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U. S. C. G.
Commandant of the Coast Guard

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Activities of the Council

DURING the month of October the Merchant Marine Council recommended to the Commandant the issue of General License No. 4 governing the operation of small craft within local waters of the United States under the Port Security Regulations. Navigation and Vessel Inspection Circular No. 52 was issued rescinding Circular No. 30 in view of the fact that its contents have been put in regulation form in section 153–21 of subchapter O.

The Council has under consideration a return in the near future to pre-war experience standards for officers of the Merchant Marine, particularly masters and chief engineers. According to advices from the War Shipping Administration, there is a surplus of masters and a sufficiency of chief engineers so that consideration could be given to extending the amount of experience required for a first mate or first assistant to sit for a higher license from the present 6 months to the pre-war 12 months. Discussion was also held as to the possible extending of the time required by second mates and second assistants to sit for the next higher license. No action has as yet been definitely taken in either of these directions.

Revised editions of "Marine Engineering Regulations and Matériel Specifications Subchapter F," "Construction or Material Alteration of Passenger Vessels of the United States of 100 Gross Tons or Over Propelled by Machinery Subchapter M," and "Regulations Applicable to Certain Vessels and Shipping During Emergency Subchapter O" were approved for publication with all amendments and revisions to date. It is believed that these will be available by mid-December. The Council also provided for the distribution of small pamphlets entitled "Safety Hints to Merchant Vessel Officers and Personnel Assigned to the Duty of Checking Safety, Fire-fighting and Lifesaving Equipment."

On October 19 the Merchant Marine Council, through the courtesy and cooperation of the Propeller Clubs of the United States, held its regular meeting at the Hotel Waldorf-Astoria in New York as a part of the American Merchant Marine Conference. The meeting was held in the Jade Room and was well attended by representatives of the maritime industry. Vice-Admiral R. R. Waesche, U. S. C. G., Commandant of the Coast Guard, opened the meeting with a discussion of the relationship of the Coast Guard and the maritime industry. Explaining that he felt that the Coast Guard had not achieved as close a working arrangement with the various branches of the industry as it should, he asked those present for constructive suggestions which might lead to improvement in this direction. This resulted in several suggestions from the floor which will be pursued further. The text of Admiral Waesche's statement is given elsewhere.

Rear Admiral Harvey F. Johnson, U. S. C. G., Engineer-in-Chief and Chairman of the Merchant Marine Council, offered three specific topics for consideration. The first was the matter of simplifying, insofar as it lay in the power of the Coast Guard, the documents which a merchant seaman must carry. The suggestion was made that in lieu of present certificates of identification, of service and of qualification, or, in the case of officers, licenses or certificates of reg-

istry, a single small card be required which would give all data necessary to indicate the documents that the holder otherwise would carry.

A second topic discussed was the necessity for continuing the present form of so-called "official" log book. A part of the entries now made in this log book are made in the regular ship's log book and other entries now required to be made in the "official" log book could be equally well so entered. Approximately two-thirds of the "official" log book is devoted to space for cash advances and slop chest accounts of the various seamen and as such may offer a support in connection with the final wage settlement of the seaman. However, the wage accounts of seamen today are so complex that the use of a cash account in the log book as a supporting document only meets a small portion of the necessary financial data going to make up the wage account. In any case, it seems that the Federal Government, if it were to require such a wage account upon a specific form, should either specify a form for the complete account or for no part of it. In the latter case it might be possible to do away entirely with this extra log book.

A third topic discussed was that of simplification of the signing on and signing off procedure which, in turn, had a bearing on the discussion of the role of the shipping commissioner in the modern seaman's agreement. The present form of articles is undoubtedly archaic and contains a great deal of obsolete matter, much of which has no direct bearing upon the seaman's agreement with his employer. As already stated, the wage account of a seaman under present conditions, with varying war bonuses and overtime and with deductions for social security and income tax, has reached a complexity which cannot be shown in toto on present form of articles and is in most cases the subject of a special and detailed wage account. The question raised by the Coast Guard was whether it was not desirable to reduce the shipping articles to an initial contract and a final discharge, using a special wage account as supporting data, just as today many of the Union agreements are in effect a part of the contract between the master and the seaman.

It was further suggested by the Coast Guard for discussion that the services of a Coast Guard officer as shipping commissioner might be dispensed with in all cases where there was mutual agreement and satisfaction at the time of discharge, reserving his services for those less frequent occasions where disagreement arose and adjudication by such an officer might be desirable. The adoption of such a policy would not only save the time of many Coast Guard officers but would also greatly expedite and simplify the signing on and discharge of crews in all cases where no disagreement arose.

Interesting comments on this proposition were made by representatives of steamship companies and of maritime labor. Admiral Johnson had explained that no definite action would be taken in any case until after further study and emphasized that all points raised were merely for thought and discussion. Further study in all these directions will be made by the Council in conjunction with representatives of the industry.

Coast Guard Will Revert to Treasury—Forrestal

The Coast Guard will revert to the Treasury Department at the conclusion of the war, according to a declaration made by James Forrestal, Secretary of the Navy.

Secretary Forrestal revealed plans for the future of the Coast Guard in a detailed speech given before the eighteenth annual meeting of the Propeller Clubs of the United States in conjunction with the American Merchant Marine Conference.

In paying tribute to the Coast Guard, Mr. Forrestal said:

"I have paid tribute to the Merchant Marine in these remarks. I want now to pay tribute to another great organization, the United States Coast Guard.

"As you know, before the war the Coast Guard was under the direction of the Treasury Department. With the declaration of war, cognizance over it was transferred to the Navy, in accordance with the organic Coast Guard Act of 1915 which laid down the unusual but sound policy that it should operate under civil authority in peace but under the jurisdiction of the Navy during wartime. The Coast Guard, as it has in the past, accepted this transfer loyally and cheerfully and has rendered as fine a service to the United States and to the Navy as any part of the regular naval organization.

"Coast Guardsmen stepped into the Navy, filled many billets that we should have found otherwise most difficult to man, and have discharged their duties in harmony with the highest traditions of the Naval Service. I need hardly say that much of this has been due to the quality of leadership that has stemmed from Vice Admiral Russell Waesche, whose quiet, patriotic devotion to duty has set the standard which Coast Guardsmen on the seven seas have so loyally followed.

"When the war is over the Coast Guard probably will return to the direction of the Treasury. That is what the Navy will recommend, and I take some satisfaction on behalf of the Navy in making this statement and in demonstrating that the Navy is quite as willing to divest itself of responsibility as it is willing to accept it."

American Merchant Marine Conference

Participating as speakers and panel discussion leaders, a group of top-ranking Coast Guard officers attended the eighteenth annual meeting of the Propeller Clubs of the United States and the American Merchant Marine Conference in joint session at the Waldorf-Astoria Hotel in New York City October 18 to 20.

With the topic, "United States Coast Guard Radio and the Merchant Marine," Captain E. M. Webster, Chief of Coast Guard Communications, addressed the panel on Radio's Contribution to the Merchant Marine, while Captain Norman B. Hall, chief of Coast Guard Port Security Division, led a discussion on "Port Protection Measures During Wartime" before the Maritime Safety panel.

Vice Admiral R. R. Waesche, Coast Guard Commandant, was a principal speaker at the final session of the joint convention, which was devoted to post-war prospects for American merchant marine activities. His subject was "International Shipping Collaboration." Other speakers on the same program included H. G. Smith, president of the Shipbuilding Council of America, whose topic was "What Post-War Shipbuilding Should Be"; A. E. Roth, president of the National Federation of Shipping, discussing "World Outlook for Private Enterprise in the Shipping Industry"; W. S. Swingle, vice president of the National Foreign Trade Council, who spoke on "Post War Foreign Trade," and W. C. Taylor, under secretary of the Department of Commerce, who outlined "Overseas Trade Opportunities."

Secretary of the Navy James Forrestal, speaking at the banquet on the night of October 20, paid tribute to the Coast Guard's contribution to the war effort, as an operating part of the Navy. His words are quoted on this page.

International Shipping Collaboration

AT THE general session of the American Merchant Marine Conference, Friday morning, October 20, Vice Admiral R. R. Waesche, Commandant of the Coast Guard, addressed the meeting on the subject of international collaboration in maritime matters, with particular regard to safety measures. The text of his remarks follows:

"The concept of state regulation of shipping, from the safety viewpoint, is extremely ancient. The early Greeks, the Roman Empire, Byzantium, and the Hansa cities all established some degree of control over their merchant vessels. In the thirteenth century, when Venice was supreme in the Mediterranean, that city-state prescribed in detail the size and number of anchors, boats, and sails to be carried, the number and ratings of crews and the permissible size of deck loads. It even established load line marks which were successively lowered according to the age of the ship.

"But this regulation was limited to the state's own shipping. It was, nevertheless, highly effective because, in the early days, there could be little or no effective trading by water unless there were some maritime nation strong enough to police the seas and suppress the pirates and rovers who otherwise would batten upon the helpless merchant. When such a state flowered, its own ships held almost a monopoly of trade, and the regulations imposed upon such vessels established, in effect, a universal standard.

"Today piracy is extinct—or will be as soon as the United Nations complete their pending settlement with Germany and Japan. In peacetime no one nation enjoys anything approaching a monopoly of water-borne trade. Many countries are normally engaged in competitive use of the world's sea lanes. Each country has imposed a greater or less degree of regulation of its own shipping, but provisions for over-all standards applying to every nation have been slow in emerging.

"The first international code of signals was established in 1857. International Rules of the Road were not adopted until 1862. By private arrangement, much progress was made in the standardization of charter parties, general average adjustment, and salvage rules. It was not until 1914, spurred by the *Titanic* disaster, that the first International Safety-at-sea Convention was proposed. The United States did not ratify this convention, although its basic provisions were enacted into law. In 1929 a second convention was called, largely as a result of the loss of the *Vestris*. The United States, whose delegation had actively participated in the conference, failed to ratify the convention for a matter of 6 years. In justice to the shipping industry, these failures were not chargeable to them.

The Commandant at the Merchant Marine Conference. Mr. James Sinclair, Luckenbach Steamship Co., Mr. J. J. Halloran, C. H. Sprague & Co., Vice Admiral Waesche, Mr. Frank J. Taylor, American Merchant Marine Institute.

"Following the 1929 Convention the need for international agreement on many matters became increasingly obvious. The Load Line Convention was adopted and great advances were made in uniformity and regulation in the field of radio. Undoubtedly further progress would have been made had not all civilized nations been obliged to devote their entire attention to the destruction of the totalitarian regimes.

"The provisions of the 1929 Convention provided for a revision of its terms by agreement after the expiration of 5 years. Fifteen years, however, have elapsed since the London conference. In that time, and particularly under the stress of war emergency, scientific developments affecting shipping have raced ahead. Some safety provisions of the 1929 convention are obsolete. Many of today's safety procedures were unknown at that time. These new developments and the desirability of their widespread use at sea make it essential in the interests of uniformity that maritime nations should meet and agree upon a new convention as soon as the military situation permits.

"We have, for example, and undoubtedly will have after the war, a very large transoceanic movement by air. At present this is largely military, but in the post-war period it will be commercial and subject to regulation by the appropriate authority in the various governments. Where planes flying over water are of the boat type some degree of minimum standards as to hull construction may be established. For all such planes it is probable that minimum life-saving equipment will be prescribed. Long-range direction finder equipment will be necessary and must be provided for on an international basis. Further, it seems inescapable that special provisions will have to be made for the rescue of the personnel of any plane which is forced to alight on the water and such rescue facilities must be provided through international collaboration.

"In the last few years we have learned much regarding the weather. Provided the Weather Bureau experts have adequate data from the necessary localities, they can forecast meteorological conditions with an uncanny degree of accuracy. While this may be merely of interest to the man in the street, and perhaps of value to farmers and the maritime industry, it is absolutely vital to long-range aviation. Reports can be easily collected from observers scattered through the populated countries. But

until recently reports of weather over the oceans, although of equal importance, have been necessarily sparse. We all know that one of the early acts of the Germans was to establish a weather observation station on Greenland, where the cold Arctic air mass largely dictates the weather over the Atlantic and Europe. There is no doubt that, after the war, an international net of weather observation stations, including special facilities for taking observations over the oceans, must be brought into being. Again, this is a matter for international cooperation.

"There is another direction in which a reasonably high degree of international agreement has been reached but in which room for improvement still exists. This is in the admeasurement of vessels for determining their gross and net tonnage. The rules for such admeasurement, individually established by the various countries, are reasonably in agreement. Unfortunately, however, they are of such a nature as to permit exemption of certain spaces from measurement under conditions which do not make for safety. It encourages a form of 'rule-beating' which is inimical to safety. An international system of admeasurement eliminating these undesirable loopholes would be most desirable. At the same time if such a system were adopted by the two interoceanic canals, a further gain would be made.

"Reference has already been made to the fact that there is in existence an international set of Rules for the Prevention of Collisions. These are, in general, satisfactory. However, there have arisen certain situations not cared for under these international rules and experts advise that it would be desirable to amplify the rules in a few directions. In the provision of aids to navigation, particularly buoys, each nation largely establishes its own buoyage system. Although perhaps in theory standardization is not necessary because foreign vessels will use local pilots, it is nevertheless obvious that advantage would accrue from a greater degree of uniformity than presently exists. Aids to navigation which make use of radionics must definitely be of a standard nature to permit their use by vessels of all nations.

"I appreciate that the hard-pressed shipowner, while anxious that his vessels attain a high degree of safety, tends to look askance at safety conventions for fear that they will impose upon him additional burdens and expense. Actually, however, this should not be the result in the case of vessels of this country. Safety requirements imposed upon United States tonnage are probably as high as those of any other nation; in many cases higher. From our own selfish standpoint the advantage of international safety standards is that they tend to bring up to our level that foreign tonnage with which our shipping is in active competition. It is also highly desirable that vessels meeting such requirements and certified accordingly by their government shall not be subject to question, from the safety standpoint, by other governments in foreign ports.

"The State Department has authorized the initial steps toward the formulation of a set of proposals to be submitted to an international maritime conference after the cessation of hostilities in the European theater. A number of the foreign nations undoubtedly will undertake new construction to replace their lost tonnage, whenever that is practicable. If new standards are to be established, it would be desirable that this be done before the commencement of any substantial amount of peacetime construction. Facilities for the assistance of air navigation and improvements in aids to surface navigation should be decided upon with as little delay as possible. The time element, therefore, is somewhat pressing.

"The Coast Guard has been designated by the State Department as the agency to assemble the data necessary for specific proposals. It has been in touch with the representatives of the shipping industry, including shipowners, shipbuilders, underwriters, the classification society and maritime labor. It has set up technical committees upon which all interested groups are represented. It is working in the closest possible conjunction with the Maritime Commission. It is open to suggestions from any source.

"It is my profound hope and my sincere intention that from these committees there shall emerge proposals which shall not be in the form of restrictions imposed upon industry by government but rather will be reasonable and desirable measures unanimously agreed to by all hands in the interest of the future American merchant marine."

Relationship of the Coast Guard to the Maritime Industry

THE OPEN meeting of the Merchant Marine Council of the United States Coast Guard, held on October 19, in New York, as part of the American Merchant Marine Conference, was presided over by Vice Admiral R. R. Waesche, U. S. C. G., Commandant of the Coast Guard. One of the subjects for discussion was "The Relationship of the Coast Guard to the Maritime Industry." Admiral Waesche expressed the attitude of the Coast Guard in the following remarks:

"The domestic prosperity and the military power of the United States are both largely contingent upon a strong and well integrated maritime industry. The Congress has recognized that fact by expressly so stating in the Merchant Marine Act of 1936; and it has declared that it is the settled policy of the nation to foster the development and to encourage the maintenance of our vital maritime industry. The Coast Guard, as an instrumentality of the United States, is not only bound by this Congressional declaration of policy, but is entirely convinced of its validity and soundness. This policy, then, is the starting point for relations between the Coast Guard and the maritime industry. To any proposed action or program, the Coast Guard must, and will, apply the test, 'Does it foster the development and encourage the maintenance of a healthy maritime industry?'

"I have used the words, 'maritime industry,' in their broadest sense. It is my intent to include in the purview of the phrase the commerce on the network of inland rivers and waterways, the traffic on the Great Lakes, and the coastwise trade, as well as our foreign water-borne commerce. I intend also to include in the term those groups, organizations, and businesses whose activities and services contribute to and are connected with these different types of commerce. I have reference to both employer and labor.

"The American maritime industry is a private one. While maintaining its private status, the industry has successfully performed the unprecedented tasks imposed upon it by the present war. There could be no better proof that a healthy maritime industry is best fostered and encouraged by adhering to the principles of private enterprise. Accordingly, in its relations with the maritime industry, the Coast Guard seeks, as a corollary to its fundamental policy, to assist private organizations and concerns to work out their own problems and to run their own industry with a minimum of interference and burden. This principle of self-regulation can be applied successfully, I believe, by the Coast Guard working with and through recognized private organizations representing the various elements of the industry.

"The Coast Guard is organized on military lines and, in time of war, is part of the United States Navy. Warfare requires such extensive reliance by the military upon the maritime

industry that it is essential that the functions vested by law in our Service should, during hostilities, be subject to military control. In order to fit into its place in the Navy scheme, the Coast Guard must be organized, trained, and prepared along military lines.

"On the other hand, in our relations with private enterprise and with the private elements represented by labor and employers, we are administering civil functions, and we must operate in that connection like a civilian agency. The approach to our civilian functions should not be, and is not, the so-called military attitude. In peacetime the Coast Guard belongs under the civil establishment, and the law so provides.

"Among the most important Coast Guard functions, bearing upon waterborne commerce, are those relating to safety and safety equipment. I am certain that the overwhelming majority of the operators, certificated seamen, licensed officers, shipbuilders, manufacturers of equipment, and others are as interested as the Coast Guard in maintaining high safety standards. The property and reputations of some and the very lives of others are at stake. On the other hand, there will always be the minority who by devious and diverse means will seek for one purpose or the other to cut the corners and avoid meeting or abiding by the proper safety standards. It is this minority group that makes Government regulation necessary, and in the field of marine safety, the Congress has accordingly provided considerable legislation which it is our job to enforce and administer. We must approach that job with the underlying purpose of regulation always in mind, that is, that the minority must be brought into line with the standards that the rest of the industry and the public at large are desirous of maintaining. The job should not be approached with the attitude of dictating to the whole industry how it should run its affairs.

"In that connection, it must always be remembered that marine safety is desirable for practical reasons and that, where standards of safety exceed what is practical, they defeat their very purpose. Thus, in determining such standards, we must keep in mind the economics of vessel operation. Before adoption of any rule or regulation which may have serious economic repercussions upon operators, seamen, or other elements of the industry there should be careful consultation with the affected members and full opportunity for discussion.

"This matter of consultation is applicable not only with respect to safety measures, but to all the fields where the Coast Guard makes rules

Rear Admiral Harvey F. Johnson presiding at meeting of the Merchant Marine Council. Vice Admiral Waesche and Lieut. W. E. Maloney in background, Capt. J. M. Heiner and Capt. K. S. Harrison in foreground.

which substantially affect the various elements of the industry. The need for a forum in which notice and hearing can be afforded to interested parties prior to the taking of such regulatory action is one of the primary reasons for the existence of the Coast Guard Merchant Marine Council. The immense growth and increasing complexity of modern economic and social machinery has necessitated a corresponding growth of administrative agencies in Government with flexibility and specialized information. This has been the trend during the last generation in every democratic country in the world. Today administrative rule-making affects almost everyone in a vital way. However, the usefulness of the administrative process, and its desirability in a democratic system based on prion procedures which afford quick and well-informed action, grounded upon the fundamentals of fair play. Such procedures must emphasize the importance of outside participation prior to the issuance of rules and must permit interested persons to be heard and to petition for new rules and amendments. In the final analysis, if we recognize the principle of private enterprise, as I most certainly do, it follows that the best source of information about an industry is the people who are actually in that industry as employers or employees.

"I sincerely believe that any Government agency which does not gear its rule-making procedure to these principles is out of step with the trend of the times and will either be forced by Congress to adopt such principles or will be supplanted.

"The Merchant Marine Council has another important role in the relations of the Coast Guard with the maritime industry. The law has im-

posed upon the Commandant of the Coast Guard important responsibilities, which can be properly discharged only if he is kept continually advised of the developments, trends, and viewpoints in the various elements of the industry. It is a function of the Council to serve as a channel by which that information can pass from the industry to the Commandant. The Council should be on the alert to gather that information, and it is my profound hope that representatives of all the various elements in the industry will make every effort to submit to the Council, either in person at its meetings or by letter, information as to their problems, complaints, and viewpoints. I am convinced that this will bring about an understanding between the Coast Guard and the industry which will result in their relations being that of teamwork for a common end."

Coast Guard Design Life Preserver

ONE important development in connection with safety of life at sea is the recently approved Coast Guard design life preserver for which an application for letters patent has been made by Commander R. E. Coombs, Acting Chief, Merchant Marine Inspection Division, and which he has assigned to the government. Back of this development is a story of close cooperation between a solution of the problem presented by the dwindling stock pile of kapok suitable for life preservers. The result of this cooperation and research is a life jacket which not only substantially solves this problem, but also affords a jacket with new safety features.

Coast Guard records show that 20 percent of the persons compelled to abandon ship due to enemy action do so by jumping overboard. These persons must rely almost entirely upon their life jackets. The wartime use of life jackets has considerably shortened the useful life expectancy of jackets. Seamen and soldiers wear them almost continually while aboard ship. Accordingly, the ordinary wear and tear on the jackets has increased considerably and the problem of filth and vermin has added to the shortened usefulness of the jacket. All of these facts caused the demand for jackets to rise astronomically. As it rose, the kapok stockpile diminished. It became apparent to the Commandant of the U. S. Coast Guard a few months ago that if safety of life at sea was to be maintained at the present standard, an immediate solution to the problem was necessary. The responsibility for the solution of this problem was primarily that of the Commandant, as he had been designated by the Secretary of the Navy, upon the recommendation of the Joint Chiefs of Staff, as head of the Air-Sea Rescue Agency. The problem was assigned to the Committee on Design and Testing of Life Preservers, of which Commander Coombs was Chairman. Other members of the Committee were Colonel A. S. Stovall, Army Ground Forces; Lieutenant-Commander J. A. Calliouet, USNR, Bureau of Ships; Mr. Ben Martin, War Shipping administration; and Mr. P. E. King, Water Transportation, U. S. Army. Mr. John T. Mains, of the War Production Board, rendered the Committee valuable assistance.

It soon became apparent to the Committee that from the practical viewpoint of time a method must be found to extend to the utmost the existing stockpile of kapok. No new tropical sources of kapok were available. The search for kapok substitutes, although proceeding satisfactorily, has not yet produced a material in substantial quantities. Again, the kapok fibre possesses many desirable features. It is not only extremely buoyant, but is also resilient and pliable. Very important is the fact that the fibre itself will not be attacked by vermin as it contains no edible vegetable matter.

The research of the Committee resulted in the Style ASRA–10 life preserver available in three types, approved by the Council for merchant marine use and designated as Coast Guard models 1, 2, and 3 (C. G. dwg. No. F–49–6–1, Sheets 1 and 2, and specification dated 10 June, 1944).

The outstanding feature of the jacket is the utilization of removable kapok pads. The principle of subdivision of the kapok is incorporated into the design to provide optimum buoyancy under all conditions of service. The jacket is so constructed that each subdivision consists of a separate removable pad. The pad inserts are covered with a vinylite coated fabric, cemented or heat-sealed tight, similar to the construc-

Donning life jacket.

Proper adjustment of lifting strap.

Tying drawstrings for snug fit.

Life jacket and equipment correctly adjusted.

tion used for the standard Navy kapok life jacket. This feature permits kapok to be easily reclaimed from jackets which have been soiled or damaged. An additional advantage is gained in that the pads may be removed to permit the laundering of the jacket covers, which is necessary in many instances. For example, on troop transports the jackets become soiled from the seasickness of the soldiers. Laundering and cleansing processes which do not affect the buoyancy characteristics of the kapok may also be used on this type jacket without removing the pads.

This life preserver comes in two basic types, one which contains 20 ounces of kapok, and one which contains 24 ounces of kapok, the difference being that the latter type jacket is for use with lifesaving suits.

Simplicity of adjustment of the jacket to the bodies of different sizes of individuals is an outstanding characteristic. The jacket is reversible. A close fit has been achieved by crossing the lower drawstrings across the back in a tunnel, so that when the tapes are pulled the jacket gathers across the back. It is also held close to the body of the wearer by the body strap webbing which, with its double Dee ring fastening arrangement, provides fastening and close adjustment in one pull of the webbing strap. Unlike some existing style jackets, it is not necessary to adjust the jacket carefully so that it overlaps in front to achieve the flotation characteristic of holding the wearer backward at an angle in the water with head and face out of the water.

Casualty reports have revealed that in many instances life jackets not possessing a means for easy adjustment to the body of the wearer have not been properly donned. Consequently, after a long period in the water the wearer becomes exhausted and inert and tends to slip down in the jacket so that the head becomes submerged. The new design jacket will not ride up on a wearer when properly adjusted because of the close fit across the chest achieved by pulling the body strap taut. The body strap offers further advantage in that it may be used for hoisting an exhausted wearer from the water onto the rescue vessel. The left shoulder of the jacket is equipped with a tab for attaching the life preserver light.

The Committee, looking forward to the time when kapok substitutes become available, so designed this jacket that substitute material may be incorporated into the pockets of the jacket without further changing the basic design.

The Council adopted the recommendation of the Committee that certain classes of service may better utilize this design life preserver without vinylite pad covers, and, accordingly, provisions in the design approval and specification were made for this contingency.

Lake Carriers' Association Honored

VICE ADMIRAL Russell R. Waesche, Commandant of the United States Coast Guard, on October 9 paid tribute to the shipping industry of the Great Lakes by awarding the Coast Guard's highest civilian award—the SECURITY SHIELD OF HONOR—to the Lake Carriers' Association, first inland group to be so honored. The Lake Carriers' Association is an organization of vessel operators whose ships carry 95 percent of the bulk tonnage on the Great Lakes.

The date of the award marked the beginning of National Fire Prevention Week throughout the nation and was made in recognition of valued and important contributions to the Port Security program of the Coast Guard which is responsible under Executive Order for the protection of all waterfront facilities and vessels in port. The award is based on the extensive cooperation given the Coast Guard by the Lake Carriers' Association in combatting fires, accidents, and sabotage on the vessels and along the waterfront facilities of the organization.

Called upon after the outbreak of war to carry an unprecedented volume of bulk tonnage, the vessels of the Lake Carriers' Association have broken all records in their response. Prior to the war, shipments through the Soo exceeded the combined tonnage of the Panama, Kiel, and Suez Canals. This volume has reached a record-breaking high in World War II.

Vice Admiral Waesche presented the Coast Guard award to Col. L. C. Sabin, representing the Lake Carriers.

The citation accompanying the shield is as follows:

For valued and important contributions to the Port Security program of the United States Coast Guard. Since the inception of this program, the Lake Carriers' Association and its members have evidenced a keen sense of responsibility of the importance of safeguarding the vast amount of vital war shipping passing through the Great Lakes, and to that end have exhibited the utmost degree of voluntary cooperation with the Coast Guard's Port Security forces in their task of enforcing regulations affecting the security of shipping and waterfront facilities. The members of the Association through the skilful handling of their vessels have contributed materially to the prevention of injury and loss to waterfront facilities and vessels in the Great Lakes, and their vigilant efforts in the entire field of Port Security have materially assisted and facilitated the safe and uninterrupted flow

Vice Admiral Russell R. Waesche presents the Coast Guard's highest civilian award to Col. L. C. Sabin, representing the Lake Carriers' Association of Cleveland.

of vital war materials to the battlefronts of the world.

Mr. Sabin, in accepting the award, declared that cooperation between the Coast Guard, the Lake Carriers, and the men who man its ships made the record-breaking performance of Lake shipping possible. Mr. Sabin pointed out that the 300 vessels of the Lake Carriers had carried 125 million tons of cargo to date in 1944—a tonnage which surpasses that of any other season since Pearl Harbor. He declared that in 1941–43 the vessels of this organization had moved 530 million tons of bulk cargo.

Coast Guard dignitaries at the ceremonies, besides Vice Admiral Waesche, were Capt. Ralph W. Dempwolf, District Coast Guard Officer, who introduced the Commandant, and Capt. James Hirschfield, vice-chairman of the Coast Guard's Merchant Marine Council and former skipper of the Coast Guard's famed cutter *Campbell*, which attacked five Nazi submarines and sunk a sixth within 12 hours in the North Atlantic in 1943.

Important civilian guests include Hon. Harold H. Burton, U. S. Senator from Ohio; Hon. Frank J. Lausche, Mayor of the City of Cleveland; John C. Virden, regional director of the War Production Board; A. T. Wood, Office of Defense Transportation; W. J. McGarry, Ore and Coal Exchange; C. W. West, General Superintendent Welland Ship Canal, Canadian Canal Services; and George R. Donovan, Dominion Marine Association.

Hearing Units

COAST GUARD Merchant Marine Hearing Units and Details, during the month of September, handled cases involving 269 officers and 1931 unlicensed men. In the case of officers, 4 were revoked, 32 were suspended, 87 were suspended on probation, 7 were suspended plus suspension on probation, 16 were voluntarily surrendered, 86 were admonitions, 37 were dismissed. Of the unlicensed personnel, 28 were revoked, 298 were suspended, 775 were suspended on probation, 45 were suspended plus suspension on probation, 219 were voluntarily surrendered, 431 were admonitions, 135 were dismissed.

LESSONS FROM CASUALTIES

A Voyage in a Burned-Out Lifeboat

Several instances of the ingenuity and resourcefulness of merchant seamen under conditions of extreme adversity at sea have occurred in the reports submitted by survivors of war-action casualties.

Some time ago, a tanker loaded with 80- and 100-octane gasoline was torpedoed and immediately broke into flame. The two boats aft could not be reached because of the enveloping flames, but part of the crew abandoned ship in the motor lifeboat and on a raft and doughnut float. Those on the raft, including the master, lost sight of the lifeboat in the darkness, and the next day found one of the after lifeboats floating nearby, gutted by fire. The chief mate transferred those on the raft and float to the boat and proceeded to see what could be done before rescue.

Everything wooden in the lifeboat had been consumed by flames and most of the equipment, including the boat compass, had been destroyed. A few items, however, were salvaged from the bilges: the bilge pump, the signal pistol, the marlinspike from the sailmaker's kit, the hatchet heads, and some nuts and bolts from the repair kit. The water tanks were also intact, and they salvaged two paddles from the float, plus the complete equipment from the life raft. With this gear they proceeded to rig their boat for the voyage.

To make a mast, they loosened the end of the releasing gear pipe and bent it upward at right angles to the keel. A yard and topmast were fashioned with planks from the raft. The sail was sewn with line from the fishing kit, which was forced through the canvas with the point of a knife. The problem of a rudder was solved by taking the metal from the buoyancy tanks and pounding it flat with the hatchet heads. They then used a marlinspike to pierce holes in the piece of metal and inserted the wing bolts to attach it to an improvised wooden stock.

The next morning watches were set, the sail hoisted, and a course laid for the coast of India. They steered by the sun and wind by day, and the stars by night. The jury rig performed creditably—the chief mate calculating that they averaged 40 miles a day.

Planes were sighted three times but, although they used flares and signalling mirrors, the distance was too great for them to be seen. Unfortunately, the signal pistol did not work, which was not surprising under the circumstances.

About 5 days after they set out, the lifeboat was picked up by a British steamer and the survivors landed at an Indian port for treatment. All were in excellent condition, however, and were released from the hospital in a day or two. Even had they not been pucked up they would doubtless have reached land within 36 hours.

This story illustrates forcibly what can be accomplished by resourceful and determined men under capable leadership.

Interchangeability of Valve Parts

A recent casualty report has directed Headquarters attention to the fact that some members of ships' personnel believe that valve parts are interchangeable as long as the valves are of the same size. It was this assumption that recently caused the death of an oiler on one of our merchant ships.

The story of this casualty centers around a 2-inch angle valve which served as a master valve to the soot blower steam line. Due to the fact that the threads were stripped on the bonnet union nut, it was necessary to make repairs to this valve. In the stock of spare parts there was a 2-inch globe valve, and since this valve was of the same size and make as the original angle valve, the union bonnet ring, the bonnet, and the packing nut were removed and joined with the body stem, disc and wheel of the old angle valve. The union bonnet nut screwed on easily and was tightened with a wrench. Two days later when the oiler was closing this valve after blowing the flues, the bonnet of the valve came off and the escaping steam fatally scalded him.

During the investigation of this casualty it was found that although the two valves were of the same size, the pitch of the threaded parts was different. Such being the case, there were only two or three threads in the union nut which made firm contact with the threads on the angle valve body. These few threads held so securely under the tightening strain of a wrench that a perfect fit was falsely assumed.

The lesson to be learned from this casualty is that the size of a valve is not the only factor that determines interchangeability. Every engineer should see to it that his engine room is equipped with a thread pitch gage. This gage should be used before connecting any threaded items in order to ascertain whether each item has the same number of threads per inch. In addition, when substituting parts of one valve for worn parts of another, be sure that the parts are not going to be subjected to a higher pressure than that for which they are designed.

APPENDIX

Amendments to Regulations

TITLE 33—NAVIGATION AND NAVIGABLE WATERS

Chapter I—Coast Guard Department of the Navy

PART 6—SECURITY OF PORTS AND CONTROL OF VESSELS IN THE NAVIGABLE WATERS OF THE UNITED STATES

OPERATION OF PLEASURE BOATS IN GULF OF MEXICO AND ATLANTIC OCEAN

[Gen. License 4]

Pursuant to the authority vested in the Commandant of the Coast Guard by § 6.18 of the regulations contained in this part, and finding that it would not be inimical to the national war effort or to the safety and protection of vessels or the territorial waters, a general license is issued as follows:

§ 6.203 *General License No. 4.* All pleasure vessels which are now in or may hereafter enter local waters of the Seventh and Eighth Naval Districts are hereby generally licensed to depart from such local waters, to operate in the waters of the Gulf of Mexico or Atlantic Ocean subject to the following terms and conditions:

(a) No pleasure vessel coming within terms of this general license shall depart from local waters without having first obtained a departure permit (Form NAVCG 2721) from the U. S. Coast Guard Captain of the Port. Issuance of such permit shall rest within the discretion of the Captain of the Port. Departure permit shall be subject to terms and conditions of § 6.17 and such further restrictions the Captain of the Port may see fit to require.

(b) No pleasure vessels shall remain beyond local waters during the hours between sunset and sunrise.

(c) No vessel departing from local waters pursuant to this general license shall enter a port other than the one from which such vessel departed unless prior specific permission to enter another port has been granted by the Captain of the Port.

(d) No vessel shall depart from or return to local waters, pursuant to this general license, except by way of such specific inlets as are designated and approved by the Captain of the Port.

(e) No vessel shall depart from local waters pursuant to this general license unless the master or operator thereof has ascertained the exact location of and regulations governing all restricted areas in the surrounding waters. Strict observance of such regulations is required.

(f) All persons on board vessels covered by this general license shall have in their possession a Coast Guard Identification card or other means of identification acceptable to the Captain of the Port.

(g) This general license may be revoked by the Commandant of the Coast Guard whenever he finds its continuance in force would be inimical to the war effort or to the safety and protection of vessels and the navigable waters of the United States.

(h) The Commandant of the Coast Guard may in his discretion exclude individual vessels from this general license upon notification to the owner, master or operator thereof.

(i) The issuance of this general license does not in any manner relieve any vessel covered thereby or its owners, masters, or operators from compliance with the provisions of any other applicable law or regulation.

R. R. WAESCHE,
Commandant.

OCTOBER 3, 1944.

(9 F. R. 12133, 5 October 1944.)

TITLE 46—SHIPPING

Chapter I—Coast Guard Inspection and Navigation

Subchapter D—Tank Vessels

PART 33—LIFESAVING APPLIANCES EQUIPMENT: LIFEBOATS, LIFE RAFTS, AND BUOYANT APPARATUS

Sections 33.3–1 (i), 33.3–2 (g) and 33.3–3 (c) (re hatchets in lifeboats) are amended by changing the two effective dates in the last two sentences from 1 October, 1944, to 1 December, 1944. (See amendments published in Federal Register 30 August, 1944, 9 F. R. 10591.) (9 F. R. 12621, 19 October, 1944.)

Subchapter G—Ocean and Coastwise: General Rules and Regulations

PART 59—BOATS, RAFTS, BULKHEADS, AND LIFESAVING APPLIANCES (OCEAN)

Section 59.11 (j) (re hatchets in lifeboats) is amended by changing the two effective dates in the last two sentences from 1 October, 1944, to 1 December 1944. (See amendments published in Federal Register 30 August, 1944, 9 F. R. 10591.) (9 F. R. 12621, 19 October, 1944.)

PART 60—BOATS, RAFTS, BULKHEADS, AND LIFESAVING APPLIANCES (COASTWISE)

Section 60.9 (j) (re hatchets in life boats) is amended by changing the two effective dates in the last two sentences from 1 October, 1944, to 1 December, 1944. (See amendments published in Federal Register 30 August, 1944, 9 F. R. 10591.) (9 F. R. 12621, 19 October, 1944.)

Subchapter H—Great Lakes: General Rules and Regulations

PART 76—BOATS, RAFTS, BULKHEADS, AND LIFESAVING APPLIANCES

Sections 76.14 (g) and 76.14a (c) (re hatchets in lifeboats) are amended by changing the two effective dates in the last two sentences from 1 October, 1944, to 1 December, 1944. (See amendments published in Federal Register 30 August, 1944, 9 F. R. 10591.) (9 F. R. 12621, 19 October 1944.)

Subchapter I—Bays, Sounds, and Lakes Other Than the Great Lakes: General Rules and Regulations

PART 94—BOATS, RAFTS, BULKHEADS, AND LIFESAVING APPLIANCES

Section 94.13 (c) (re hatchet in lifeboat) is amended by changing the two effective dates in the last two sentences from 1 October, 1944, to 1 December, 1944. (See amendments published in Federal Register 30 August, 1944, 9 F. R. 10591.) (9 F. R. 12621, 19 October, 1944.)

Subchapter J—Rivers

PART 113—BOATS, RAFTS, BULKHEADS, AND LIFESAVING APPLIANCES

Sections 113.22 (c) and 113.22a (b) (re hatchet in lifeboat) are amended by changing the two effective dates in the last two sentences from 1 October, 1944, to 1 December, 1944. (See amendments published in Federal Register 30 August, 1944, 9 F. R. 10591.) (9 F. R. 12621, 19 October 1944.)

Subchapter O—Regulations Applicable to Certain Vessels and Shipping During Emergency

PART 153—BOATS, RAFTS, AND LIFESAVING APPLIANCES; REGULATIONS DURING EMERGENCY

Sections 153.6a (a) (6), 153.6a (b) (8) and 153.7a (p) (re hatchets in lifeboats and life rafts) are amended by changing the two effective dates in the last two sentences from 1 October, 1944, to 1 December, 1944. (See amendments published in Federal Register 30 August, 1944, and 21 Sep-

tember, 1944, 9 F. R. 10591, 11611.) (9 F. R. 12621, 19 October, 1944.)

1. Section 153.9 is amended by the addition of a new subparagraph (d) reading as follows:

"§ 153.9". *Construction of ring life buoys.* * * *

(d) *Covering.* The life buoy shall be covered with an unbleached cotton duck, of a weight of not less than 9.68 ounces per square yard, complying with Federal Specification CCC D–761". (9 F.R. 12420, 13 October 1944) (Corrected 9 F.R. 12476, 14 October 1944 and 9 F.R. 12553, 17 October 1944.)

2. Section 153.10 (c) is amended by deletion of the last sentence and the addition of the following sentence in lieu thereof:

§ 153.10 *Construction of life preservers.* * * *

(c) *Kapok.* * * *

The kapok, after first having been submerged 12 inches deep in fresh water for 48 hours, shall have a buoyancy in fresh water of at least 48 pounds per cubic foot when compressed to a density of 3 pounds per cubic foot. (9 F.R. 12420, 13 October 1944.)

Marine Inspection Memorandum No. 6 of 15 October 1942 is hereby superseded.

Dated: October 16, 1944.

L. T. CHALKER,
Acting Commandant.

(9 F.R. 12597, 18 October 1944.)

Waiver

VESSELS ENGAGED IN BUSINESS CONNECTED WITH THE CONDUCT OF THE WAR

WAIVER OF NAVIGATION AND VESSEL INSPECTION LAWS RELATIVE TO EIGHT HOUR DAY ON TUGS NAVIGATING THE GREAT LAKES AND TRIBUTARY WATERS

The Acting Secretary of the Navy having by order dated 1 October 1942 (7 F.R. 7979) waived compliance with the Navigation and Vessel Inspection laws administered by the United States Coast Guard, in the case of any vessel engaged in business connected with the conduct of the war, to the extent and in the matter that the Commandant, United States Coast Guard, shall find to be necessary in the conduct of the war, and

Investigation having shown that the provisions of section 2 of the act of March 4, 1915, as amended (46 U.S.C. 673), restricting the working hours of licensed officers or seamen in the deck or engine department of any tug navigating the Great Lakes or tributary waters thereof to eight hours in one day, would unless waived impede the operation of vessels engaged in business connected with the conduct of the war,

Now therefore, in the case of tugs engaged in business connected with the conduct of the war, I hereby find it to be necessary in the conduct of the war that there be waived compliance with so much of section 2 of the Act of March 4, 1915, as amended (46 U.S.C. 673), as provides that a licensed officer or seamen in the deck or engine department of any tug navigating the Great Lakes and tributary waters thereof cannot be permitted to work in excess of eight hours in one day.

Navigation and Vessel Inspection Circular No. 52

Additional Means of Escape From all Ocean and Coastwise Vessels; Navigation and Vessel Inspection Circular No. 30

UNITED STATES COAST GUARD,
Washington, D. C., 1 October 1944.

1. The requirements for additional means of escape on ocean and coastwise vessels are set forth in regulation form in section 153.21 of Subchapter O—Regulations Applicable to Certain Vessels and Shipping During Emergency.

2. In view of the above, Navigation and Vessel Inspection Circular No. 30, dated 7 April 1943, is rescinded, effective 1 October 1944.

(Signed) R. R. WAESCHE,
Commandant.

Equipment Approved

BILGE PUMPS FOR LIFEBOATS

Semirotary, hand-operated bilge pump (U. S. C. G. No. 2 for use in lifeboats not to exceed 700 cubic feet capacity) (Dwg. No. 94–123, dated 26 February 1943) submitted by Morgan Machine Co., Inc., 1230 University Avenue, Rochester 7, N. Y.

Semirotary, hand-operated bilge pump (U. S. C. G. No. 3 for use in lifeboats not to exceed 1,400 cubic feet capacity) (Dwg. No. 232–52, dated 6 April 1943) submitted by Morgan Machine Co., Inc., 1230 University Avenue, Rochester 7, N. Y.

DAVITS

Modern Barclay Gravity Davit, Type A1 (Assembly Dwg. No. D–2446, Revision O, dated 31 July 1944) (Maximum working load of 8,000 pounds per arm, or 16,000 pounds per set), submitted by Modern Boat and Engineering Co., Chicago, Ill. (9 F. R. 12420, 13 October 1944.)

Schat P. H. A. davit, Type M. D. 65–12 (Arrangement Dwg. No. BA–397 dated 24 August 1944) (Working load of 6,750 pounds per arm, or 13,500 pounds per set), submitted by the Lane Lifeboat and Davit Corporation, Foot of 40th Road, Flushing, N. Y.

DISENGAGING APPARATUS FOR LIFEBOATS

Rottmer type releasing gear, Size 298 (Dwg. No. RA–303–2–J, dated 23 May 1944, Alt. 1, dated 31 August 1944) (Maximum working load of 14,260 pounds per hook, 28,520 pounds per set), submitted by George W. Kneass Company, San Francisco, California. (9 F.R. 12420, 13 October 1944.)

Rottmer type releasing gear, Size B (Details Dwg. No. R–109, dated 21 April 1944, revised 30 August 1944) (Maximum working load of 10,300 pounds per hook, 20,600 pounds per set), submitted by the Lane Lifeboat and Davit Corporation, Foot of 40th Road, Flushing, N. Y. (9 F.R. 12622, 19 October 1944.)

Rottmer type releasing gear, Size C (Details Dwg. No. R–114, dated 7 July 1944, correction 18 September 1944) (Maximum working load of 13,530 pounds per hook, 27,060 pounds per set), submitted by the Lane Lifeboat and Davit Corporation, Foot of 40th Road, Flushing, N. Y. (9 F.R. 12622, 19 October 1944.)

Rottmer type releasing gear for use in lifeboats with T–Bar Keel (Assembly Dwg. No. 2847–5, dated 12 June 1944) (Maximum working load of 8,280 pounds per hook, 16,760 pounds per set), submitted by the Welin Davit and Boat Corporation, Perth Amboy, N. J.

FIRE EXTINGUISHER

DuGas Model 15M carbon dioxide cartridge type fire extinguisher filled with "Plus-Fifty Dugas Dry Chemical" rated equivalent to 15 pounds CO_2 or 2½-gallon foam type extinguishers for shipboard use, submitted by DuGas Engineering Corporation, Marinette, Wis. (Supersedes approval 26 February 1943, 8 F. R. 2605.)

FIRE INDICATING AND ALARM SYSTEM

Improved Fire Detector Thermostat, Marine Type M–3M, 140° F., 150° F., and 160° F. Ratings, Open-circuit Type (Dwg. No. M–2001 dated October 6, 1944, Alt. 0), submitted by Improved Fire Detector Corporation, 2023 West Lexington Street, Baltimore, Md. (Supersedes approval 26 April 1939, 4 F. R. 1702.)

FIRE RETARDANT MATERIAL FOR VESSEL CONSTRUCTION

Spraykote; plaster (insulant for class A–1 construction in conjunction with an approved class B panel), 1½ inch thickness—12 pounds per cubic foot density; 2-inch thickness—8 pounds per cubic foot density, submitted by Sprayed Insulations, Inc., Montclair, N. J. (This replaces approval of "Insulspray" published in Federal Register of 21 June 1944, 9 F. R. 6892.)

HATCHETS FOR LIFEBOATS AND LIFE RAFTS

Hatchet for lifeboats and life rafts, No. 0 size, submitted by the Collins Company, Collinsville, Conn. (9 F. R. 12622, 19 October 1944.)

Hatchet for lifeboats and life rafts, No. 0 size, designated "True American," submitted by the Mann Edge Tool Co., Lewistown, Pa.

LIFE PRESERVER LIGHT

Life preserver light, Model No. 2 (Dwg. No. C–0004, Revision 4, dated 18 September 1944), submitted by William M. Lennan, Inc., 2654 Fletcher Drive, Los Angeles 26, California. (Supersedes approval 24 June 1944, 9 F. R. 7119.) (9 F. R. 12420, 13 October 1944.)

LIFEBOATS

24′ x 8′ x 3.5′ metallic oar-propelled lifeboat (403 cu. ft. capacity by the .6 rule, 34-person peacetime capacity, 26-person wartime capacity) (General Arrangement Dwg. No. G–126–CR, dated 20 July 1944), submitted by C. C. Galbraith & Son, Inc., 99 Park Place New York, N. Y. (9 F. R. 12622, 19 October 1944.)

26′ x 7.75′ x 3.33′ metallic oar-propelled lifeboat (403 cubic feet capacity by the .6 rule, 435 cubic feet capacity by the Stirling rule, 40-person peacetime capacity, 26-person wartime capacity) (General Arrangement Dwg. No. G–345, dated 24 August 1944), submitted by C. C. Galbraith & Son, Inc., 99 Park Place, New York, N. Y. (9 F. R. 12622, 19 October 1944.)

24′ x 7.75′ x 3.33′ metallic oar-propelled lifeboat (371 cubic feet capacity by the .6 rule, 34-person peacetime capacity, 24-person wartime capacity) (General Arrangement Dwg. No. G–126–CR, dated 20 July, 1944), submitted by C. C. Galbraith & Son, Inc., 99 Park Place, New York, N. Y. (9 F.R. 12622, 19 October 1944.)

24′ x 8′ x 3′4″ metallic oar-propelled lifeboat (383 cubic feet capacity by the .6 rule, 435 cubic feet capacity by Stirling rule, 38-person peacetime capacity, 29-person wartime capacity) (Construction and Arrangement Dwg. No. 2847–1 dated 25 May 1944, revised 26 September 1944), submitted by the Welin Davit & Boat Corporation, Perth Amboy, N. J.

24′ x 8′ x 3′4″ metallic motor-propelled lifeboat (383 cubic feet gross capacity by the .6 rule, 435 cubic feet gross capacity by Stirling rule, 36-person peacetime capacity, 27-person wartime capacity) (Construction and Arrangement Dwg. No. 2847–3 dated 29 May, 1944, revised 26 September 1944), submitted by the Welin Davit & Boat Corporation, Perth Amboy, N. J.

18′ x 5.7′ x 2.5′ metallic oar-propelled lifeboat (153 cubic feet capacity by the .6 rule, 15-person peacetime capacity, 9-person wartime capacity). (General Arrangement Dwg. No. G–229–R1 dated 16 June 1944), submitted by C. C. Galbraith & Son, Inc., 99 Park Place, New York, N. Y.

18′ x 5.5′ x 2.4′ metallic oar-propelled lifeboat (142 cubic feet capacity by the .6 rule, 14-person peacetime capacity, 8-person wartime capacity) (General Arrangement Dwg. No. G–229–R1 dated 16 June 1944), submitted by C. C. Galbraith & Son, Inc., 99 Park Place, New York, N. Y.

24′ x 8′ x 3′ 8¾″ metallic oar-propelled lifeboat (415 cubic feet capacity by the .6 rule, 436 cubic feet capacity by the Stirling rule, 40-person peacetime capacity, 29-person wartime capacity) (Construction and Arrangement Dwg. No. 2712, dated 8 December 1943, revised 24 February 1944), submitted by the Welin Davit & Boat Corporation, Perth Amboy, N. J.

24′ x 8′ x 3.25′ metallic oar-propelled lifeboat (375 cubic feet capacity by the .6 rule, 437 cubic feet capacity by the Stirling rule, 37-person peacetime capacity, 29-person wartime capacity) (General Arrangement Dwg. No. G–259–R dated 9 June 1944), submitted by C. C. Galbraith & Son, Inc., New York, N. Y.

LIFE PRESERVERS

Model No. 1, adult kapok life preserver (C. G. Dwg. No. F–49–6–1, Alt. 1, and specification dated 10 June 1944), Approval No. B–248, manufactured by Wilber & Son, 116 New Montgomery Street, San Francisco 5, Calif. (For general use.)

Model No. 2, adult kapok life preserver (C. G. Dwg. No. F–49–6–1, Alt. 1, and Specification dated 10 June 1944), Approval No. B–249, manufactured by Wilber & Son, 116 New Montgomery Street, San Francisco 5, Calif. (For general use.)

Model No. 3, adult kapok life preserver (C. G. Dwg. No. F–49–6–1, Alt. 1, and Specification dated 10 June 1944), Approval No. B–250, manufactured by Wilber & Son, 116 New Montgomery Street, San Francisco 5, Calif. (For use with rubber lifesaving suits.)

LIFE RAFTS

20-person reversible improved type life raft, Type No. 2, steel construction with metallic air tanks (Dwg. Nos. 1, 2, and 3 of 3 sheets), constructed by the Westergard Boat Works, Biloxi, Miss., for Jones-Gillis Manufacturing Co., McComb, Miss. (9 F. R. 12420, 13 October 1944.)

15-person improved type life raft, wood construction with metal air tanks (Dwg. No. B–13, dated 2 June, 1944), submitted by Blaircraft, 3355 N. E. 73d Street, Portland, Oreg. (9 F. R. 12622, 19 October 1944.) (Corrected 9 F. R. 12705, 21 October 1944.)

20-person improved type reversible life raft, Foamglas buoyant filler in lieu of air tanks (General Arrangement Dwg. No. NEH–2 dated 9 October 1944), constructed by New England Houses, Inc., Concord, N. H., for Bell Lumber Co., 3961 Gage Avenue, Bell, Calif.

20-person improved type life raft, cork and balsa-wood filled (Dwg. No. P–102 dated 16 October 1944), constructed by Roof Structures, Inc., Farmingdale, Long Island, N. Y.

PARACHUTE FLARE

Monty red parachute signal flare plastic cartridge, submitted by the Unexcelled Manufacturing Company, Inc., 11 Park Place, New York 7, N. Y. (9 F. R. 12420, 13 October 1944.)

SEA ANCHOR

Sea anchor, Type FM–1 (U. S. C. G. Dwg. MMI–562 and specification dated 1 November 1943, revised 1 June 1944), submitted by Frank McNamara & Co., 809 Broadway, New York, N. Y.

WINCH

Lifeboat winch for gravity davits, Type WH–3402 (Dwg. No. W. H. 3402, dated 10 August, 1944, Revision 1, dated 2 September, 1944) (Working load of 17,600 pounds at the drums, or 8,800 pounds per fall), submitted by the Modern Boat and Engineering Company, Chicago, Ill. (9 F. R. 12420, 13 October 1944.)

WITHDRAWAL OF APPROVAL

PARACHUTE FLARE

International red parachute signal flare paper cartridge No. 52–A, manufactured by International Flare Signal Division. Tipp City, Ohio. (Approved 14 June, 1943, 8 F. R. 8188.) Cartridges now manufactured may be placed in service and cartridges in service may be continued in use so long as in serviceable condition (9 F. R. 12420, 13 October 1944.)

TERMINATION OF APPROVAL

Coast Guard approval of the following items of equipment has been terminated, as the manufacturers no longer produce the same:

LIFE PRESERVER LIGHT

Life preserver light, Model NR–3450 (Dwg. dated 16 June 1942, revised 10 June 1942, submitted by the Fulton Manufacturing Corporation, Wauseon, Ohio. (Approved 14 July 1942, 7 F. R. 5495.)

WATER LIGHT

Electric type, vaporproof floating, lighting buoy (approved 1936). Water lights now in service may be continued in use so long as in serviceable condition.

CERTIFICATION OF ARTICLES OF SHIPS' STORES AND SUPPLIES

Articles of Ships' Stores and Supplies certificated from 15 September 1944, to 15 October 1944, inclusive, for use on board vessels in accordance with the provisions of Part 147 of the regulations governing Explosives or Other Dangerous Articles on Board Vessels, are as follows:

Blue Ribbon Paste Metal Polish, International Metal Polish Co., Inc., Quill Street & Belt Railway, Indianapolis 7, Ind. Certification No. 171, 19 September 1944.

Active Foam Shampoo and Stain Remover, Mr. F. Carten, 326 58th Street, Brooklyn, N. Y. Certification No. 172, 20 September 1944.

Midland Mill-O-Cide, Midland Laboratories, Dubuque, Iowa. Certification No. 173, 13 October 1944.

Midland Mill-O-Cide Formula P–5, Midland Laboratories, Dubuque, Iowa. Certification No. 174, 13 October 1944.

AFFIDAVITS

It is required by the Marine Engineering Regulations that manufacturers submit affidavits before they manufacture items of equipment in accordance with these regulations for use on vessels subject to inspection by the Coast Guard. These affidavits are kept on file at Coast Guard headquarters and a list of approved manufacturers is published for the information of all parties concerned. The affidavits received and accepted during the period from September 16 to October 15, 1944, are as follows:

American Bronze Co., 40–36 Twenty-second Street, Long Island City 1, N. Y., cast and fabricated fittings.

Everlasting Valve Co., 49 Fisk Street, Jersey City 5, N. J., valves and fittings (change of address from that published in Instruments, Machines, and Equipments Approved, Vessels Inclined, and Rulings, September 25, 1936, p. 23).

Phoenix Manufacturing Co., Catasauqua, Pa., flanges.

Thys & Miller, Route 2, Box 650, Sacramento, Calif., fittings.

Toledo Flange & Manufacturing, Inc., 3230 Monroe Street, Toledo 11, Ohio, pipe flanges.

Magnus Metal Division, National Lead Co., Albany 5, N. Y., fusible plugs.

ITEMS SUITABLE FOR MERCHANT MARINE USE

ACCEPTABLE FUSIBLE PLUGS

The Marine Engineering Regulations require that fusible plug manufacturers who desire to have their products approved for marine service shall submit samples for testing from each heat to the Commandant. If the sample fusible plugs pass the test satisfactorily, the manufacturer is notified and then the plugs may be used on vessels subject to inspection by the Coast Guard. If the sample fusible plugs submitted do not pass the test, a fee of $20 for each sample submitted is required and must be paid to the National Bureau of Standards, Washington, D. C. For the information of all parties concerned, a list of approved heats which have been tested and found acceptable during the period from September 16 to October 15, 1944, is as follows:

Walworth Co., Greensburg, Pa., heat Nos. 117, 118, and 119.

WELDING ELECTRODES

Hollup Corporation, 4700 West 19th Street, Chicago, Ill., Sureweld "C" electrode for all position welding using A. C. current.

Metal & Thermit Corporation, 120 Broadway, New York 5, N. Y., type A and Alternex electrodes for all position welding using A. C. current.

Westinghouse Electric & Manufacturing Co., Pittsburgh, Pa., Flexarc AP electrode for all position welding using D. C. current, Flexarc DH electrode for horizontal and flat positions using A. C. and D. C. currents, and Flexarc ACP electrode for all position welding using A. C. current.

ELECTRICAL APPLIANCES

The following list is not intended to be an all-inclusive list of miscellaneous electrical equipment; accordingly, items not included may also be satisfactory for marine use.

Manufacturer and description of equipment	Location apparatus may be used				Date of action
	Passenger and crew quarters and public spaces	Machinery, cargo, and work spaces	Open decks	Pump rooms of tank vessels	
Auth Electrical Specialty Co., Inc., New York, N. Y.: Bells, 2½" to 12" gong sizes, and buzzer, watertight, 20 volts and 120 volts D. C. and A. C., catalog No. 1748–S, drawing No. 4744, alt. 1	x	x	x	.....	9/28/44
Conlan Electric Corporation, Brooklyn, N. Y.: Examination light control panel, drawing No. CES 1008–3	x	x	x	.....	9/27/44
Door switch, watertight, 15 amperes, 125 volts, drawing No. CES 1021, alt. 2	x	x	x	.....	9/29/44
Control Instrument Co., Inc., Brooklyn, N. Y.: Salinity indicating equipment, type 17, wiring diagram, drawing No. 22274, change B	x	x	.....	.....	9/27/44
The Dayton Manufacturing Co., Dayton, Ohio: Ceiling fixture, 4 40-watt lamp maximum, fixture No. C–10761–4, nonwatertight, drawing No. 1837, rev. 9	x	.....	.....	.....	9/26/44
Detroit Lubricator Co., New York, N. Y.: Pressure switch No. 250–WTRC–1, splashproof, drawing No. TS–1135–1, alt. 0	x	x	x	.....	10/11/44
Edwards & Co., Inc., Norwalk, Conn.: Magazine fire alarm annunciator, 5-circuit, 120 volts, 60 cycles, 3-phase, catalog No. 1749, drawing No. 6919, sheet 1, alt. 2; sheet 2, alt. 1	x	x	.....	.....	9/19/44
Federal Electric Co., Inc., Chicago, Ill.: Horn, motorboat, type H5, 6 volts, D. C., watertight, drawing No. H–6155, alt. 0	x	x	x	.....	10/3/44
Horn, motorboat, type H5a, 24 volts, D. C., watertight, drawing No. H–6156, alt. 0	x	x	x	.....	10/3/44
Horn, high intensity, type H3, resonated, 115 volts, D. C., splashproof, drawing No. H–6165, alt. 0	x	x	x	.....	10/3/44
Horn, high intensity, type H4, resonated, 115 volts, A. C., splashproof, drawing No. H–6166, alt. 1	x	x	x	.....	10/3/44
Bar chime, low intensity, type B8, resonated, 115 volts, A. C., splashproof, drawing No. H–7000, alt. 0	x	x	x	.....	10/3/44
Bar chime, low intensity, type B7, resonated, 115 volts, D. C., splashproof, drawing No. H–7001, alt. 0	x	x	x	.....	10/3/44
Siren, type S1, 115 volts, D. C., splashproof, drawing No. H–7040, alt. 0	x	x	x	.....	10/3/44
Siren, type S2, 115 volts, A. C., splashproof, drawing No. H–7041, alt. 0	x	x	x	.....	10/3/44
Siren, type S3, 115 volts, D. C., splashproof, drawing No. H–7042, alt. 0	x	x	x	.....	10/3/44
Siren, type S4, 115 volts, A. C., splashproof, drawing No. H–7043, alt. 0	x	x	x	.....	10/3/44
Buzzer, type Z2, 115 volts, A. C., watertight, drawing No. H–7112, alt. 0	x	.....	.....	.....	10/3/44
Buzzer, type Z1, 115 volts, D. C., watertight, drawing No. H–7111, alt. 0	x	.....	.....	.....	10/3/44
Horn, high intensity, type H1, resonated, 115 volts, D. C., watertight, drawing No. H–5662–A, alt. 0	x	.....	.....	.....	10/3/44
Horn, high intensity, type H2, nonresonated, 115 volts, A. C., watertight, drawing No. H–5640–A, alt. 0	x	.....	.....	.....	10/3/44
The Instrument Laboratory, Inc., Seattle, Wash.: Salinity indicator system, drawing Nos. 5028–5782, alt. 3; 5067–5782, alt. 4; 5068–5782, alt. 4; 5071–5782, alt. 4; 5075–5782, alt. 2; and 5076–5782, alt. 3	x	x	.....	.....	10/9/44
Russell & Stoll Co., Inc., New York, N. Y.: Lighting fixture, junction box type, explosion-proof, 100 watts maximum, drawing No. C–5789, alt. 1	x	x	x	x	9/26/44
Specialties Manufacturing Co., Inc., Bloomfield, N. J.: Female terminal tube, 2-inch, drawing No. 10026, rev. 4	x	x	x	.....	9/23/44

Merchant Marine Personnel Statistics

MERCHANT MARINE LICENSES ISSUED DURING SEPTEMBER 1944

DECK OFFICERS

REGION	Master										Chief mate										Second mate									
	Ocean		Coastwise		Great Lakes		B. S. & L.		Rivers		Ocean		Coastwise		Great Lakes		B. S. & L.		Rivers		Ocean		Coastwise		Great Lakes		B. S. & L.		Rivers	
	O	R	O	R	O	R	O	R	O	R	O	R	O	R	O	R	O	R	O	R	O	R	O	R	O	R	O	R	O	R
Atlantic coast	56	49	2	5			3	33	1	2	32	8	2	5			7	2	2	1	132	12	1	2						
Gulf coast	10	17		4				7	1	4	6	3		3			1	1	1		15	2								
Great Lakes and rivers		1			2	8		1	5	17									6	6										
Pacific coast	26	37	1	2			1	5			53	4		1			3	1			58	4								
Total	92	104	3	11	2	8	4	46	7	23	91	15	2	9			11	4	9	7	205	18	1	2						

REGION	Third mate										Pilots						Master mate				Total		
	Ocean		Coastwise		Great Lakes		B. S. & L.		Rivers		Great Lakes		B. S. & L.		Rivers		Uninspected vessels, high seas				Original	Renewal	Grand total
	O	R	O	R	O	R	O	R	O	R	O	R	O	R	O	R	O	R	O	R			
Atlantic coast	399	12									2		32	75		2	1	7		2	672	217	889
Gulf coast	42	2											4	27	4	5					84	75	159
Great Lakes and rivers		1									3	9	7	10	55	18					78	71	149
Pacific coast	51	2											17	31	2	2	2	4	1		215	93	308
Total	492	17									5	9	60	143	61	27	3	11	1	2	1,049	456	1,505

ENGINEER OFFICERS

REGION	Chief engineer, steam				First assistant engineer, steam				Second assistant engineer, steam				Third assistant engineer, steam			
	Ocean		Inland		Ocean		Inland		Ocean		Inland		Ocean		Inland	
	O	R	O	R	O	R	O	R	O	R	O	R	O	R	O	R
Atlantic coast	91	79	5	54	111	25	2	6	265	31			595	25		
Gulf coast	8	26		3	28	5	2	1	26	5			42	5		
Great Lakes and rivers	2	7	4	25	2	6	2	6	4	5	7	1	6	1	5	
Pacific coast	32	43	3	6	53	5		2	88	14			133	6		
Total	133	155	12	88	194	41	6	15	383	55	7	1	776	37	5	

REGION	Motor vessels								Uninspected vessels				Totals		
	Chief engineer		First assistant engineer		Second assistant engineer		Third assistant engineer		Chief engineer		Assistant engineer		Original	Renewal	Grand total
	O	R	O	R	O	R	O	R	O	R	O	R			
Atlantic coast	19	88	12	20	17	7	444	4		1		1	1,561	341	1,902
Gulf coast	6	15	2	3	1		16						131	63	194
Great Lakes and rivers	9	5	9	2	1		2						53	58	111
Pacific coast	6	20	8	3	3	5	109	1		1			435	106	541
Total	40	128	31	28	22	12	571	5		2		1	2,180	568	2,748

ORIGINAL SEAMEN'S DOCUMENTS ISSUED, MONTH OF SEPTEMBER 1944

REGION	Continuous discharge book	Certificate of identity	A. B., green, 3 years [1]	A. B., green, 9 months emergency [1]	A. B., blue, 18 months, 12 months [1]	A. B., blue, 6 months emergency [2]	A. B., blue, 6 months emergency [3]	Lifeboat, 12–24 months [4]	Lifeboat, 6–12 months emergency [4]	Q.M.E.D., 6 months	Q.M.E.D., emergency	Radio operators	Certificate of service	Tankerman	Staff officer	Total
Atlantic coast	224	4,614	83	593	54	27	0	1,917	50	295	390	173	4,117	7	27	12,571
Gulf coast	118	663	48	19	6	0	0	524	4	74	29	4	634	35	11	2,160
Pacific coast	8	2,429	108	153	49	0	0	606	27	254	175	33	2,056	2	48	5,948
Great Lakes and rivers	1,409	191	15	16	4	32	0	27	21	49	86	10	1,568	13	6	3,447
Total	1,759	7,897	254	781	113	59	0	3,074	102	672	680	220	8,375	57	92	24,135

[1] Unlimited.
[2] Great Lakes, lakes, bays, and sounds.
[3] Tugs and towboats and freight vessels under 500 tons (miscellaneous).
[4] 12 months deck or 24 months other departments.
[5] 6 months deck or 12 months other departments.

NOTE.—There were 565 Panamanian Employment Cards issued.

WAIVERS OF MANNING REQUIREMENTS FROM 1 SEPTEMBER TO 30 SEPTEMBER 1944

Authority for These Waivers Contained in Navigation and Vessel Inspection Circular No. 31, Dated 13 March 1943

REGION	Number of vessels	Deck officers substituted for higher ratings	Engineer officers substituted for higher ratings	Able seamen substituted for deck officers	Ordinary seamen substituted for able seamen	Qualified members of engine department substituted for engineer officers	Wipers or coal passers substituted for qualified members of engine department	Wipers, coal passers or cadets substituted for engineer officers	Ordinary seamen or cadets substituted for deck officers	Total
Atlantic coast	443	267	343	27	844	92	108	28	40	1,749
Gulf coast	80	36	26	3	135	8	15	1	1	225
Pacific coast	315	75	137	28	618	69	194	7	8	1,136
Great Lakes	272	----	4	----	543	----	170	----	----	717
Total	1,110	378	510	58	2,140	169	487	36	49	3,827

CREW SHORTAGE REPORTS FROM 1 SEPTEMBER TO 30 SEPTEMBER 1944

These Reports Submitted in Accordance With Navigation and Vessel Inspection Circular No. 34, Dated 1 May 1943

REGION	Number of vessels	Ratings in which shortages occurred												Total
		Chief mate	Second mate	Junior third mate	Radio	Able seamen	Ordinary seamen	Chief engineer	First engineer	Second engineer	Third engineer	Qualified member engine department	Wiper or coal passer	
Atlantic coast	16	1	3	1	----	8	----	----	1	2	1	11	4	32
Gulf coast	9	2	4	----	----	2	1	1	1	1	----	2	1	15
Pacific coast	29	----	1	1	1	56	23	----	----	----	----	24	4	110
Great Lakes	246	5	1	3	----	144	65	----	3	7	10	252	141	631
Total	300	8	9	5	1	210	89	1	5	10	11	289	150	788

BUY MORE WAR BONDS

U. S. GOVERNMENT PRINTING OFFICE: 1944