This block to be completed by CG-ENG-4 staff, manufacturer leave blank:

Corr track number:
Model name:
Type (rigid hull/inflatabale/rigid hull inflatable):
Fast rescue boat (Y/N):
Length:
Occupancy:
New or modified design: {if modified enter existing approval number}
Name of Manufacturer:
Location of Manufacture:
Independent Lab:

PREAPPROVAL PLAN REVIEW	
46 CFR 160.156-9(d) *Plan quality.* The plans and specifications submitted to the Commandant under this section must— (1) Be provided in English, including all notes, inscriptions, and designations for configuration control; (2) Address each of the applicable items in paragraph (b) of this section in sufficient detail to show that the lifeboat meets the construction requirements of this subpart; (3) Accurately depict the proposed lifeboat; (4) Be internally consistent; (5) Be legible; and (6) If reviewed by an independent laboratory under paragraph (c) of this section, include the independent laboratory's attestation that the plans meet the quality requirements of this section.	
46CFR 160.156-9(b)---- (1) A list of drawings, specifications, manuals, and any other documentation submitted, with each document identified by number, title, revision issue, and date;	
(2) General arrangement and assembly drawings, including principal dimensions;	
(3) Seating arrangement plan, including a dimensioned seat form to scale;	
(4) A complete material list, with each material referenced to a U.S. national standard or, if a copy is provided in English, an equivalent international standard;	
(5) Plans for carriage and, in detail, stowage of equipment;	
(6) Hull, canopy, and critical parts lay-up schedule for a Fiber Reinforced Plastic (FRP) lifeboat;	
(7) Hull and canopy construction drawings, including particulars of joints, welds, seams, and other fabricating details;	
(8) Weights and thickness of each major FRP structural component, including the hull, canopy, and inner liners, before outfitting;	
(9) Specification and identification of materials such as steel, aluminum, resin, foam, fiberglass, cloth, and plastic used in the lifeboat's manufacture;	
(10) Fabrication details for each major structural component, including details of each welded joint;	
(11) Lines plans;	
(12) Propulsion system specifications and arrangement and installation drawings;	
(13) Steering system drawings and specifications;	

(14) Release mechanism installation drawings and the mechanism's Coast Guard approval number (when permanently installed with the rescue boat);	
(15) Plans for critical subassemblies;	
(16) Hydraulic systems drawings and specifications, if installed;	
(17) Electrical system schematics and specifications;	
(18) Stability data, including righting arm curves in the light and loaded condition for both intact and flooded stability;	
(19) Drawings of all signs and placards, showing actual inscription, format, color, size, and location on the rescue boat;	
(20) Complete data pertinent to the installation and use of the proposed rescue boat, including— (i) The light load (condition A) and full load (condition B) weights; and (ii) Complete details of the lifting arrangement to include enough detail for operators of the rescue boat to select a suitable release mechanism approved under subpart 160.133 or 160.170 of this part;	
(21) An operation, maintenance, and training manual as described in §§ 160.156–19 and 160.156–21 of this subpart;	
(22) A description of the quality control procedures and record keeping that will apply to the production of the rescue boat, which must include but is not limited to— (i) The system for checking material certifications received from suppliers; (ii) The method for controlling the inventory of materials; (iii) The method for checking quality of fabrication, seams, and joints, including welding inspection procedures; and (iv) The inspection checklists used during various stages of fabrication to assure that the approved rescue boat complies with the approved plans and the requirements of this subpart;	
(23) Full details of any other unique capability;	
(24) Any other drawing(s) necessary to show that the rescue boat complies with the requirements of this subpart;	
(25) The location or address of all manufacturing sites, including the name and address of any subcontractors, where the rescue boat will be constructed;	
(26) The name of the independent laboratory that will perform the duties prescribed in §§ 160.156–11 and 160.156–15 of this subpart.	
At the request of the manufacturer and discretion of the Commandant, an independent laboratory may conduct preapproval review required by this section so long as the preapproval review is conducted in accordance with the procedures agreed upon between the independent laboratory and Commandant under 46 CFR part 159, subpart 159.010.	
GENERAL DESIGN AND CONSTRUCTION REQUIREMENTS	
Rescue boats may be either of rigid or inflated construction or a combination of both and shall: .1 be not less than 3.8 m and not more than 8.5 m in length; and .2 be capable of carrying at least five seated persons and a person lying on a stretcher. *Fast rescue boats must have a hull length between 6 m and 8.5 m*	
Unless the rescue boat has adequate sheer, it shall be provided with a bow cover extending for not less than 15% of its length.	

Each rescue boat must be designed to be operable by persons wearing immersion suits.	
Arrangements for towing shall be permanently fitted in rescue boats and shall be sufficiently strong to marshal or tow liferafts carried on the ship when loaded with its full complement of persons and equipment or its equivalent at a speed of at least 2 knots.	
Provided with effective means of bailing or be automatically self bailing. *Fast rescue boats must be self-bailing or be capable of being rapidly cleared of water*	
Fitted with weather tight stowage for small items of equipment	
Each rescue boat should be designed following standard human engineering practices described in ASTM F 1166. Design limits should be based on a range from the fifth percentile female to the 95th percentile male values for critical body dimensions and functional capabilities as described in ASTM F 1166. The dimensions for a person wearing an immersion suit correspond to the arctic clothed dimensions of ASTM F 1166.	
Visibility from operator's station. (i) The operator's station must be designed such that the operator, when seated at the control station, has visibility 360 degrees around the rescue boat, with any areas obstructed by the rescue boat structure or its fittings visible by moving the operator's head and torso. (ii) The operator, while still being able to steer and control the speed of the rescue boat, must be able to see the water— (A) Over a 90 degree arc within 3 m (9 ft, 10 in) of each side of the lifeboat; (B) Over a 30 degree arc within 1 m (3 ft, 3 in) of each side of the lifeboat; and (C) Within 0.5 m (1 ft, 8 in) of the entrances designated for recovering persons from the water. (iii) In order to see a person in the water during recovery or docking operations, a hatch must be provided so that the operator can stand with his or her head outside the rescue boat for increased visibility, provided the operator can still steer and control the speed of the rescue boat.	
Construction. Each major rigid structural component of each rescue boat must be constructed of steel, aluminum, Fiber Reinforced Plastic (FRP), or materials accepted by the Commandant as equivalent or superior.	
CONSTRUCTION MATERIALS	
Hulls and rigid covers shall be fire retardant or non-combustible.	
FIBER REINFORCED PLASTIC	
Resin. Any resin used for the hull, canopy, hatches, rigid covers, and enclosures for the engine, transmission, and engine accessories, must be fire retardant and accepted by the Commandant in accordance with 46 CFR part 164, subpart 164.120.	
Glass reinforcement. Any glass reinforcement used must have good laminated wet strength retention and must meet the appropriate specification in this paragraph. Glass cloth must be a finished fabric woven from ''E'' electrical glass fiber yarns meeting ASTM D 4029 commercial style designation 1564. Woven roving must conform to MIL–C–19663D. Other glass materials equivalent or superior in strength, design, wet out,	

and efficiency will be given consideration on specific request to the Commandant.	
Laminate. All exposed surfaces of any finished laminate must present a smooth finish, and there must be no protruding surface fibers, open voids, pits, cracks, bubbles, or blisters. The laminate must be essentially free from resin-starved or overimpregnated areas, and no foreign matter must remain in the finished laminate. The entire laminate must be fully cured and free of tackiness, and must show no tendency to delaminate, peel, or craze in any overlay. The laminate must not be released from the mold until a Barcol hardness reading of not less than 40–55 is obtained from at least 10 places on the non-gel coated surface, including all interior inner and outer hull surfaces and built-in lockers. The mechanical properties of the laminate must meet the requirements for a Grade 3 laminate in Table I of MIL–P–17549D(SH). Other grades will be given consideration on specific request to the Commandant.	
General. Metals in contact with each other must be either galvanically compatible or insulated with suitable non-porous materials. Provisions must also be made to prevent loosening or tightening resulting from differences of thermal expansion, freezing, buckling of parts, galvanic corrosion, or other incompatibilities.	
METALS	
Steel. Sheet steel and plate must be low carbon, commercial quality, either corrosion resistant or galvanized as per ASTM A 653, coating designation G90. Structural steel plates and shapes must be carbon steel as per ASTM A 36, or an equivalent or superior steel accepted by the Commandant. All steel products, except corrosion resistant steel, must be galvanized to provide high quality zinc coatings suitable for the intended service life in a marine environment. Corrosion resistant steel must be a type 302 stainless steel per ASTM A 276, ASTM A 313 or ASTM A 314 or another corrosion resistant stainless steel of equal or superior corrosion resistant characteristics.	
Aluminum. Aluminum and aluminum alloys must conform to ASTM B 209 and be high purity for good marine corrosion resistance, free of iron, and containing not more than 0.6 percent copper.	
Welding. Welding must be performed by welders certified by the Commandant, a classification society recognized by the Commandant in accordance with 46 CFR 8.220, the U.S. Navy, or the national body where the rescue boat is constructed or the national body's designated recognized organization. Only electrodes intended for use with the material being welded may be used. All welds must be checked using appropriate non-destructive tests.	
COATED FABRIC	
Any coated fabric used in the construction of inflatable chambers on a rescue boat must be shown to have been subjected to the criteria listed in IMO MSC Circ. 980 for Inflation Chamber Characteristics Test by meeting the requirements of ISO 15372. .	
The color of the finished fabric must be vivid reddish orange color number 12197 of FED–STD–595C, or a durable fluorescent color of a similar hue.	
Each seam must be at least as strong as the weakest of the materials joined by the seam. Each seam must be covered with tape where necessary to prevent lifting of and damage to fabric edges	

ACCESS, SEATING, ACCOMMODATION AND INTERIOR LAYOUT	
Seating shall be provided on thwarts, benches or fixed chairs. Seating, except for the helmsman, may be provided on the floor, provided that the LSA Code seating space analysis uses shapes similar to figure 1 (LSA Code IV/4.4.2.3), but altered to an overall length of 1190 mm to provide for extended legs. *Each seating position need not be clearly indicated in the rescue boat*	
No part of a seating space shall be on the gunwale, transom, or on inflated buoyancy at the sides of the boat.	
The vertical distance between the floor surface and the interior of the enclosure or canopy over 50 % of the floor area shall be: .1 not less than 1.3 m for a rescue boat permitted to accommodate nine persons or less; .2 not less than 1.7 m for a rescue boat permitted to accommodate 24 persons or more; and .3 not less than the distance as determined by linear interpolation between 1.3 m and 1.7 m for a rescue boat permitted to accommodate between nine and 24 persons.	
The number of persons which a rescue boat to be launched by falls shall be permitted to accommodate shall be equal to the lesser of: .1 the number of persons having an average mass of 82.5 kg, all wearing lifejackets, that can be seated in a normal position without interfering with the means of propulsion or the operation of any of the rescue boat's equipment: or .2 the number of spaces that can be provided on the seating arrangements in accordance with the seating dimension of figure 1 of MSC.48(66). The shapes may be overlapped as shown, provided footrests are fitted and there is sufficient room for legs and the vertical separation between the upper and lower seat is not less than 350 mm.	
Rescue boats shall have a boarding ladder that can be used at any boarding entrance of the rescue boat to enable persons in the water to board the lifeboat. The lowest step of the ladder shall be not less than 0.4 m below the rescue boat's light waterline.	
All surfaces on which persons might walk shall have a non skid finish	
BUOYANCY AND STABILITY	
All rescue boats shall have inherent buoyancy or shall be fitted with inherently buoyant material which shall not be adversely affected by seawater, oil or oil products, sufficient to float the rescue boat with all its equipment on board when flooded and open to the sea. Additional inherently buoyant material, equal to 280 N of buoyant force per person shall be provided for the number of persons the rescue boat is permitted to accommodate. Buoyant material, unless in addition to that required above, shall not be installed external to the hull of the rescue boat.	
Air in the inflated collar of a rigid-hull inflatable rescue boat will not be considered inherently buoyant material for the purposes of meeting the additional 280 N/person requirement of the LSA Code, chapter IV/4.4.4.	
Required buoyant material for rescue boats may be installed external to the hull, provided it is adequately protected against damage and is capable of withstanding exposure when stowed on an open deck on a ship at sea and for 30 days afloat in all sea conditions.	
All rescue boats shall be stable and have a positive GM value	

when loaded with 50 % of the number of persons the rescue boat is permitted to accommodate in their normal positions to one side of the centerline.	
The buoyancy material must be accepted by the Commandant as meeting the performance requirements of the IMO Revised recommendation on testing, part 1, 6.2.2 to 6.2.7, with a density of 32 ± 8 kg/m3 (2 ± 0.5 lb/ft3). The buoyancy foam or rescue boat manufacturer must certify the results of the testing to IMO Revised recommendation on testing, part 1, 6.2.2 to 6.2.7 and submit those results to the Commandant. A list of accepted buoyancy foams may be obtained from the Commandant upon request and online at http://cgmix.uscg.mil.	
All voids in the hull and canopy required to provide buoyancy for positive stability and self righting must be completely filled with Coast Guard accepted buoyancy material.	
The buoyancy of an inflated rescue boat shall be provided by either a single tube subdivided into at least five separate compartments of approximately equal volume or two separate tubes neither exceeding 60% of the total volume. The buoyancy tubes shall be so arranged that the intact compartments shall be able to support the number of persons which the rescue boat is permitted to accommodate, each having a mass of 75 kg, when seated in their normal positions with positive freeboard over the rescue boat's entire periphery under the following conditions: .1 with the forward buoyancy compartment deflated; .2 with the entire buoyancy on one side of the rescue boat deflated; and .3 with the entire buoyancy on one side and the bow compartment deflated.	
The buoyancy tubes forming the boundary of the inflated rescue boat shall on inflation provide a volume of not less than 0.17 m3 for each person the rescue boat is permitted to accommodate.	
Each buoyancy compartment shall be fitted with a nonreturn valve for manual inflation and means for deflation. A safety relief valve shall also be fitted unless the Administration is satisfied that such an appliance is unnecessary.	
Underneath the bottom and on vulnerable places on the outside of the inflated rescue boat, rubbing strips shall be provided to the satisfaction of the Administration.	
Where a transom is fitted it shall not be inset by more than 20% of the overall length of the rescue boat.	
Suitable patches shall be provided for securing the painters fore and aft and the becketed lifelines inside and outside the boat.	
Fast rescue boats must be self-righting or capable of being readily righted by not more than two of the boat's crew.	
PROPULSION AND FUEL SYSTEMS	
Engines Rescue boats must be powered by a spark or compression ignition inboard engine or outboard motor. If it is fitted with an outboard motor, the rudder and tiller may form part of the engine. No engine shall be used for any lifeboat if its fuel has a flashpoint of 43ºC or less (closed cup test).. In order to be accepted by the Commandant, any spark ignition engine fitted to an approved rescue boat must meet the U.S. Environmental Protection Agency emission requirements in 40 CFR part 91 or part 1045, as applicable, or for a compression	

ignition engine the requirements in 40 CFR part 89, part 94, or part 1042, as applicable, and have reports containing the same information as recommended by MSC Circ. 980 certified and witnessed by a U.S. Coast Guard inspector or an independent laboratory.	
Air cooled engines fitted in fully enclosed rescue boats must have a duct system to take in cooling air from, and exhaust it to, the outside of the rescue boat. Manually operated dampers shall be provided to enable cooling air to be taken in from, and exhausted to, the interior of the rescue boat.	
Starting System. The engine shall be provided with either a manual starting system, or a power starting system with two independent rechargeable energy sources. Any necessary starting aids shall also be provided. The starting systems shall not be impeded by the engine casing, seating or other obstructions.	
Fast rescue boat engines must stop automatically or be stopped by the helmsman's emergency release switch, in the event the boat capsizes. Once righted, the engine/motor must be capable of restarting once the emergency release switch has been reset.	
Propeller. The propeller shafting shall be so arranged that the propeller can be disengaged from the engine. Provision shall be made for ahead and astern propulsion of the rescue boat. **Propeller guard**. Each propeller on a lifeboat must be fitted with a propeller guard with a maximum opening of 76 mm (3 in) on all sides on which a person is likely to be exposed.	
The exhaust pipe shall be so arranged as to prevent water from entering the engine in normal operation.	
All rescue boats shall be designed with due regard to the safety of persons in the water and to the possibility of damage to the propulsion system by floating debris.	
Inboard rescue boat engines, transmission and engine accessories shall be enclosed in a fire retardant casing or other suitable arrangements providing similar protection. Such arrangements shall also protect persons from coming into accidental contact with hot or moving parts and protect the engine from exposure to weather and sea. Adequate means shall be provided to reduce the engine noise so that a shouted order can be heard. Starter batteries shall be provided with casings which form a watertight enclosure around the bottom and sides of the batteries. The battery casings shall have a tight fitting top which provides for necessary gas venting.	
The rescue boat engine and accessories shall be designed to limit electromagnetic emissions so that engine operation does not interfere with the operation of radio life saving appliances used in the lifeboat.	
Means shall be provided for recharging all engine starting, radio and searchlight batteries. Radio batteries shall not be used to provide power for engine starting. Means shall be provided for recharging lifeboat batteries from the ship's power supply at a supply voltage not exceeding 50V (Refer to IEC 92-101) which can be disconnected at the lifeboat embarkation station, or by means of a solar battery charger.	
Water resistant instructions for starting and operating the engine shall be provided and mounted in a conspicuous place	

near the engine starting controls.	
A **hydraulic starting system**, if installed, must be in accordance with 46 CFR part 58, subpart 58.30, with hose and fittings in accordance with 46 CFR part 56, subpart 56.60, except that— (A) Push-on type fittings such as Aeroquip 1525–X, 25156–X, and FC332–X are not permitted; and (B) The length of nonmetallic flexible hose is limited to 760 mm (30 in). Longer, nonmetallic flexible hoses may be allowed in emergency steering systems at the discretion of the Commandant. (iii) If a hand pump is provided, or if the engine has a manual starting system, adequate space must be provided for the hand pump or hand start operation. The length of nonmetallic flexible hose is limited to 760 mm (30 in). Longer nonmetallic flexible hoses may be allowed in emergency steering systems at the discretion of the Commandant.	
Fuel system. (i) The fuel system must meet 46 CFR 56.50–75(b) and, except as specified in this paragraph, the fuel tank must meet 46 CFR 58.50–10.	
Fuel Tanks constructed with— (A) Aluminum must be at least 5 mm (0.20 in) thick of ASTM B 209 or 5086 alloy; (B) Nickel-copper must be at least 0.9 mm (0.0375 in) thick of ASTM B 127 hot-rolled sheet or plate; (C) Steel or iron must be at least 1.9 mm (0.0747 in) thick. Diesel tanks of steel or iron must not have interior galvanizing; (D) Fiberglass reinforced plastic must be at least 5 mm (0.187 in) thick; be sealed against porosity by at least one ply of chopped strand mat; be reinforced in the way of tank openings; be fitted with corrosion-resistant fittings; have each joint at the top of the tank; and have each joint bonded and through-bolted; or (E) Roto-molded plastic must be at least 5 mm thick; must meet the requirements of 33 CFR 183.510 (a), (b), and (e) regardless of tank capacity; must be able to pass all static pressure tests as required in 33 CFR 183.510 at a minimum pressure of 5 psi; and be fitted with corrosion-resistant fittings. (iii) Each fuel tank over 0.75 m (30 in) long must be baffled at intervals not exceeding 0.45 m (18 in). (iv) A fuel level indicator must be provided for each fuel tank. (v) Any fuel tank vent piping must be at least 6 mm (0.25 in) outside diameter tubing.	
A shut-off valve must be provided at the fuel tank and must not be provided at the fuel pump. The valve must be clearly labeled. The position of the valve must be clearly indicated by a permanent marking inside the lifeboat. The marking must be an arrow pointing in the direction of the valve, and the words ‘‘Fuel Shut-Off Valve’’ must be in a color that contrasts with their background. The marking must be legible to a person within the vicinity of the engine.	
Starting system batteries. Any battery fitted in a totally enclosed lifeboat must be stored in a sealed compartment with exterior venting. If the lifeboat has more than one engine, then only one starting battery is required per engine.	
Exhaust. Engine exhaust must be routed away from bilge and potential oil drips. Any paint used on engines, manifolds, or exhaust must not give off fumes when heated. All exhaust lagging must be non-absorbent.	

CONTROL AND STEERING	
General. Rescue boat starting, maneuvering, and steering controls must be provided at the control and steering station. (i) The throttle must be a continuous manual control and must be able to be set and locked at any position. (ii) The control and steering station must be designed and laid out in accordance with ASTM F 1166 sections 9 and 10, so that controls and displays are unambiguous, accessible, and easy to reach and use from the operator's normal seated position, while wearing an immersion suit or a lifejacket. Each control, gauge, or display must be identified by a marking posted on, above, or adjacent to the respective item. Each control must operate in a logical manner and be marked with an arrow to show direction of movement of control which will cause an increased response. Each gauge must be marked with the normal operating range and indicate danger or abnormal conditions. Each marking must be permanent and weatherproof. (iv) Gauges, and audio and visual alarms must be provided to monitor at least the following parameters ***on inboard engines only***— (A) Coolant temperature, for a liquid cooled engine; (B) Oil pressure, for an engine with an oil pump; (C) Tachometer, for an engine not provided with over-speed protection; and (D) State of charge, or rate of charge, for each rechargeable engine starting power source	
Remote steering (when installed). The procedure to change over from remote to local steering must be simple, not require the use of tools, and be clearly posted. There must be sufficient clear space to install, operate, remove, and stow the removable tiller arm. The tiller arm and its connection to the rudder stock must be of sufficient strength so that there is no slippage or bending of the tiller arm. Rudder stops or other means must be provided to prevent the rudder from turning too far on either side.	
Fast rescue boats must be steered by a wheel at the helmsman's position remote from the tiller. An emergency steering system providing direct control of the rudder, water jet, or outboard motor must also be provided.	
FITTINGS AND OTHER PERMANENTLY INSTALLED EQUIPMENT	
Hull drain plug. Rescue boats must be provided with at least one drain valve fitted near the lowest point in the hull, which shall automatically open to drain water from the hull when the rescue boat is not waterborne and must automatically close to prevent entry of water when the rescue boat is waterborne. Each drain valve shall be provided with a cap or plug to close the valve, which shall be attached to the lifeboat by a lanyard, a chain, or other suitable means. Drain valves shall be readily accessible from inside the rescue boat and their position shall be clearly indicated. The position of each drain plug must be clearly indicated by a permanent marking inside the rescue boat. The marking must be an arrow pointing in the direction of the plug, and the words ''Drain Plug'' must be 76 mm (3 in) high and have letters of a color that contrast with their background. The marking must be clearly visible to a person within the vicinity of the drain plug.	

Handholds. Except in the vicinity of the rudder and propeller, suitable handholds shall be provided or a buoyant lifeline shall be becketed around the outside of the rescue boat above the waterline and within reach of a person in the water. **Buoyant lifelines** must be of ultraviolet resistant material. **Rails** provided as handholds on rigid and rigid-inflated rescue boats must extend for half the length of the rescue boat on both sides of the hull, and the clearance between the rail and hull must be at least 38 mm (1.5 in). The rails must be attached to the hull below the chine or turn of the bilge, must be faired to prevent any fouling, and not project beyond the widest part of the rescue boat.	
Storage compartments All rescue boats shall be fitted with sufficient watertight lockers or compartments to provide for the storage of the equipment required by 46 CFR 199.175. Each storage compartment must be supported and secured against movement. It must have adequate hand access for removing and storing the required equipment, provisions, or water, and for cleaning the inside of the compartment.	
Release mechanism. Each release mechanism fitted to any rescue boat must be identified at the application for approval of the prototype rescue boat and must be approved under subparts 160.133 or 160.170 of this part. *Fast rescue boats must, if possible, be equipped with a single-point suspension arrangement or equivalent.* The release lever or control in the rescue boat must be red in color, and the area immediately surrounding the control must be a sharply contrasting light color. An illustrated operating instruction plate or placard showing the correct off-load and emergency on-load release procedure and recovery procedure must be posted so that it is visible and legible from the helmsman's normal operating position. The plate or placard must be corrosion resistant and weatherproof and must be marked with the word ''Danger''.	
Painter release. Each rescue boat must be fitted with a device to secure the painter near the bow of the rescue boat. The device must be arranged such that the rescue boat does not exhibit unsafe or unstable characteristics when being towed by the ship with the ship underway at 5 knots. A quick-release device must be provided, which allows the painter to be released from inside the rescue boat while under tension. The quick-release handle must be clearly identified by a label.	
Canopy lamp. Any exterior rescue boat position-indicating light must be approved by the Commandant under approval series 161.101.	
Navigating lights. Each rescue boat must have navigation lights that are in compliance with the applicable sections of the International and Inland Navigation Rules and meet 46 CFR111.75–17.	
Manually controlled interior light (for fully enclosed rescue boats). Any interior light must be approved by the Commandant under approval series 161.101.	
Bilge pump. Each rescue boat that is not automatically self-bailing, must be fitted with a manual bilge pump approved under 46 CFR part 160, subpart 160.044, or an engine powered	

bilge pump.	
Exterior color. The primary color of the exterior of the hull, exterior of any canopy or bow cover, and the interior of a rescue boat not covered by a canopy or bow cover must be a highly visible color equivalent to vivid reddish orange color number 12197 of FED–STD–595C, or a durable fluorescent color of a similar hue.	
Retroreflective material. The exterior of each rescue boat and its canopy, where installed, must be marked with Type II retroreflective material approved under 46 CFR part 164, subpart 164.018. The arrangement of the retroreflective material must comply with IMO Res. A.658(16)	
Labels and notices. Any labels, caution and danger notices, and operating, maintenance, or general instructions, must be in accordance with ASTM F 1166, Section 15, in terms of format, content, lettering size and spacing, color, and posted location. They must be illustrated with symbols in accordance with IMO Res. A.760(18) , as applicable. Information and instruction plates, not specifically mentioned in this section, must not be posted in the vicinity of the control and steering station without prior approval from the Commandant. Identification label plates, if required, must be posted on or above the component or equipment to be identified.	
Fast rescue boats must have a hands-free, watertight VHF radio set .	
Air bottles	
Air bottles. Each compressed gas air cylinder must meet the requirements in 46 CFR 147.60. The cylinders must be accessible for removal and charging in place.	
§ 160.156–15 Production inspections, tests, quality control, and conformance of rescue boats.	
The manufacturer must— (1) Institute a quality control procedure to ensure that all production rescue boats are produced to the same standard, and in the same manner, as the prototype rescue boat approved by the Commandant. The manufacturer's quality control personnel must not work directly under the department or person responsible for either production or sales;	**See specifics for recordkeeping in 46 CFR 160.156-15**
MARKING AND LABELING OF THE RESCUE BOAT 46 CFR 160.156-17	
(a) Each rescue boat must be marked with a plate or label permanently affixed to the hull in a conspicuous place readily accessible for inspection and sufficiently durable to withstand continuous exposure to environmental conditions at sea for the life of the rescue boat.. (b) The plate or label must be in English, but may also be in other languages. (c) The plate or label must contain the— (1) Manufacturer's name and model identification; (2) Name of the independent laboratory that witnessed the prototype or production tests; (3) Serial number of the release mechanism; (4) U.S. Coast Guard approval number; {i.e., 160.156/xxx/x} (5) Month and year of manufacture; (6) Safe working load of the release Mechanism when installed; and (7) the word ''SOLAS.''	