), White

Davits (all types), Spar (10371)

Diaphones, Spar (10371)

Direction Finder Stands and Loops, White

Deck Chests, White

Ensign Staffs, Spar (10371)

Fire Pump Portable Covers, Red (11105)

Firemain Valves (except threaded and Machined parts), Red (11105)

Flag Lockers, White

Flag Staffs, Spar (10371)

Gangplanks, metal (except aluminum), Spar (10371)

Gasoline Drums, Yellow (13538) with the word "GASOLINE" in black letters

Gasoline Stowage Racks, Spar (10371)

Hatch Coamings, Spar (10371)

Hatch Covers, White

Hose Racks, Saddles and Reels (for fire hose), Red (11105)

Jack Staffs, Spar (10371)

Ladders, (except those on masts)
including stringers and rails, White

Ladders (on masts), Spar (10371)

Liferails (pipe or canvas covered), White

Life Rafts, Life Buoys and Life Floats, International Orange (12197)

Life Rings Fluorescent, Orange (28915)

Pelorus Pedestals, White

Pilot House, visor, under-side (optional with commanding officer), Blue Gray (16099)

Radio Direction Finder Stands and Loops, White

Radar Antenna, Spar (10371)

Ready Service Lockers, White

Searchlights (except those on masts), White

Searchlights (on masts), Spar (10371)

Spray Shield (Inboard) on bridge (optional with commanding officer), Blue Gray (16099)

Tiller, Spare, Same color as main tiller

Rigging (where painted), Black

Vegetable Lockers (on deck), White

Ventilators (all types including gooseneck pipe vents not attached or immediately adjacent to the superstructure), Spar (10371)

Ventilators attached or immediately adjacent to the superstructure, White

2.3.1.12 ITEMS NOT TO BE PAINTED

In general, paint shall not be applied to surfaces where it will cause interference with the functions for which the surfaces were designed, nor shall it be applied to those surfaces which are traditionally kept bright. Refer to the accompanying list of typical items not to be painted and the method of treatment for each.

DO NOT PAINT

(Item -- Method of Treatment)

Accommodation ladders, wood--Varnish

Applicator, nozzles--Polish

Boat booms, wood--Varnish

Boatswains' chairs--Oil

Brightwork--Polish and coat with clear plastic or lacquer

Canvas covers (removable)--No Coating

Chain, galvanized--No Coating

Deck treads, non-skid--No Coating

Deck, wood--No Coating

Dogs--No Coating

Fire hoze nozzles--Polish

Gangplanks, wood--Oil or Varnish

Gangplanks, aluminum--No Coating

Gaskets, inflatable, cargo hatches--Silicone Coating

Gasket, rubber for water-tight doors--Pulverized graphite

Glass--No Coating

Gratings, wood--Oil

Grease cups--No Coating

Gypsy head whelps--No Coating

Hose--No Coating

Insulators--No Coating

Knife edges on watertight doors and hatches--Clean with aluminum oxide abrasive cloth, grit #320

Ladders, pilot--Oil

Leather coverings--Oil with preservative

Masts and Spars, wood--Varnish

Name plates--No Coating; polish, if brass

Oars--No Coatings

Oil cups--No Coating

Oil holes--No Coating

Railing--wood Varnish

Release mechanisms--Grease

Rigging, running--Grease

Rigging, standing--Apply preservative

Searchlight, shutters--No Coating

Stages--Oil

Strongbacks--wood Varnish

Towing rail (Corrosion Resistant Material)--No Coating

Working or machined parts of valves, machinery, blocks, guns or other equipment--Grease

Zincs--No Coating

2.3.2

EXTERIOR COLORS FOR VESSELS LESS THAN 65 FEET IN LENGTH

2.3.2.1 HULL

Vessels of this class (motor lifeboats, utility boats, etc.) except for the following exceptions listed will have white hulls above the boot-topping area.

On steel or plastic vessels, the boot-topping shall coincide with the light load waterline of the vessel. The top edge of the boot-topping shall, at amidships, be above the full load waterline a distance equal to 14 the freeboard measured to the full load waterline. At the bow, the height of the top edge of the boot-topping above the full load waterline will be equal to twice that amidships. At the stern, the height of the top edge of the boot-topping above the full load waterline shall be equal to that amidships. All measurements are to be taken in a vertical plane and projected on the hull.

Where rubbing rails or spray rails located along the quarter of the vessel interfere with or lie close to the top edge of the boot-topping, the height of the boot-topping shall be

adjusted the minimum amount to be either completely above or completely below the rubbing or spray rails and shall normally be parallel to these rails.

Newly constructed boats may require some variation or exception to the above noted criteria. However, in all cases, the top edge of the boot-topping shall be a fair and optically pleasing curve from stem to stern.

On wooden boats the bottom edge of the boot-topping will coincide with the full load waterline of the vessel. The upper edge of the boot-topping shall be identical with that for steel and plastic vessels. Where metal sheathing is installed in way of the boot-topping area, the instructions for steel vessels shall be followed. Exceptions to the above rule are as follows:

(a) Barges, Buoy Boats, and LCMs will have black hulls above the upper edge of the antifouling paint. The upper edge of the antifouling paint will coincide with the full-load waterline.

(b) Flood Relief Punts will have International Orange (12197) hulls, including the underwater area.

(c) LARCs will have white hulls including the underwater area except that wheels and wheel wells will be black.

(d) TICWAN boats will have black hulls including underwater area.

(e) Hulls of shipboard boats, motor cargo boats and selected plastic boats will be white including the underwater area. Visual identification markings shall be in accordance with the detailed plan for the specific class of vessel.

2.3.2.2 SUPERSTRUCTURE

Cabins, pilot houses, engine trunks extending appreciably above the sheer line, hatches and other superstructure will be painted white on the vertical surfaces. The horizontal surfaces will be Spar (10371). Utility boats will be Spar (10371). Where there is no distinct demarcation between vertical and horizontal surfaces, such as in the canopies of gigs and the cabins of the 36 foot motor lifeboat, the white color shall be used over the entire canopy or cabin.

2.3.2.3 MAST AND SPARS

Masts, booms, cranes, davits, flagstaffs, jackstaffs, yardarms and their supports and foundation will be painted Spar (10371) if metal or will be varnished if wood.

2.3.2.4 DECKS

Decks will be painted Blue Gray (16099) with the exception of LCMs and barges whose decks shall be black. Those boats having decks with impregnated coloring will not be painted over, but will retain their original impregnated coloring.

2.3.2.5 INSIDE OF OPEN HULLS, COCKPITS AND CARGO SPACES

The inside of open hulls and the cockpits and cargo spaces of decked hulls will be white down to the side seats or risers, or down to the cockpit deck, grating, or floor boards if there are no side seats or risers. UTMs and UTBs will have Blue Gray (16099) cockpit decks unless these decks are of color impregnated material. Spar (10371) will be applied below the white including seats, thwarts, inside of hull, cockpit decks, gratings, floor boards or open bilges. Engine trunks not extending appreciably above the sheer line will be Spar (10371) overall. This color scheme will apply to all boats except as noted below.

LCMs, Barges, and Buoy Boats will have the entire interior of their cargo spaces black. Work barge storerooms though will have a white overhead and white bulkheads.

LARCs and Motor Cargo Boats will have the interior of their cockpit and cargo space painted Spar (10371)

Flood Relief Punts will have the entire interior, including hull, thwarts, floorboards, and bilges painted International Orange (12197).

2.3.2.6 HULLS OF SHIPBOARD BOATS

Hulls of shipboard boats, motor cargo boats and selected plastic boats will have white hulls, including the underwater area. Boats attached to shore facilities will display their station name across the stern on flat-sterned boats and on each quarter on round-sterned or double-ended boats. The name will be black on a white hull and white on a black hull.

2.3.2.7 RUNNING LIGHT SCREENS

Running light screens will be painted a high gloss black enamel.

2.3.2.8 MISCELLANEOUS DETAILS AND FITTINGS

In general, miscellaneous metal fittings and equipment will be painted white if attached or immediately adjacent to some part of the superstructure that is painted white or will otherwise be painted Spar (10371). Wood fittings will normally be varnished.

LCMs and barges are exceptions to the rule and will have all miscellaneous objects painted black.

2.3.2.9 ITEMS NOT TO BE PAINTED

In general, paint will not be applied to surfaces where it will cause interference with the functions for which the surfaces were designed nor will it be applied to those surfaces which are traditionally kept bright. Refer to the accompanying typical items not to be painted and the method of treatment for each.

DO NOT PAINT

(Item-- Method of Treatment)

Anchor chains, galvanized--No Coating

Anchors, galvanized--No Coating

Boatswains' chairs--Oil

Brightwork--Polish and coat with clear plastic or lacquer

Canvas covers (removable)--No Coating

Chain, galvanized--No Coating

Deck treads, non-skid--No Coating

Deck, wood--No Coating

Dogs Grease--moving parts

Fire hoze nozzles--Polish

Gaskets, rubber for watertight doors--Pulverized graphite

Glass--No Coating

Gratings, wood--Oil

Grease cups--No Coating

Gypsy head whelps--No Coating

Handrails and stanchions cold drawing finished--Polish

Hose--No Coating

Insulators--No Coating

Knife edges on watertight doors and hatches--Clean with aluminum oxide abrasive cloth, grit #320

Ladders wood--Oil

Leather coverings--Oil with a preservative

Masts and spars, wood--Varnish

Name plates--No Coating, polish or lacquer if brass

Oars--No Coating

Oil cups--No Coating

Oil holes--No Coating

Railing, wood--Varnish

Release mechanisms--Grease

Rigging, running--Grease

Rigging, standing--Apply preservative

Searchlight, shutters--No Coating

Winches (working surfaces)--Apply preservative

Working or machined parts of valves, machinery, blocks, guns or other equipment--Grease

Zincs--No Coating

2.4 VESSEL IDENTIFICATION AND MARKINGS

2.4.1

VISUAL IDENTIFICATION MARKINGS ON HULL

Vessels (excluding lightships) and boats (30-65 feet in length) will be identified by distinctive visual identification markings consisting of numerals, letters, Coast Guard emblem and diagonal stripes.

The size and location of the markings will be in accordance with the detailed drawing of each individual class listed on Coast Guard Plan No. FL-2804-13. The style of lettering to be used is described and illustrated on Coast Guard Plan No. FL-2804-11.

All numerals, letters, and Coast Guard emblems are available in the form of decals and will be ordered under Coast Guard Term Contract listed in Bullentin C.G. 304.

The diagonal stripes are to be painted with alkyd gloss enamel; Red (12199), Blue (15182), and white shall be used for this visual identification marking. (Since these Federal Numbers have recently been assigned to these colors, problems may arise in procurement of this paint from Federal Sources.) (These colors used in the visual identification marking may be procured commercially from Sherwin Williams specifying the following paint formula designation. Red (12199) is Sherwin Williams Kern Lustral No. F91 EN3. Blue (15182) is designated as Sherwin Williams Kern Lustral No. F91 LNS.)

Epoxy Visual Identification Kits may also be procured to coincide with the existing type of paint on the vessel. Black letters and numerals will be used on white hulls and white on black hulls.

Light vessels will have the name of the station to which assigned or the word "RELIEF" as applicable, painted in white on both sides of the hull in the largest letters permitted by the freeboard. Refer to Coast Guard Drawings FL-2804-11 and FL-2 804-13 for the style and size of lettering to be used.

Boats for which the distinctive marking is not feasible will have bow markings as illustrated.

The official number of the boat will be placed on the stern in numerals of the same height as the numerals on the bow. Double ended boats are not required to have stern markings except those boats attached to shore facilities. All boats attached to shore facilities will display their station name across the stern on flat-sterned boats and on each quarter on round-sterned or double-ended boats. The name will be black on a white hull and white on a black hull.

When necessary, due to size and arrangement of the boat, deviation in size and location of the markings may be made to achieve pleasing and legible results.

2.4.1.1 RESERVE TRAINING BOATS

The visual identification markings will apply to Reserve training boats. In addition the legend "Reserve" will be placed under "Coast Guard" in letters 1/2 the height of "Coast Guard".

2.4.1.2. BOATS UNDER 30 FEET IN LENGTH

Boats under 30 feet (excluding boats under 15 feet in length) assigned to Boating Safety Teams and Shore Units will be identified by the distinctive visual identification markings in accordance with the detail drawing listed on Coast Guard Plan No. FL-2804-13. Black letters will be used on white hulls and white letters on black hulls.

Boats excluded on Coast Guard Plan No. FL-2804-13 will be identified by the legend "U.S. Coast Guard" in 3 inch high letters. Letters will be black on white hulls and white on black hulls. If the lettering lies across a plank seam, the lettering will be raised or lowered as necessary to avoid the seam.

All measurements will be taken along the hull. As an exception to the rule, the boats listed below will have their legend centered on their sheer plank and located so that the foremost part of the foremost character is 4 inches abaft the stem.

- 20 ft. Dinghy
- 19 ft. Dory
- 16 ft. Dinghy
- 13 ft. Dinghy
- 10 ft. Dinghy

FIGURE A ("Bow markings for boats which the distinctive marking is not feasible")
(see also the table listed directly below):



Overall Length:	A	B	C	D	E
30 ft. and over to 40 ft.	4 in.	2 in.	6 in.	18 in.	*
40 ft. and over to 50 ft.	6 in.	3 in.	9 in.	24 in.	*
50 ft. and over to 65 ft.	8 in.	4 in.	12 in.	30 in.	*

***E must be equal to or greater than A.**

A = Distance from lower edge of rubbing rail, gunwale, or sheer line to top edge of legend.

B = Height of legend.

C = Height of designating number.

D = Distance from foremost edge of foremost number to stem along the outer surface of the hull.

E = Least distance between lower edge of designating number and top edge of boot-topping or waterline if there be no boot-topping.

Bow markings for boats which the distinctive marking is not feasible.

2.4.1.3 BARGES

Barges will be identified in the same manner as boats 30 feet to 65 feet in length except that the prefix CGB will be substituted for the prefix CG. Barges obtained from the Army or Navy on an Army loan basis will retain their Navy or Army identification symbols unless otherwise directed by the Commandant. White letters will be used on black hulls.

2.4.1.4 BOATS ASSIGNED TO NAMED VESSELS

Identification markings on boats 20 feet and over in length assigned to named vessels will consist of an abbreviation of the name of the vessel to which the boat is assigned followed by a numeral.

The abbreviation of vessels' names to be used for identification markings will consist of the first three letters of the vessel's name except for the abbreviations which follow. All letters in the abbreviation will be 6 inches high.

ABBREVIATION FOR VESSEL IDENTIFICATION

Name--Abbreviation

APALACHEE--APR

BLACKHAW--BLH

BLACKTHORN--BLT

BLUEBELL--BLB

CLEMATIS--CLM
CHILULA--CHL
CHINOOK--CHN
COLUMBINE--CLB
EVERGREEN--EVR
FERN--FRN
FIREBUSH--FBU
FORSYTHIA--FRS
GOLDENROD--GLD
IRIS--IRS
IRONWOOD--IRW
MACKINAW--MAC
OJIBWA--OJB
PAPAW--PAW
PLANETREE--PLT
PRIMOSE--PRM
SEDGE--SEG
SWEETBRIER--SWB
SWEETGUM--SWG
VERBENA--VEB
WHITEBUSH--WBU
WHITE HEATH--WHE
WHITE HOLLY--WHO

WHITE LUPINE--WLU

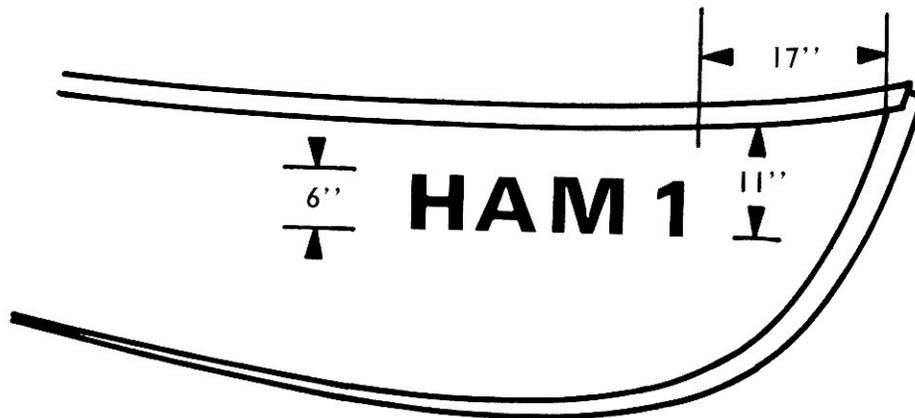
WHITE PINE--WPI

WHITE SAGE--WSA

WHITE SUMAC--WSU

WOODBURSH --WOR

FIGURE B ("Identification markings for boats 20 feet and over and assigned to named vessels")



Identification markings for boats 20 feet and over and assigned to named vessels.

The boat numbers which follow the abbreviations will be 6 inches high and are determined by the location of the boat on the vessel. Starboard boats are assigned odd numbers starting forward and working aft. In cases where boats are stowed one above the other, the upper boat will have the lower number. Numbers on the bows shall be omitted when only one boat is carried by a vessel.

All measurements will be taken along the surface of the hull. The spacing between the letters and figures will be such that they shall be legible at a reasonable distance and present a good appearance.

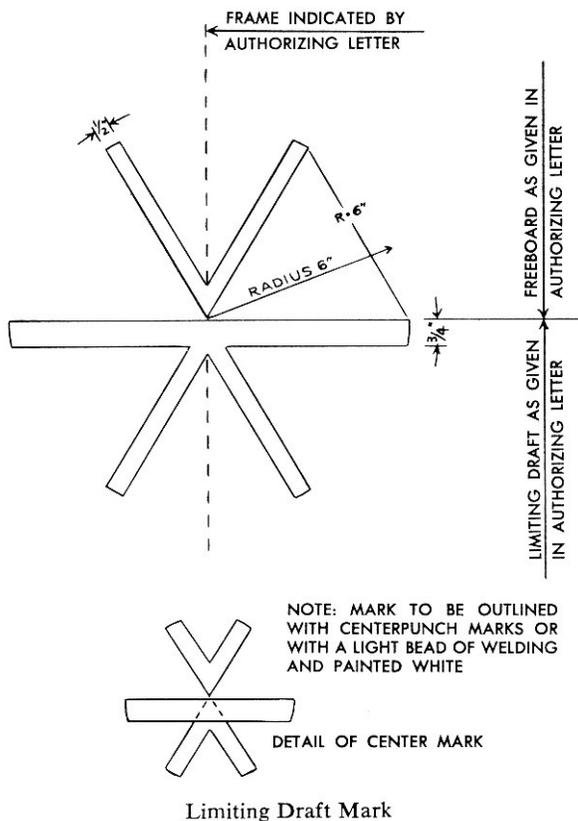
When applying these markings to clinker built boats, the outside surface of the hull will be built up to a smooth surface where necessary and the markings will be parallel to the bottom edge of the plank on which they are secured instead of parallel to the bottom edge of the guard rail.

Identification markings on boats less than 20 feet assigned to named vessels will be the same as boats 20 feet and over assigned to named vessels except that the markings will be on both bows in 3 inch capital letters.

Boats assigned to numbered floating units including lightships and barges will be identified by placing the designating number of the unit such as CG 63005 on both bows in black 3 inch letters.

2.4.1.5 DRAFT FIGURES

FIGURE C ("Limiting Draft Mark")



Draft figures on metal hulls will be made by running a bead of weld around the outline of draft figures projected on the hull. The figures shall be located so that the bottom of the figure is tangent with the draft it represents measured from the bottom of the keel line extended. Draft figures shall conform to Coast Guard Plan No. FL-2 804-15.

2.4.2

AERIAL IDENTIFICATION

All radio equipped vessels over 82 feet in length and buoy tenders over 100 feet in length will have their international radio call letters in International Orange (12197) against a black back

ground area on the largest unobstructed and horizontal clear panel available, such as the superstructure deck, cabin trunk top, engine trunk top, house top or compass platform. Radio equipped boats and vessels that do not have an international radio call sign will have their designating numerals in this same relative position when practicable. The lettering shall be placed athwartships with the top of the characters toward the vessel's bow and shall be as large as can be placed in the space available with a minimum of 3 stroke widths between the end characters and the edge of the black background area. The fore and aft dimension ground area will extend beyond the top and bottom of the letters to a minimum distance of 1/2 the letter height. For the style of the letters and numerals, refer to Coast Guard Plan No. FL-2804-2.

2.4.3

INDIVIDUAL SHIP EMBLEMS

Individual ship emblems will not be painted on, nor affixed to, the exterior structure of ships; however, the display of an emblem which is in keeping with the dignity of the service at the quarterdeck or gangway is authorized.

Requests for approval of individual ship emblems will be submitted to the district commander together with a replica of the design in full color. Following approval, district commanders shall furnish a copy of the drawing (or an 8" x 10" photograph or other copy) marked to indicate colors if it is not a colored copy, to Commandant (GAPI).

Direct liaison with the Institute of Heraldry, Department of the Army, is authorized to assist in the design or procurement of drawings and molds. Requests should be addressed to:

Commanding Officer
The Institute of Heraldry
U.S. Army
Cameron Station
Alexandria, Virginia 22314

2.4.4

COMMENDATION AND SERVICE INSIGNIA

Display of commendation and service insignia is optional. When displayed, they will consist of replicas of the ribbons of the awards to which the vessel would be entitled under the same rules and regulations as prescribed for the individual:

- (a) Presidential Unit Citation
- (b) Coast Guard Unit Commendation
- (c) Navy Unit Commendation
- (d) All service medals
- (e) All Campaign medals
- (d) All expeditionary medals
- (g) Foreign unit awards
- (h) Non U.S. Service awards

Replicas of authorized operation and engagement stars as well as stars representing second and subsequent awards are authorized to be painted on the authorized ribbons.

The sizes and locations designated in the accompanying table shall be a guide for the ship types listed and shall be used as a general rule for ship types not listed. Where symmetrical arrangements permit, the painted replicas will be displayed on both sides of the vessel in corresponding locations, port and starboard.

Painted replicas of commendation and service insignia shall be arranged in the same order as ribbons worn by personnel with a maximum of three replicas in a horizontal line.

The diameter of the operation and engagement stars will be 14 the width of the ribbon, and the stars shall be painted on the replicas with the point down.

PAINTED REPLICAS OF COMMENDATION AND SERVICE INSIGNIA

Type Vessel Insignia Size Location

378' WHEC: 5" wide x 18" long, Centered on outboard side of bridge wing bulwark both port and starboard

327' WHEC: 5" wide x 18" long, Outboard side of bridge bulwark, 12" below top

255' WHEC: 5" wide x 18" long, Outboard side of bridge bulwark 6" below top

269' WAGB: 5" wide x 18" long, Forward of life buoy on bridge bulwark 12" below top

180' WLB: 5" wide x 18" long, Outboard side of bridge bulwark 6" below top

110' WYTM: 314" wide x 12" long, Centered on superstructure bulwark between bridge and beak 6" below top.

2.4.5

DAMAGE CONTROL AND SAFETY MARKINGS

Hose racks, liquid foam containers, spanner wrenches, fire-main valves, fire axes, casualty power terminals, and similar equipment used for damage control purposes will be painted Red (11105). Damage control equipment stored in lockers will be identified by a suitable label painted on the locker door in Red (11105). Covers of all sound power jack boxes and switch boxes will be Red (11105). Battle lanterns will remain the color as originally furnished.

Gasoline and other flammable liquid containers will be painted Red (11105) with the name of the contents and the word FLAMMABLE conspicuously labeled in large letters Yellow (13538).

Stumbling hazards such as deck padeyes, deck clips and other small projections from the deck will be painted white for better night visibility. For further information concerning safety markings as well as damage control and fire fighting markings, refer to CHAPTER I, SECTION 1.6, "COLOR FOR SAFETY".

2.4.6

COMPRESSED GAS CYLINDER IDENTIFICATION

Vessels shall follow the color scheme set forth for Compressed Gas Cylinder Identification in CHAPTER I, SECTION 1.8, "COLOR CODE FOR PIPELINES, COMPRESSED GAS CYLINDERS AND MACHINERY".

2.4.7

MARKINGS ON FLOATABLE EQUIPMENT

2.4.7.1 RING TYPE LIFE BUOYS

The vessel's name (or if not practicable, the vessel's number) will be placed on the top semicircle of the ring. Place on the bottom semicircle the legend "U.S. COAST GUARD". Black letters 2 inches in height will be used.

2.4.7.2 LIFE RAFTS

Markings will always be placed on the longer legs of the raft. The vessel's name (or if not named or practicable, the vessel's number) will be placed on one leg and the legend "U.S.

COAST GUARD" will be placed on the other leg. The markings will be placed to be readily seen and placed so the vessel's name or the vessel's number shall be read first.

2.4.7.3 LIFEJACKETS

The vessel's name (or if not named, the vessel's number) will be placed across the middle of the back of the lifejacket in letters 3/4 inch in height.

2.4.7.4 WOOD ARTICLES

Deck chests, boat boxes, oars or other wood articles which may be washed overboard will have the vessel's name preceded by USCGC (or designating number preceded by CG) burned into the article in 1/2 inch letters to leave a clear impression.

2.4.8

ANCHOR CHAIN MARKING

Anchor chain, with the exception of the below markings will be painted black. Light Vessels

will paint only that part of the chain which is normally out of the water when anchored on station. The detachable link between shots, excluding the detachable link for the 5-fathom connecting shot, will be painted as follows starting from the anchor end and working inboard:

15 fathom detachable link, Red (11105)

30 fathom detachable link, White

45 fathom detachable link, Blue (15 123)

60 fathom detachable link, Red (11105)

The same manner of marking detachable links will be continued on to the end of the chain except for the detachable links in the last and next to last shot.

Additional markings will be as follows:

The first link on each side of the 15 fathom detachable link will be painted white. Each of the white links will be marked by one turn of wire around the stud.

The first two links on each side of the 30 fathom detachable link shall be painted white. The second link at each side of the detachable link shall be marked by two turns of wire around the stud.

The first three links on each side of the 45 fathom detachable link shall be painted white. The third link at each side of the detachable link shall be marked by three turns of wire around the stud.

The same manner of marking shall be continued on to the end of the chain with the exception of the last and the next to last shot.

All of the links in the next to last inboard shot shall be painted Yellow (13538), and all of the links in the last shot inboard shall be painted Red (11105).

2.4.9

VESSEL FLIGHT DECK MARKINGS

All vessels with helicopter flight decks shall follow the instruction set forth in CG-419, SHIPBOARD-HELICOPTER OPERATIONAL PROCEDURES, Chapter 4, for proper marking and identification of this area.

FIGURE D ("Coast Guard Color Wheel" with corresponding Federal Color numbers)

COLOR WHEEL



This Color Wheel indicates the 12 basic Primary, Secondary and Tertiary hues in Chromatic Values of paint.

Complimentary colors are directly opposite each other.

Analogous colors are any group of three adjacent colors.

Quaternary colors would be found between any adjacent two of the above colors with their hues half-way between the hues of those adjacent colors.

The Federal Color Numbers do not always show a perfect match above, but are quite close.

There is no Federal Color for the Reddish Violet Tertiary color.

