



PROCEEDINGS



of the

MERCHANT MARINE COUNCIL

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of the

MERCHANT MARINE COUNCIL

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VICE ADMIRAL R. R. WAESCHE, U. S. C. G.

Commandant of the Coast Guard

THE MERCHANT MARINE COUNCIL

of the

UNITED STATES COAST GUARD

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The cover shows a Coast Guard tender, preparing to remove a lighted buoy and substitute a spar buoy, during the ice season when the former cannot be kept in place.

{Activities of the Merchant Marine Council}

DURING the past month the Merchant Marine Council gave careful study to two interesting reports prepared by the Naval Medical Research Unit and having to do with equipment designed to improve the chance of survival of men afloat in lifeboats or on life rafts. One dealt with a de-salting kit, for making potable water from the sea and the other had to do with the protection of the body from intense sunlight.

The ability to transmute salt water into fresh has been the subject of a long search which seems finally successful. However, the operation and output of the kit is such as to make it of greater value to a forced-down aviator, afloat on a rubber raft, than to a seaman in a lifeboat or on one of the improved type life rafts, where a relatively good initial supply of water is available and means for catching rainfall exist. The Council, therefore, did not recommend the requirement of such a kit at this time.

The sunburn tests were held off Pensacola and included trials of special headgear, antisen garments and protective ointment. Again the test was under conditions more likely to be experienced by aviators than by seamen, who would probably have a sail or awning available to make shade. The Council decided to take no action with respect to special garments for sun protection, but the results of the test showed the desirability of wearing headgear of some sort and clothing completely covering the body, if forced to abandon in tropical waters.

A draft of proposed Regulations for the Protection of Water-front Facilities, received from the Port Security Division, was directed to be

mimeographed and sent out to the shipping and water-front terminal industry for comment.

The Council also considered at some length the fact that several instances had arisen where vessels had connected their fire mains to a municipal fresh-water supply system and then had, through inadvertence or negligence, pumped contaminated harbor water into the city mains, with consequent risk to the health of those ashore.

Coupling a ship's fire main to a shore water supply is normally resorted to only when the ship has no power for her own fire pumps. In such case there is no risk of putting back pressure on the line. The risk comes when steam pressure is re-established while the shore mains are still connected or in the rarer cases when the shore supply is connected while steam is on the vessel.

The remedy, of course, lies wholly with the ship's personnel. The engine room should know at all times when shore lines are connected and an officer should personally check to see that no shore connection is still made up, before pressure is put on the ship's mains. This does not apply, of course, where fresh water from shore is being run into the ship's feed or culinary tanks, or where the shore fire hydrants are on a salt-water system.

Navigation and Vessel Inspection Circulars 45 and 46 were approved and will be found in the Appendix. A summary of all circulars issued since the transfer of the Marine Inspection functions to the Coast Guard will also be found therein.

{ Merchant Marine } **{ Hearing Units }**

PRIOR to 1936 the only disciplinary measures which could be invoked against seamen as such were contained in R. S. 4596 and consisted, in the main, of a schedule of fines and forfeitures. These could be imposed by the master after due formalities such as making an entry of the offense in the log, reading the entry to the seaman, and logging his reply if any. The seaman had recourse to the United States District courts if he considered that his punishment was unjust, but except for such possible intervention no Government agency was concerned with the carrying out of the punishments authorized by law. The shipping commissioners were present at the paying off of most deep-water ships, but had no authority to act with respect to either payment or fines unless both the master and the seaman agreed in writing to accept him as an arbitrator.

In addition to the lack of a mandatory Government supervision of punishments, the schedule of permissible fines and of the offenses for which they could be imposed was neither clear nor effective. Under war conditions there was a serious shortage of qualified seamen and, at the same time, our shipping expansion was bringing into command a large number of merchant marine officers who lacked experience in handling men. It was obvious that there was an acute need for action on the part of the Government to meet the situation, both in the interest of safe navigation and for the protection of the seamen.

In 1936 Congress had passed an act (46 U. S. C. 672) providing that all unlicensed persons employed upon American merchant vessels must possess a valid certificate of service issued by the Government and covering the position in which he was serving. These documents were to be issued, after such examination as might, in each case, be requisite, by the Bureau of Marine Inspection and Navigation of the Department of Commerce. That Bureau had further powers, under R. S. 4450, to investigate acts of incompetency and misconduct on the part of officers and seamen while acting under the authority of their licenses or certificates, and to suspend or revoke

the licenses and certificates of persons found guilty of such acts.

On 1 March 1942 the President, by Executive Order 9083, transferred to the Commandant of the Coast Guard the authority and the responsibilities of the Bureau of Marine Inspection having to do, among others, with the licensing and certificating of officers and unlicensed men, and with the investigation of instances of misconduct and incompetency.

After several months of exhaustive study and investigation a procedure was decided upon and put into effect in New York in February 1943 and shortly thereafter in all other principal United States ports. This procedure commences with the boarding of an incoming ship at Quarantine or other point as soon as possible after actual entry into port. The boarding officer checks the ship's log for disciplinary entries and questions the officers and the crew as to whether any complaints are to be made. If it appears from this cursory check that there is ground for further action, he notifies an examining officer who boards the ship as soon as possible thereafter and pursues the investigation.

The examining officer considers all the evidence available and listens to statements that may be made by all interested parties. If he feels that the offence charged is minor or that there were extenuating circumstances, even though the offender is guilty, the examining officer may merely admonish him rather than prefer charges against him. This practice substantially reduces the number of charges to be filed, and gives a first offender a chance to profit by the warning. The admonishment is, however, made a matter of record so as to be available in any subsequent proceedings against the same individual.

In a more serious case the examining officer, as soon as he reaches the conclusion that the case warrants prosecution, prepares the charges and specifications, sets a time for hearing, and issues a summons to the person charged, requiring him to be present at the hearing. All witnesses required by the examining officer, as well as any witnesses desired by the person

charged, are likewise arranged for at this time. The hearing is ordinarily set for the same day or the day following the serving of the charges, although if fairness indicates the person charged should be given a longer period in which to prepare his defense, the time is fixed accordingly.

The hearing is usually held in the offices of the Coast Guard Merchant Marine Hearing Unit but it may be held aboard the vessel or at any other place that is suitable and convenient. The whole essence of the procedure is the prompt investigation and disposition of complaints, in order to insure the presence of necessary witnesses, to get their testimony while their recollections are relatively fresh and to minimize the inconvenience to them of having their shore leave consumed in attending hearings. Whenever possible, hearings are held before or on the day the crew is paid off.

Every effort is made to conduct the trial in the fairest possible manner. The examining officer is the first witness. He outlines the whole case and then assumes the role of prosecutor. A hearing officer, who has no previous knowledge of the case, sits as judge in the proceeding. He reaches his decision solely on the basis of the evidence and testimony offered before him. The person charged is accorded every opportunity to defend himself and may be assisted by a lawyer, by a representative of his union, or by anyone else he desires. If he wishes, a Coast Guard officer may be assigned to aid him in his defense.

The hearing officer may find the person guilty or not guilty. If not guilty, the case is closed. If the person charged is found guilty, the hearing officer may merely admonish the offender or punish him by suspending his license or certificate for some variable time or by revoking it entirely. Effort is made to insure that punishment shall be uniform for similar offenses by grading such offenses and their appropriate punishments. In the discretion of the hearing office, the sentence may be suspended and the individual placed upon probation. All revocations and all suspensions of over 90 days are reported to the local draft boards of the persons concerned for such action as they care to take. Appeals from the decision of the hearing officer may be made to the District Coast Guard officer, if filed within 30 days. The decision of the District Coast Guard

officer on such appeal is final. The testimony before a hearing officer is taken down by a reporter but is not transcribed unless the person is convicted and indicates that he wishes to appeal. In such cases a copy of the transcript is made available to the person charged.

It should be emphasized that this procedure in no way supplants present laws providing for punishments more severe than that of a suspension or revocation of certificates or licenses. It does, however, provide an adequate degree of punishment for offenses of a less serious nature, for which previous legislation was inadequate, and which constituted the great bulk of what was considered as the lack of discipline in the merchant marine.

This procedure was originally planned for adoption only in United States ports. However, with the large numbers of American ships held overseas for extended periods it seemed desirable to set up examining and hearing units in principal foreign areas, and accordingly a unit was assigned to the British Isles somewhat experimentally. Results from this were so satisfactory that the unit was expanded and similar units were approved for other areas.

In addition to those in the major ports of the United Kingdom, Merchant Marine hearing units are now in operation in the ports:

Algiers.	Sydney.
Oran.	Perth.
Palermo.	Noumea.
Naples.	Espiritu Santo.
Brisbane.	Auckland.
Townsville.	

It is expected that hearing units will be also established shortly in India, the Persian Gulf area, and the Suez area.

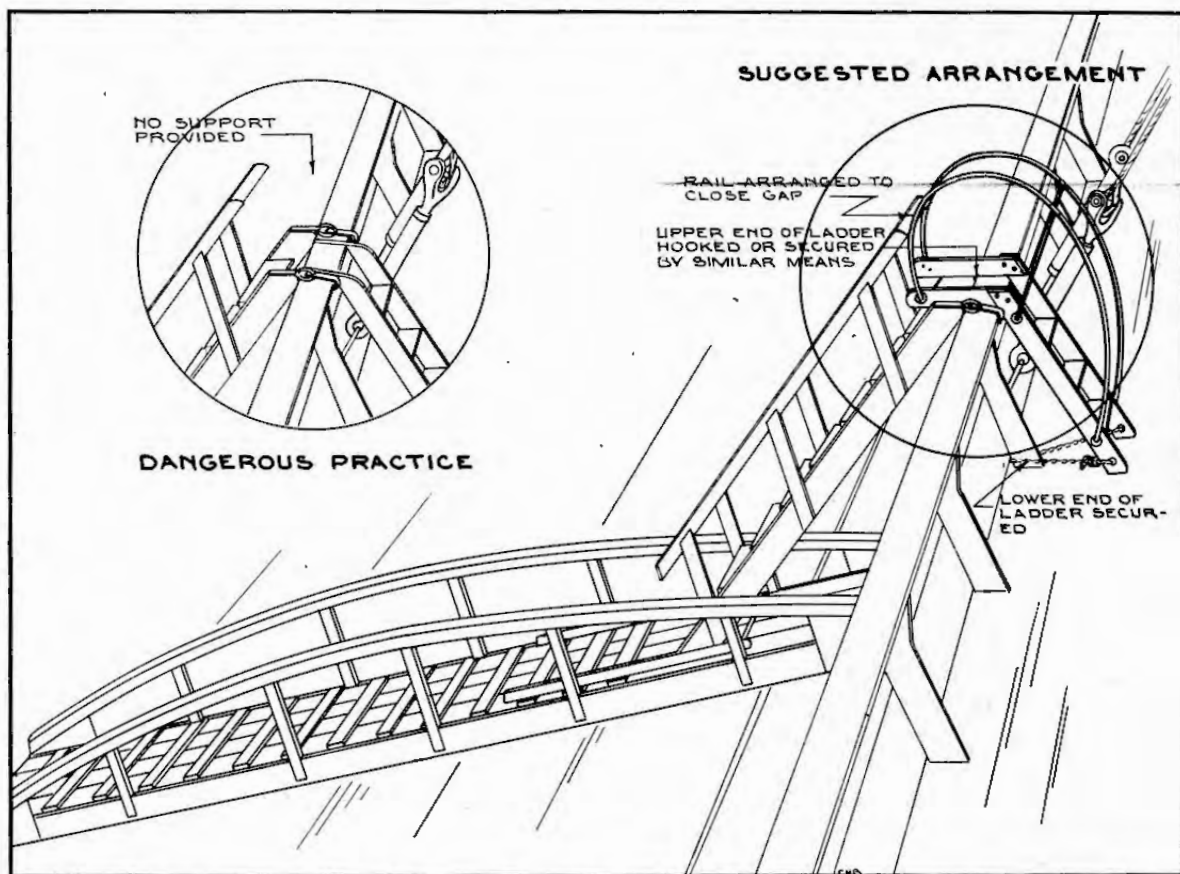
Arrangements have been made with the State Department and with the War Shipping Administration whereby consular officers and port representatives cable reports of misconduct abroad, supplementing the reports of naval observers, so that if there is no overseas hearing unit available near the vessel, investigation may be started immediately upon the return of the vessel to the United States. All indications are that the new system is having a decidedly favorable effect, and the openness and fairness of the procedure leave no one with an opportunity to criticize from that standpoint.

{ Gangplank } Accidents

On three different occasions during the last few months, in a single port, men have lost their lives by falling from the gangplank of ships berthed alongside a pier. In each of the three cases the gangway was of the same type: A gang plank slung from the bulwark with a ladder resting upon it leading up to the rail, and

sitting position; in attempting to rise, still clutching his bundle, he lost his balance and went overboard between the ship and the pier and was drowned.

In another case the gangway ladder was at the extreme angle of 75° with the ship's side, and was also slippery from a recent shower.



leaving an unprotected space between the ship's rail and the end of the handrail on the ladder. Probably all three lives might have been saved had an adequate guard rail been installed at this danger point.

In one case an oiler was boarding a ship carrying a parcel in one arm. Just as he reached the bulwark (beyond the point where there were handrails on the ladder) he slipped and fell in a

The seaman boarding the ship slipped at the top of the ladder and, there being nothing for him to catch hold of, fell overboard to his death.

In the third case, a crew member was boarding a vessel with a package under each arm. On this ship the gangway was fitted only with a manila handrope over 3-foot stanchions instead of the customary fixed handrail. This type of rope rail is poor at best, not only because of its

sag, but also because it cannot be carried out to a stanchion at the end of the ladder and is usually secured at each end to an eyebolt on the ladder itself. Here the hazard was still further increased by the fact that the seaman did not have his hands free to help himself. He asked to be given a hand as he stepped from the ladder to the rail, but no one could reach him before he toppled over. He fell from the bulwark, striking his head against the pier as he fell, and never regained consciousness.

In none of these cases was there any indication that the victim was under the influence of alcohol. Also, they all occurred either in daylight or under adequate lighting conditions. In all probability they would not have happened,

even in the case of those men encumbered with packages, had some better protection been afforded at the point where a man steps from the gangway ladder to the bulwark. The accompanying sketch indicates the "danger zone," and shows a suggested installation for increased safety at the crucial spot. However, a seaman is supposed to exercise reasonable caution in dangerous places; the old maxim of "One hand for the ship and one for yourself" is still a good one. These three deaths, under similar circumstances, occurring within so short a time, indicate the need for additional safety measures and for more common sense precaution on the part of seamen.

{MOTOR LIFEBOAT EQUIPMENT}

There recently occurred, in a foreign port, a collision between a tug and a motor lifeboat from a Liberty ship. The latter was being used as a means of communication with the shore in the conduct of the ship's business. A contributing cause of the collision was the fact that the lifeboat carried no foghorn or other sound-producing apparatus.

So long as a motor lifeboat is restricted in its use to its emergency duty, there is no need or justification for adding to the already long list of its required equipment. But when a lifeboat is used as a means of routine transportation, it loses its emergency nature and comes into the same category as any other motorboat. As such and during such employment a motor

lifeboat is subject to the applicable provisions of the Motorboat Act in United States waters, and of the International Rules elsewhere.

With the equipping of practically all new oceangoing vessels with motor lifeboats and with ships lying for long periods at distant anchorages, there will naturally be an increase in the use of ships' motor lifeboats as a means of transportation. Where this is contemplated, the ships' officers should appreciate the necessity of complying with applicable requirements as to lights, whistles, and bells, since the fact that these are not part of the required equipment as a lifesaving measure does not exempt a boat from the necessity of possessing them if it is otherwise used.

{Coast Guard Publications}

FROM time to time requests are received at Coast Guard Headquarters for copies of "all publications issued by the Coast Guard with regard to the merchant marine," or some similar blanket demand. The Coast Guard regrets that it cannot comply with requests so worded. Congress, in a highly proper desire to prevent indiscriminate distribution of Government publications, has prohibited the mailing of such matter except upon specific request, naming the publication desired.

To assist interested individuals in securing

publications for which they have genuine need, there is enumerated a list of Coast Guard publications pertaining to shipping and navigation with a brief description of the contents of each. Any of these for which no price is set will be sent upon application. Priced items should be secured as noted. In the case of publications such as Notices to Mariners and the Proceedings of the Merchant Marine Council, applicants will be placed upon the regular mailing list upon a single request.

UNITED STATES COAST GUARD MARINE INSPECTION PUBLICATIONS

Regulations.

General Rules and Regulations for Vessel Inspection, Ocean and Coastwise, August 1943. The regulations in this booklet cover lifesaving, fire-fighting, and inspection requirements and certain operating rules for merchant vessels, except tank vessels, that navigate on ocean and coastwise waters and are subject to the jurisdiction of the Coast Guard.

Subchapter O, Regulations Applicable to Certain Vessels and Shipping During Emergency. A revised edition is now in press and will be distributed in the near future. This pamphlet contains the wartime emergency requirements which are supplementary or amendatory to the general rules and regulations for merchant vessels, including tank vessels.

Marine Engineering Regulations and Material Specifications, August 1943. The regulatory requirements covering boilers, pressure vessels, and appurtenances which include castings, steam piping, valves, and mountings, etc., and the design, construction, installation, and inspection thereof are contained in this publication. These regulations are applicable to merchant vessels, including tank vessels, subject to the jurisdiction of the Coast Guard.

General Rules and Regulations for Vessel Inspection, Great Lakes, September 1942. These regulations contain requirements for lifesaving, fire-fighting, and inspection, certain operating rules, and qualifications, etc., for licensed officers for merchant vessels, except tank vessels, that navigate on the Great Lakes and are subject to the jurisdiction of the Coast Guard.

General Rules and Regulations for Vessel Inspection, Bays, Sounds, and Lakes Other Than the Great Lakes, September 1942. The regulations in this pamphlet set forth lifesaving, fire-fighting, and inspection requirements, certain operating rules, and qualifications, etc., for licensed officers for merchant vessels, except tank vessels, that navigate on the waters of the bays, sounds, and lakes other than the Great Lakes in the United States and are subject to the jurisdiction of the Coast Guard.

General Rules and Regulations for Vessel Inspection, Rivers, January 1943. In this pam-

phlet the regulations cover lifesaving, fire-fighting, and inspection requirements, certain operating rules, and the qualifications, etc., for licensed officers on merchant vessels, except tank vessels, that navigate on the rivers of the United States and are subject to the jurisdiction of the Coast Guard.

Tank Vessels, December 1941. In this publication are the regulations applicable to all tank vessels regardless of tonnage, size, or manner of propulsion, and whether carrying freight or passengers for hire or not, except public vessels owned by the United States other than those engaged in commercial service.

Load Lines, January 1943. The regulations for the establishment of load lines for certain merchant vessels of 150 gross tons or over and subdivision load lines for certain passenger vessels are contained in this booklet as well as an appendix containing certain applicable laws, executive orders, etc.

Motorboats and Certain Vessels Propelled by Machinery Other Than by Steam More Than 65 Feet in Length, April 1941. The regulations applicable to motorboats and certain motor vessels for lifesaving, fire-fighting, and enforcement requirements, and qualifications, etc., for motorboat operators are set forth in this pamphlet as well as recommended practices for the care of motorboats and their operation.

Pilot Rules.

Rules to Prevent Collisions of Vessels and Pilot Rules for Certain Inland Waters of the Atlantic and Pacific Coasts and of the Coast of the Gulf of Mexico, April 1943. The statutory international and inland rules for preventing collisions at sea and on the waters connected therewith are set forth in comparison form. The regulatory pilot rules and the boundary lines between the high seas and inland waters are also included.

Pilot Rules for the Great Lakes and Their Connecting and Tributary Waters and the St. Marys River, August 1943. This pamphlet contains the statutory and regulatory pilot rules relating to the navigation of United States vessels on the waters of the Great Lakes and their con-

necting and tributary waters, as well as certain anchorage and navigation regulations for the St. Marys River, Mich. Certain applicable War Department Rules and Regulations governing the display of signals on, and the operation of, all craft and accessories working on wrecks, engaged in dredging, surveying, or other work of improvement, and the use and navigation of the waters in the vicinity, in the Great Lakes and their connecting and tributary waters as far east as Montreal have been also included.

Pilot Rules for the Rivers Whose Waters Flow Into the Gulf of Mexico and Their Tributaries and the Red River of the North, August 1943. The applicable laws and regulations setting forth the pilot rules governing vessels navigating the western rivers and the Red River of the North are given in this publication. The regulations which set forth the boundary lines between the high seas and inland waters have also been included as well as certain applicable War Department Rules and Regulations governing the display of signals on, and the operation of, all craft and accessories working on wrecks, engaged in dredging, surveying, or other work of improvement, and the use and navigation of the waters in the vicinity, in the rivers whose waters flow into the Gulf of Mexico, and their tributaries and the Red River of the North.

Miscellaneous.

Laws Governing Marine Inspection, September 15, 1943. This booklet contains the marine-inspection laws as set forth in title 52 of the Revised Statutes of the United States, as

amended, with certain acts and executive orders which are supplementary thereto. In the introduction an explanation is given of certain administrative changes under Executive Order No. 9083 which transferred certain marine inspection functions of the former Bureau of Marine Inspection and Navigation to the Commandant, United States Coast Guard.

Wartime Safety Measures for Merchant Marine, January 1943. This booklet contains wartime safety regulations applicable to merchant vessels with comments and recommendations concerning safety requirements. Also included are suggestions for what to do when in a lifeboat or life raft, how best to attract the attention of ships and planes, and for the most efficient use of lifesaving equipment.

A Manual for the Safe Handling of Inflammable and Combustible Liquids, March 1943. This pamphlet tells about the essential requirements for the safe handling of oil cargoes and has been prepared especially for the use of tankermen. The information is based on the regulations and also includes questions covering the handling of liquid inflammable and combustible cargoes in bulk, barrels, and cases.

Manual for Lifeboatmen and Able Seamen, August 1941. This pamphlet contains general and specific information for the guidance of lifeboatmen and able seamen, such as the necessary qualifications for certificates, description of various lifesaving devices and their use, and an enumeration of the duties of both lifeboatmen and able seamen, including the resuscitation of apparently drowned or asphyxiated personnel.

UNITED STATES COAST GUARD PORT SECURITY PUBLICATIONS

Regulations for the Security of Vessels in Port, January 1943. This pamphlet sets forth the security measures which must be taken by vessels in ports of the continental United States, Alaska, the Territory of Hawaii, Puerto Rico, and the Virgin Islands.

Regulations Governing Security of Ports and the Control of Vessels in the Navigable Waters of the United States, October 5, 1942. This publication contains a description of the various anchorage and restricted areas as well as the basic measures for the protection of vessels in the navigable waters of the United States.

This publication is marked "For Official Use Only," but may be obtained by members of the public in special cases.

Air Raid and Black-out Regulations for Vessels, Harbors, Ports, and Waterfront Facilities, February 12, 1943. This pamphlet contains the basic air raid and black-out regulations for vessels, harbors, ports, and waterfront facilities. It is presently out of print.

Regulations Governing the Transportation of Military Explosives on Board Vessels During the Present Emergency, October 1943. This pamphlet sets forth the basic regulations gov-

erning the transportation and stowage of military explosives on board vessels.

Regulations Governing Explosives or Other Dangerous Articles on Board Vessels, April 9, 1941. This publication sets forth in detail the provisions governing the loading of explo-

sives and other dangerous articles on board vessels. It may be obtained from the Superintendent of Documents, Government Printing Office, at a cost of \$1; subsequent amendments will be forwarded at an additional cost of \$1.

UNITED STATES COAST GUARD AIDS TO NAVIGATION PUBLICATIONS

Light List, Atlantic and Gulf Coasts of the United States. Published annually, describing aids to navigation in United States waters from St. Croix River, Maine, to the Rio Grande, including the United States West Indian Islands. Obtainable from United States Navy Hydrographic distributing offices during the present emergency, at a cost of \$0.65.

Light List, Intracoastal Waterway. Published annually, describing aids to navigation in the Intracoastal Waterway and inside waterways from Hampton Roads to the Rio Grande. Obtainable from the Superintendent of Documents, Government Printing Office, at a cost of \$0.25.

Light List, Pacific Coast. Published annually, describing aids to navigation in United States waters on the Pacific coast and on the coasts of Alaska and the Hawaiian Islands. For the convenience of mariners there are also included the lighted aids on the coast of British Columbia maintained by the Canadian Government. Obtainable from United States Navy Hydrographic distributing offices during the present emergency, at a cost of \$0.45.

Light List, Great Lakes. Published annually, describing aids to navigation maintained by the United States Coast Guard and the lighted aids maintained by the Dominion of Canada on the Great Lakes and the St. Lawrence River above St. Regis River. Obtainable from the Superintendent of Documents, Government Printing Office, at a cost of \$0.30.

Light List, Mississippi and Ohio Rivers. Published annually, describing aids to navigation on the Mississippi and Ohio Rivers and tributaries. Obtainable from the Superintendent of Documents, Government Printing Office, at a cost of \$0.40.

Notice to Mariners. Published weekly. Prepared jointly by the United States Coast Guard and the Hydrographic Office, announces all changes in aids to navigation and is used by the mariner to keep his Light List, as well as his charts, currently correct.

Local Notice to Mariners. Issued promptly when the necessity arises by the District Coast Guard Offices, announcing those changes in aids to navigation within a District. Mailed gratis upon application to the District Coast Guard Officer.

Radiobeacon Chart, Pacific Coast and Islands. Published annually showing the United States Coast Guard and Canadian radiobeacon system graphically on an outline chart of the United States Pacific coast, including Alaska and the Hawaiian Islands, and indicating the power, frequency, operating sequence, and code characteristic of United States Coast Guard and Canadian radiobeacons in their general geographic locations.

Radiobeacon Chart, Atlantic and Gulf Coast. Published annually, showing the United States Coast Guard radiobeacon system graphically on an outline chart of the United States Atlantic and Gulf Coasts and indicating the power, frequency, operating sequence, and code characteristics of United States Coast Guard radiobeacons in their general geographic locations.

Radiobeacon Chart, Great Lakes. Published annually, showing the United States Coast Guard and Canadian radiobeacon system graphically on an outline chart of the Great Lakes and indicating the power, frequency, operating sequence, and code characteristics of United States Coast Guard and Canadian radiobeacons in their general geographic locations.

[Appendix]

10 DECEMBER 1943.

NAVIGATION AND VESSEL INSPECTION CIRCULAR NO. 45.

Subject: Disposition of overtime earnings subject to forfeiture for alleged desertion of merchant seamen.

1. The question has lately arisen concerning the propriety of ship masters and agents delivering to Shipping Commissioners, payments of overtime money which had been earned by merchant seamen but which were subject to forfeiture because such seamen subsequently left the vessel under circumstances warranting the masters logging them as "deserters" (46 U. S. C. 701).

2. Headquarters is of opinion that overtime earnings are "extra wages" or "emoluments" within the meaning of the statute and should be shown in the account presented by the master (46 U. S. C. 642) at the time articles are closed or the voyage terminated. Therefore, such money, together with the master's statement of account, should be accepted by the Shipping Commissioners and disposed of as wages in accordance with the provisions of 46 U. S. C. 706.

3. This letter does not change any existing procedure relating to the calculation and payment of overtime earnings, or controversies which arise in connection therewith. It merely directs shipping commissioners to receive, for account of the seamen who are charged with desertion when the crew is formally paid off, the amount of money shown on the master's statement of account.

R. R. WAESCHE,
Vice Admiral, USCG,
Commandant.

12 JANUARY 1944.

NAVIGATION AND VESSEL INSPECTION CIRCULAR NO. 46

Subject: Computation of Seamen's Wages.

1. The following rules will be observed by shipping commissioners and collectors of customs acting as shipping commissioners in computing the wages of seamen employed on merchant vessels of the United States:

2. The date written in the column of the shipping articles headed "Time at which to be on board" is taken as the time when a seaman's wages should commence, provided he was on board or duly presented himself to go on board at that time. If he went on board before that date with the consent and subject to the orders of the master, he is deemed to have commenced work and to be entitled to wages from the date of going on board. If he failed through his own fault to join the ship at the time specified in the articles, his wages accrue only from the time at which he went on board and reported for duty. Disputes in regard to the time when the wages began to accrue rarely involve more than 1 or 2 days, and they are usually adjusted by the ship's log, although if there is doubt arising from the absence of proper entry in the log or suspicious interlining, or other cause, the seaman's statement may be accepted.

3. The column in the shipping articles headed "Place and date of signing this agreement" contains the date of the agreement. It does not indicate the time when wages are to begin.

4. The agreement is considered as referring to calendar months, defined as the time from any day of a month to, but not including, the corresponding day (if any, and if not, to and including the last day) of the next month. For example:

29 January to 28 February, inclusive, is 1 month.

31 January to 28 February or 29 February, if in a leap year, inclusive, is 1 month.

31 January to 28 February, inclusive, if in a leap year, is 29 days.

28 February to 27 March, inclusive, is 1 month.

28 March to 27 April, inclusive, is 1 month.

5. In computing the amount due for a fraction of a month, 30 days is counted as a month without regard to its length. For example, 5 days in any month are one-sixth of a month.

6. Any fraction of a day is counted as a whole day. For example, from the afternoon of 1 March to 4 March, both inclusive, is reckoned as 4 days; and from 1 March to the forenoon of 4 March, both inclusive, is reckoned as 4 days. But if a seaman be entitled to wages from the afternoon of one day to the forenoon of another day, the two fractions of a day are considered as 1 day only. For example, the time from the afternoon of 1 March to the forenoon of 4 March, both inclusive, is 3 days.

7. In computing the amount of wages due, the number of calendar months (commencing on the day on which wages began to accrue) is to be determined first; to this is to be added the fractional part of a month determined by counting each and every day beyond the final day of the last full month. For example:

29 January to 3 March, inclusive, if not in a leap year, equals 1 month, 3 days.

29 January to 3 March, inclusive, if in a leap year, equals 1 month, 4 days.

30 January to 3 March, inclusive, whether or not in a leap year, equals 1 month, 3 days.

31 January to 3 March, inclusive, whether or not in a leap year, equals 1 month, 3 days.

15 June to 13 October, inclusive, equals 3 months, 29 days.

15 June to 13 November, inclusive, equals 5 months.

15 June to 14 November, inclusive, equals 5 months.

8. In the event the monthly wage of a seaman is changed during the voyage through promotion, demotion, or otherwise, wages are to be separately computed for each rate of pay in accordance with the foregoing.

9. This circular supersedes and cancels Department of Commerce Circular No. 305, dated 7 May 1938.

R. R. WAESCHE,
Commandant.

{List of Navigation and Vessel Inspection Circulars}

No.	Date	Subject	No.	Date	Subject
1	3-20-42	Strict compliance with routing instructions.	10	6-6-42	Construction, conversion and certification of tank barges constructed with materials other than iron or steel for the transportation of certain inflammable and combustible cargoes in bulk.
2	3-24-42	Bulkhead constructions and insulants. (Superseded by list in Federal Register 12-9-43.)	11	6-16-42	Elimination of Secretary's permit to use petroleum as fuel.
3	3-26-42	Waiver of compliance with provisions of certain navigation and inspection laws, relaxing the statutory prerequisites to obtaining certificates as able seamen and qualified members of the engine department.	12	7-2-42	Revocation or suspension of seaman's licenses or certificates for desertion.
4	4-14-42	Allotments of seamen.	13	7-4-42	Allotments of seamen's wages for the purpose of purchasing for seamen United States War Savings Bonds or War Savings Stamps, or both.
5	4-24-42	Lifesaving suits.	14	7-8-42	Renewing or raising the grade of licenses of officers.
6	4-25-42	Amendments to regulations for numbering of motorboats.	15	7-8-42	Employment of certain foreign nationals on American, Panamanian, and Honduran flag vessels.
7	5-7-42	Amendments to regulations for numbering of motorboats.			
8	5-20-42	Lookouts.			
9	6-4-42	Allotments of seamen.			

No.	Date	Subject	No.	Date	Subject
16	7-14-42	Load line enforcement—countries agreeing to deeper loading during the emergency.	34	5-1-43	Relationship between R. S. 4463 and Navigation and Vessel Inspection Circular No. 31; crew shortage reports required under R. S. 4463, Form Of.
17	7-17-42	Drills for wartime safety—ocean and coastwise vessels.	35	5-14-43	Return of shipwrecked American seamen from insular possessions of the United States.
18	8-17-42	Necessity of efficient signalling.	36	7-6-43	Relief and repatriation of American seamen.
19	8-31-42	Order waiving compliance with the provisions of the act of June 7, 1918, as amended, in certain instances.	37	7-6-43	New procedure for effecting waivers of navigation and vessel inspection laws. (This circular cancels Circular No. 20.)
20	10-1-42	Waiving compliance with the Navigation and Vessel Inspection Laws. (This circular is canceled by Circular No. 37.)	38	7-12-43	Lifesaving equipment; substitutes for manila rope.
21	11-12-42	Physical requirements for licensed officers and certificated men. (Superseded by Navigation and Vessel Inspection Circular No. 26.)	39	8-24-43	Procedure for effective waivers of Navigation and Vessel Inspection Laws relating to employment as watch officers of persons who are not citizens of the United States.
22	11-18-42	Load line enforcement—Canada extends period of relaxation from International Load Line Convention.	40	8-30-43	Waiver of Navigation and Vessel Inspection Laws upon request of Secretary of War.
23	12-7-42	Abandon-ship kits.	41	9-21-43	What are "public vessels" of the United States within the exemption of such vessels from the inspection laws; extension of the exemption to certain vessels by waiver order of the Commandant.
24	12-21-42	Drinking-water stowage.	42	9-30-43	Improvement in the design and construction of approved life rafts required on ocean-going merchant vessels under the provisions of Section 153.2, Subchapter O. (This circular cancels Circular No. 33.)
25	1-23-43	Discharges issued to merchant seamen covering service on vessels lost through enemy action.	43	10-6-43	Waiver of Navigation and Vessel Inspection Laws in respect of cargo vessels equipped with certificates issued by the British Ministry of War Transport under provisions of Regulations 47BB of the Defence (General) Regulations, 1939.
26	2-9-43	Physical requirements for licensed officers and certificated men. (Supersedes Navigation and Vessel Inspection Circular No. 21.)	44	11-11-43	Waiver of Navigation and Vessel Inspection Laws upon request of Naval District Commandant.
27	2-24-43	Gas explosions in furnaces of water-tube boilers.			
28	3-8-43	Lifesaving nets.			
29	4-2-43	Luminous marking as required by Section 153.19 of Subchapter O, Title 46 C. F. R.			
30	4-7-43	Additional means of escape from all ocean and coastwise vessels.			
31	3-13-43	Manning of American merchant vessels, waiver.			
32	5-5-43	Manufacture and sale of lifesaving equipment not conforming with approved design or specifications.			
33	4-15-43	Improvement in the design and construction of approved life rafts required on ocean-going merchant vessels under the provisions of Section 153.2, Subchapter O, Title 46, C. F. R. (This circular is canceled by Circular No. 42.)			

The Commandant, United States Coast Guard, has promulgated several amendments to the regulations as follow:

Amendment to Title 33—Navigation and Navigable Waters

PART 9—REGULATIONS RELATING TO THE REMOVAL AND EXCLUSION OF PERSONS FROM VESSELS AND WATER-FRONT FACILITIES

Sec.

9.1 Definition.

9.2 Exclusions and removals.

9.3 Penalty.

9.4 Separability.

§ 9.1 *Definition.* As used in this part, the term "water-front facility" is limited to piers, wharves, docks, and similar structures to which vessels may be secured, buildings on such structures or contiguous to them, and equipment and materials on such structures or in such buildings, and does not include such water-front facilities as may be directly operated by the War Department.

§ 9.2 *Exclusions and removals.* The Commandant, United States Coast Guard, and, subject to his direction and supervision, District Coast Guard Officers and Captains of the Port, may exclude and remove from vessels and water-front facilities any person whose presence thereon such officer finds reasonable grounds to believe would, for any reason, constitute a menace to the national security or to the safety of life or property; and may order any such person to leave and desist from entry upon or into any and all vessels and water-front facilities. The Commandant, United States Coast Guard, may from time to time, direct the procedures to be followed under this section and prescribe the form and manner of any hearings, notices, orders, or reviews in connection therewith. He may prescribe procedures for temporary exclusions and for permanent exclusions for the duration of the War. Temporary exclusions, as preliminary precautionary measures, may be made prior to an opportunity for a hearing, pending final decision in the case; but any person temporarily excluded shall be accorded an opportunity for a hearing as soon thereafter as may be practicable and a final decision shall be made as promptly as practicable whether to vacate the temporary exclusion or render it permanent for the duration of the war. No permanent exclusion shall be ordered without first according the person involved an opportunity for a hearing. No person ordered ex-

cluded shall enter or remain upon any vessel or water-front facility while the order of exclusion, permanent or temporary, remains in effect.

§ 9.3 *Penalty.* Willful violation of any regulation contained in this part or of any order issued thereunder is a misdemeanor punishable by a fine of not to exceed \$5,000 or imprisonment for not more than one year, or both, under the act of 9 July, 1943 (Public Law 127, 78th Cong.).

§ 9.4 *Separability.* If any provision of the regulations contained in this part or the application of such provision to any person, vessel, water-front facility, or circumstance, shall be held invalid the validity of the remainder of the regulations contained in this part and the applicability of such provision to other persons, vessels, water-front facilities, or circumstances, shall not be affected thereby (8 F. R. 16867, 16 December, 1943).

TITLE 46—SHIPPING

Amendments to Subchapter D—Tank Vessels

PART 33—LIFESAVING APPLIANCES

Section 33.9-2 (e) is deleted and the following substituted instead:

§ 33.9-2 *Line-carrying gun equipment for mounted guns—T/OC * * **

(e) *Primers.* Primers used with the breech-loading gun shall be of the percussion type. Primers used with the muzzle-loading gun shall be of the friction or percussion type. All muzzle-loading guns constructed on and after 1 April, 1944, shall be provided with approved mechanical firing attachment. At least 25 primers shall be carried at all times.

PART 37—SPECIFICATIONS FOR LIFESAVING APPLIANCES

Section 37.10-1 is deleted and the following substituted instead:

§ 37.10-1 *Muzzle-loading gun—T/OC.* The muzzle-loading type gun shall not weigh over 200 pounds. The gun shall be provided with means allowing easy mounting and dismounting the barrel from the carriage. A mechanical

firing attachment of an approved type shall be provided on all guns manufactured on and after 1 April 1944.

The barrel shall be of steel or bronze not less than 20 inches long and have a 2½-inch smooth bore. It may be cast, forged, or otherwise acceptably formed. The use of core supporting pins extending into the wall of the gun during casting is not permitted. The barrel shall be mounted on a carriage by means of trunnions or other suitable means.

The carriage may be of wood or of steel. If of wood, the recesses which receive the trunnion pins or other barrel supporting means shall be metal lined. The carriage shall be provided with means for securing the gun against movement during firing.

NOTE.—Approved muzzle-loading guns manufactured prior to 1 April 1944, and fitted with friction primer firing devices, may be continued in use if in serviceable condition, but all replacement units shall be fitted with approved mechanical firing attachments (9 F. R. 1058, 29 January 1944).

Amendments to Subchapter G—Ocean and Coastwise: General Rules and Regulations

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

Section 59.61(b) is deleted and the following substituted instead:

§ 59.61 *Line-throwing appliances.* * * *

(b) *Muzzle-loading guns.* (1) The muzzle-loading gun shall not weigh over 200 pounds. The gun shall be provided with means allowing easy mounting and dismounting the barrel from the carriage. A mechanical firing attachment of an approved type shall be provided on all guns manufactured on and after 1 April 1944.

(2) The barrel shall be of steel or bronze not less than 20 inches long and have a 2½-inch smooth bore. It may be cast, forged, or otherwise acceptably formed. The use of core supporting pins extending into the wall of the gun during casting is not permitted. The barrel shall be mounted on a carriage by means of trunnions or other suitable means.

(3) The carriage may be of wood or of steel. If of wood, the recesses which receive the trunnion pins or other barrel supporting means shall be metal lined. The carriage shall be provided

with means for securing the gun against movement during firing.

NOTE.—Approved muzzle-loading guns manufactured prior to 1 April 1944, and fitted with friction primer firing devices, may be continued in use if in serviceable condition, but all replacement units shall be fitted with approved mechanical firing attachments.

Section 59.61(e) (5) is deleted and the following substituted instead:

§ 59.61 *Line-throwing appliances.* * * *

(e) *Line-carrying gun equipment.* * * *

(5) *Primers.* Primers used with the breech-loading gun shall be of the percussion type. Primers used with the muzzle-loading gun shall be of the friction or percussion type. All muzzle-loading guns constructed on and after 1 April 1944, shall be provided with an approved mechanical firing attachment. At least 25 primers shall be carried at all times (9 F. R. 1058, 29 January 1944).

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

Section 60.54 (b) and (c) (5) are hereby deleted and the following substituted instead:

§ 60.54 *Line-throwing appliances.* (See § 59.61 of this chapter which is identical with this section.) (9 F. R. 1059, 29 January 1944.)

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

PART 155—LICENSED OFFICERS AND CERTIFICATED MEN: REGULATIONS DURING EMERGENCY

Part 155 is amended by changing certain terms and phrases as follows:

(a) In §§ 155.5 (b) and 155.9 (b), "Coast Guard" to "War Shipping Administration."

(b) In §§ 155.5 (b) (4) and 155.9 (b) (4), "district merchant marine cadet training instructor" to "district merchant marine training instructor."

(c) In §§ 155.11(a), 155.20(a), and 155.34(a), "Merchant Marine Inspector in Charge" to "Officer in Charge, Marine Inspection."

(d) In § 155.12(a), "board of local inspectors" (Merchant Marine Inspector in Charge) to "Officer in Charge, Marine Inspection."

(e) In footnote 2 for §§ 155.2, 155.3, 155.4, and 155.5 and footnote 4 for §§ 155.6, 155.7, 155.8, 155.9, 155.28, 155.29, 155.30, and 155.31,

"Board of U. S. Local Inspectors" (Merchant Marine Inspector in Charge) to "Officer in Charge, Marine Inspection."

(f) In footnote 3 for §§ 155.6, 155.7, 155.8 and 155.9, and footnote 10 for §§ 155.28, 155.29, 155.30, and 155.31, "local inspectors" (Merchant Marine Inspector in Charge) to "Officer in Charge, Marine Inspection."

(g) In footnote 2 for §§ 155.2, 155.3, 155.4, and 155.5 and footnote 4 for §§ 155.6, 155.7, 155.8, 155.9, 155.28, 155.29, 155.30, and 155.31, "U. S. Supervising Inspector" (Supervising Merchant Marine Inspector) to "District Coast Guard Officer."

NOTE.—These changes are editorial so that the Code of Federal Regulations will be the same as regulations published by the Coast Guard (9 F. R. 1059, 29 January 1944).

Equipment Approved by the Commandant.

The following items of equipment for the better security of life at sea have been approved by the Commandant, United States Coast Guard, for use on merchant vessels.

Bilge Pump for Lifeboats.

No. 2 semirotary bilge pump (U. S. C. G. No. 2) (Dwgs. No. 1544, dated 9 December 1942, and No. 1600, dated 29 September 1943), manufactured by Amity Foundry & Machine Co., Perth Amboy, N. J. (9 F. R. 42, 1 January 1944).

Boiler.

Water tube boiler, two drum (Marine) bent tube type (Dwg. No. P. S. 3488, dated 12 October 1943), manufactured by Union Iron Works, Erie, Pa. (9 F. R. 1059, 29 January 1944).

Buoyant Apparatus.

Twenty-person metallic buoyant apparatus Model No. 1 (Dwg. No. 1742, dated 23 October 1943), submitted by L. A. Young Spring and Wire Corporation, Oakland, Calif. (9 F. R. 432, 11 January 1944).

Buoyant Cushion.

15- by 15- by 2-inch Typha filled buoyant cushion for use on motorboats of classes A, 1, and 2 not carrying passengers for hire (Dwg. dated 8 December 1943), Approval No. B-208, manufactured by the American Pad & Textile Co., Greenfield, Ohio (9 F. R. 432, 11 January 1944).

Davits.

Welin gravity davit, type 135 (General Arrangement Dwg. No. 2227, dated 17 March 1942, revised 30 September 1942) (for a maximum working load of 21,500 pounds per arm), manufactured by the Welin Davit & Boat Corporation, Perth Amboy, N. J. (9 F. R. 481, 12 January 1944).

Schat P. H. A. davit, B. U. type M. D. 35-14 (Arrangement Dwg. No. B. A. 278B) (for a maximum working load of 7,000 pounds per set), submitted by the Lane Lifeboat & Davit Corporation, Flushing, N. Y. (9 F. R. 481, 12 January 1944).

Landley sheath screw davit, size 3A-S-6-6 (General Assembly Dwg. No. 425-D, dated 25 October 1943) (maximum working load of 12,200 pounds per set), manufactured by The Landley Co., Inc., 15 Park Row, New York, N. Y. (9 F. R. 1059, 29 January 1944).

Disengaging Apparatus.

Rottmer releasing gear, type A (maximum working load of 6,500 pounds per hook) (Dwg. No. R 101, dated 6 December 1943), submitted by Lane Lifeboat & Davit Corporation, foot of 40th Road, Flushing, N. Y. (9 F. R. 774, 20 January 1944).

Embarkation-Debarkation Ladder.

Embarkation-debarkation ladder for use except on tank vessels (Dwg. No. 241-A, Revised 7 September 1943), submitted by the American Chain Ladder Company, New York, N. Y.

(This supersedes the listing of the embarkation-debarkation ladder submitted by the American Chain Ladder Co. published in 8 F. R. 16038 on 26 November 1943.) (9 F. R. 42, 1 January 1944.)

Jackknives.

Jackknives, Types Q-5, and Q-6, submitted by the Camillus Cutlery Co., Camillus, N. Y. (9 F. R. 432, 11 January 1944).

Jackknife, type No. 796, submitted by the Utica Cutlery Co., 820 Noyes Street, Utica, N. Y. (9 F. R. 1059, 29 January 1944).

Jackknife, type No. 850, submitted by the Imperial Knife Co., 14 Blount Street, Providence, R. I. (9 F. R. 1059, 29 January 1944.)

Fire-Resistive Substance.

Navy deck blue machine compound, type 6A, for use in the treatment of cotton drill covers of life preservers, finished by the Ameri-

can Pad & Textile Co., Greenfield, Ohio, furnished by Buckeye Fabric Finishing Co., Coshocton, Ohio (9 F. R. 432, 11 January 1944).

Lifeboat.

20' x 7' x 3'1¼" metallic oar-propelled lifeboat (260 cubic feet net) (general arrangement and construction Dwg. No. 2021, dated 14 October 1943), submitted by Lane Lifeboat & Davit Corporation, Flushing, N. Y. (9 F. R. 481, 12 January 1944.)

Life Floats.

Fifteen-person rectangular balsa wood life float, Model No. 2 (Dwg. dated 9 December 1943), submitted by the William J. Jaeger Furniture Co., Los Angeles, Calif. (9 F. R. 432, 11 January, 1944).

Fifteen-person elliptical balsa wood life float (Dwg. No. 115, dated 18 June 1943, revised 28 September 1943), manufactured by Raynor-Norris, Seaford, N. Y. (9 F. R. 481, 12 January 1944).

Twenty-five-person elliptical balsa wood life float (Dwg. No. 116, dated 1 September 1943, revised 27 September 1943), manufactured by Raynor-Norris, Seaford, N. Y. (9 F. R. 481, 12 January 1944).

Fifteen-person rectangular balsa wood life float (Dwg. dated 6 October 1943), submitted by Craftsman Equipment Corporation, Brooklyn, N. Y. (9 F. R. 481, 12 January 1944).

Fifteen-person rectangular balsa wood life float (Dwg. No. M751, dated 25 October 1943), submitted by Roof Structures, Inc., New York, N. Y. (9 F. R. 481, 12 January 1944).

Ten-person rectangular balsa wood life float (Dwg. No. 3, dated 26 November 1943), submitted by Air King Manufacturing Co., Division of Air-King Models, Inc., Portland, Oreg. (9 F. R. 481, 12 January 1944).

Twenty-five-person rectangular balsa wood life float (Dwg. No. 4, dated 26 November 1943), submitted by Air King Manufacturing Co., Division of Air-King Models, Inc., Portland, Oreg. (9 F. R. 481, 12 January 1944).

Fifteen-person rectangular balsa wood life float, Model RSWW (U. S. Coast Guard Dwg. No. RLF-1, dated 9 September 1942), submitted by Savage Boat Works, Los Angeles, Calif. (9 F. R. 481, 12 January 1944).

Twenty-five-person elliptical balsa wood life

float (Dwg. dated 17 September 1943), manufactured by Royal Marine Equipment Corporation, New York, N. Y. (9 F. R. 481, 12 January 1944).

Twenty-five-person rectangular balsa wood life float (Dwg. dated 4 September 1942), manufactured by Royal Marine Equipment Corporation, New York, N. Y. (9 F. R. 481, 12 January 1944).

Twenty-five-person rectangular balsa wood life float (Dwg. Plan No. B. F. 101) submitted by Nuroco Woodwork Co., 22 Pelham Road, New Rochelle, N. Y. (9 F. R. 774, 20 January 1944).

Life Raft.

Twenty-person, improved type steel life raft (Dwg. No. 100A, dated 27 November 1943), manufactured by the Redwood City Boat Works, Redwood City, Calif. (9 F. R. 42, 1 January 1944).

Life Preserver.

Style 2F adult kapok life preserver (Dwg. No. C-60-A, dated 7 January 1944, and specification revised 22 May 1943) (Approval No. B-199), manufactured by the American Pad & Textile Co., Greenfield, Ohio. (This supersedes approval of adult kapok life preserver No. 2-F, Approval No. B-199, published 7 October 1943, 8 F. R. 13752.) (9 F. R. 1059, 29 January 1944.)

Lifesaving Net.

Superior chain ladder, multiple (debarkation) models BIL and BST (Dwg. dated 23 April 1943, revised 1 December 1943), submitted by the Superior Fire Equipment Corporation, New York, N. Y. (9 F. R. 42, 1 January 1944).

Line-Throwing Gun.

Two and one-half-inch line-throwing gun (Assembly Dwg. No. 475, dated 5 December 1943), submitted by Kent Marine Products Corporation, West Babylon, N. Y. (9 F. R. 42, 1 January 1944).

Ring Life Buoy for Inspected Vessels.

Thirty-inch, 18 segments, cork ring life buoy (Dwg. No. 421, dated 24 September 1943), manufactured by Kent Marine Products Corporation, 428 Great East Neck Road, West Babylon, N. Y. (approval No. B-209). (9 F. R. 1059, 29 January 1944.)

Safety Valve.

Consolidated type 1515-A safety valve for marine service (assembly of 2½-inch type 1515 A-B-C welded steam safety valve Dwg. No. S-6343, dated 27 September 1943) (maximum working pressure of 600 pounds per square inch at a maximum temperature of 650° F.), manufactured by Consolidated Safety Division of Manning, Maxwell & Moore, Inc., Bridgeport, Conn. (9 F. R. 481, 12 January 1944).

Sea Anchors.

Sea anchor, type A (U. S. Coast Guard specifications and Dwg. No. MMI-562, dated 1 November 1943), submitted by Atlantic-Pacific Manufacturing Corporation, Brooklyn, N. Y. (9 F. R. 481, 12 January 1944).

Sea anchor, type LR (U. S. Coast Guard Dwg. No. MMI-562 and specifications, dated 1 November 1943), submitted by Winner Manufacturing Co., Inc., Trenton, N. J. (9 F. R. 1059, 29 January 1944).

Whistle.

Whistle (Coast Guard specification dated 10 November 1943), submitted by the Field Manufacturing Co., 303 Fifth Avenue, New York, N. Y. (9 F. R. 1059, 29 January 1944).

Winches for Lifeboats.

"New England" lifeboat winch (Dwgs. Assembly Sheet No. 1, No. R-2496-A, dated 24

September 1943, Assembly Sheet No. 2, No. R-2497-A, dated 27 September 1943, and specifications revised 4 October 1943) (maximum working load of 5,000 pounds at the drums), submitted by the New England Trawler Equipment Co., Chelsea, Mass. (9 F. R. 481, 12 January 1944).

Welin type CV dual lifeboat winch with single motor drive (General Arrangement Dwg. No. 2651, dated 28 June 1943, revised 22 October 1943) (maximum working load of 6,500 pounds at the drums), manufactured by Welin Davit & Boat Corporation, Perth Amboy, N. J. (9 F. R. 481, 12 January 1944).

Type BWB-1 vertical lifeboat winch (Dwg. No. 2657, dated 4 June 1941) (maximum working load of 20,000 pounds at the drums), manufactured by the Welin Davit & Boat Corporation, Perth Amboy, N. J. (9 F. R. 774, 20 January 1944).

Acceptable First-Aid Kits.

First-aid kits of a 24-unit size, type A, manufactured by Mine Safety Appliances Co., Pittsburgh, Pa., are acceptable for use on lifeboats and life rafts constructed on and after 1 January 1944, or for replacements made after this date, where approved type first-aid kits are required under the provisions of section 153.6, Subchapter O, Regulations Applicable to Certain Vessels and Shipping During Emergency.

ITEMS EXAMINED BY COAST GUARD HEADQUARTERS AND FOUND SUITABLE FOR MERCHANT MARINE USE

Electrical Appliances

For the use of Coast Guard personnel in their work of inspecting merchant vessels, the following items of electrical equipment have been examined. This 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
	Pas-senger and crew quarters and public spaces	Machin-ery-cargo and work spaces	Open decks	Pump rooms of tank vessels	
Bendix Aviation Corporation, Brooklyn, N. Y.:					
Mechanical telegraph transmitter with reply, 9", single face, single engine, pedestal mounting, drawing No. CAL-4247, alt. L					1/14/44
Mechanical telegraph transmitter with reply, 12" and 16", double face, single engine, pedestal mounting with through leads, drawing No. CAL-6208, alt. E					1/14/44
Curtis Lighting, Inc., Chicago, Ill.:					
Floodlight, 500-watt, model CL-85, drawing No. D-10237-A, alt. 1	x	x	x		1/1/44
Floodlight, 200-watt, model CL-82, drawing No. D-10237-B, alt. 1	x	x	x		1/1/44
Durkee Marine Products Corporation, Staten Island, N. Y.:					
Navigation light fixtures:					
Stern light, electric, class No. 2, drawing No. 400, rev. 11/27/43	x				1/10/44
Masthead, range and towing light, electric, class No. 2, drawing No. 406, rev. 11/27/43	x				1/10/44
Side light, electric, class No. 2, drawing No. 410, rev. 11/27/43	x				1/10/44
Not-under-command light, electric, class No. 2, drawing No. 411, rev. 11/27/43	x				1/1/44
Masthead, range and towing light, oil, class No. 2, drawing No. 412, rev. 11/27/43	x				1/10/44
Stern light, oil, class No. 2, drawing No. 414, rev. 11/27/43	x				1/10/44
Side light, oil, class No. 2, drawing No. 415, rev. 11/27/43	x				1/10/44
Electric Tachometer Corporation, Philadelphia, Pa.:					
Shaft revolution transmitter, type TM-1, drawing No. 2328-L, alt. 0	x	x			12/18/43
Shaft revolution indicator, type IC-1-F, drawing No. 2329-L, alt. 0	x	x			12/18/43
Shaft revolution indicator, type IC-1-B, drawing No. 2384-L, alt. 0	x	x			12/18/43
Paragon Electric Co., Chicago, Ill.:					
Running light tell-tale panel, semiautomatic, drawing No. A-196, rev. 2	x	x			12/29/43
Running light lockout and dimmer panel, drawing No. A-243, rev. 2	x	x			12/29/43
Russell & Stoll Co., Inc., New York, N. Y.:					
Lighting fixtures, bracket, vaportight:					
200-watt maximum, with reflector, drawing No. F-9394, catalog No. 1426 M. C.	x	x	x		1/8/44
100-watt maximum, drawing No. F-9403, alt. 3, catalog No. 6255 M. C.	x	x	x		1/8/44
100-watt maximum, with switch, drawing No. F-9404, alt. 3, catalog No. 6256 M. C.	x	x	x		1/8/44
Lighting fixtures, junction box, vaportight:					
200-watt maximum, less guard, drawing No. F-9395, alt. 3, catalog No. 5052 M. C.	x				1/8/44
200-watt maximum, drawing No. F-9396, alt. 3, catalog No. 5047 M. C.	x	x	x		1/8/44
200-watt maximum, with reflector, drawing No. F-9397, alt. 3, catalog No. 6284	x	x	x		1/8/44
200-watt maximum, with reflector, less guard, drawing No. F-9397, alt. 3, catalog No. 6283 M. C.	x				1/8/44
200-watt maximum, with reflector, drawing No. F-9398, alt. 3, catalog No. 6216 M. C.	x	x	x		1/8/44
200-watt maximum, with reflector, less guard, drawing No. F-9398, alt. 3, catalog No. 6215 M. C.	x				1/8/44
200-watt maximum, with reflector, drawing No. F-9399, alt. 3, catalog No. 6245 M. C.	x	x	x		1/8/44
200-watt maximum, with reflector, less guard, drawing No. F-9399, alt. 3, catalog No. 6244 M. C.	x				1/8/44
100-watt maximum, less guard, drawing No. F-9400, alt. 3, catalog No. 5051 M. C.	x				1/8/44
100-watt maximum, with reflector, drawing No. F-9401, alt. 3, catalog No. 6272 M. C.	x	x	x		1/8/44

Manufacturer and description of equipment	Location apparatus may be used				Date of action
	Pas-senger and crew quarters and public spaces	Machin-ery-cargo and work spaces	Open decks	Pump rooms of tank vessels	
Russell & Stoll Co., Inc., New York, N. Y.—Continued.					
Lighting fixtures, junction box, vaportight—Continued.					
100-watt maximum, with reflector, less guard, drawing No. F-9401, alt. 3, catalog No. 6271 M. C.	x				1/8/44
100-watt maximum, with reflector, drawing No. F-9402, alt. 3, catalog No. 6241 M. C.	x	x	x		1/8/44
100-watt maximum, with reflector, less guard, drawing No. F-9402, alt. 3, catalog No. 6440 M. C.	x				1/8/44
100-watt maximum, drawing No. F-9405, alt. 3, catalog No. 5045 M. C.	x	x	x		1/8/44
100-watt maximum, with switch, drawing No. F-9406, alt. 3, catalog No. 431 M. C.	x	x	x		1/8/44
100-watt maximum, with reflector, drawing No. F-9407, alt. 3, catalog No. 6212 M. C.	x	x	x		1/8/44
100-watt maximum, with reflector, less guard, drawing No. F-9407, alt. 3, catalog No. 6211 M. C.	x				1/8/44
Shield for 100-watt fixtures, with or without guards, drawing No. F-9393, alt. 3.					1/8/44
Marine key lamp receptacle, 250 watts, 250 volts, drawing No. B-6443, alt. Y, catalog No. 4130.					1/8/44
Spear Lighting Fixture Manufacturing Co., New York, N. Y.:					
Deck fixture, watertight, 60-watt maximum, General Electric Supply Corporation catalog No. 1749.	x	x	x		12/20/43
Deck fixture, watertight, 100-watt maximum, General Electric Supply Corporation catalog No. 1750.	x	x	x		12/20/43
Bulkhead fixture, watertight, 100-watt maximum, General Electric Supply Corporation catalog No. 1838.	x	x	x		12/20/43
Bracket fixture, watertight, 60-watt maximum, General Electric Supply Corporation catalog No. 1841.	x	x	x		12/28/43
Bracket fixture, watertight, 100-watt maximum, General Electric Supply Corporation catalog No. 1842.	x	x	x		12/28/43
Chart table light, adjustable, 60-watt maximum, General Electric Supply Corporation catalog No. 1860.	x				1/5/44
Water column light, watertight, 40-watt maximum, General Electric Supply Corporation catalog No. 1862.	x	x	x		1/5/44
Specialties Manufacturing Co., Inc., Bloomfield, N. J.:					
Die cast terminal tubes, drawing No. 2508, alt. 0.	x	x	x		12/23/43
Westinghouse Electric & Manufacturing Co., Washington, D. C.:					
18" Marine searchlight, style No. 1219950, drawing No. 679700, sub. 2.	x	x	x		12/20/43

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 16 December 1943 to 15 January 1944 are as follows:

American Machinery Corporation, Orlando, Fla., flanges and fittings.

Ballou Service & Instrument Co., Inc., New York, N. Y., flanges and fittings.

Owen Tool Co., Houston, Tex., flanges.

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, United States Coast Guard. 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. For the information of all parties concerned, a list of approved heats for manufacturers which have been tested and found acceptable during the period from 16 December 1943 to 15 January 1944 is as follows:

The Lunkenheimer Co., Cincinnati, Ohio, heat No. 205.

Marine Iron and Shipbuilding Co., Duluth, Minn., heat No. 51.

MERCHANT MARINE LICENSES ISSUED DURING DECEMBER 1943

MERCHANT MARINE PERSONNEL STATISTICS

MERCHANT MARINE LICENSES ISSUED DURING DECEMBER 1943

Engineer Officers' Licenses Issued for the Month of December 1943

Port	Chief engineer, steam								First assistant engineer, steam							
	Ocean		Great Lakes		B. S. + L.		Rivers		Ocean		Great Lakes		B. S. + L.		Rivers	
	O.	R.	O.	R.	O.	R.	O.	R.	O.	R.	O.	R.	O.	R.	O.	R.
Atlantic coast	23	58			4	16		1	60	26			5	2		1
Gulf coast	15	15				2	2	2	18	5				2	1	2
Great Lakes and rivers	1	3			2	19	1	18	5				3	5	1	4
Pacific coast	29	31				2		1	57	11						
Total	68	107			6	39	3	22	135	50			8	9	2	7

Port	Second assistant engineer, steam										Third assistant engineer, steam									
	Ocean			Great Lakes		B. S.+L.		Rivers		Ocean			Great Lakes		B. S. +L.		Rivers			
	O.	R.	OG.	O.	R.	O.	R.	O.	R.	O.	R.	OG.	O.	R.	O.	R.	O.	R.		
Atlantic coast.....	83	38				1	1			298	17	110								
Gulf coast.....	14	3								9	4									
Great Lakes and rivers.....	1	2				1	2	1		1	1									
Pacific coast.....	104	6	30		1					109	4	66								
Total.....	202	49	30		1	2	3	1		417	26	176								

Port	Motor vessels										Uninspected vessels				Totals				
	Chief engineer		First assistant engineer		Second assistant engineer			Third assistant engineer			Chief engineer		Assistant engineer		Original	Renewal	USMSTS P. L. O.	U. S. M. S. N. A.	Grand total
	O.	R.	O.	R.	O.	R.	OG.	O.	R.	OG.	O.	R.	O.	R.					
Atlantic coast	9	37	8	13	7	6		255	2	93					753	218	190	13	971
Gulf coast		9		2		3		2							61	49			110
Great Lakes and rivers	4	4	1	5	1	3			1						18	72			90
Pacific coast	16	22	7	3	4		1	107	1	85					433	85	167	15	518
Total	29	72	16	23	12	12	1	364	4	178					1,265	424	357	28	1,689

Deck Officers' Licenses Issued for the Month of December 1943

Port	Master										Chief mate									
	Ocean		CWS.		Great Lakes		B. S. + L.		Rivers		Ocean		CWS.		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.
Atlantic coast	43	45	1	9		1	7	26		8	90	14	2	3				2		
Gulf coast	15	12		4				2		6	17	4		1				1	2	1
Great Lakes and rivers						8			4	11									6	2
Pacific coast	28	46	2	5			1	13		1	54	10					1	4	1	
Total	86	63	3	18		9	8	41	4	26	161	28	2	4			1	7	9	3

Deck Officers' Licenses Issued for the Month of December 1943—Continued

Port	Second mate												Third mate											
	Ocean			CWS.		Great Lakes		B. S. +L.		Rivers		Ocean			CWS.		Great Lakes		B. S. +L.		Rivers			
	O.	R.	OG.	O.	R.	O.	R.	O.	R.	O.	R.	O.	R.	OG.	O.	R.	O.	R.	O.	R.	O.	R.		
Atlantic coast	112	13		2	2							291	18	125										
Gulf coast	15	1			1								2											
Great Lakes and rivers						1							1											
Pacific coast	100	9	39	*	1							90	4	68										
Total	227	23	39	2	4		1					381	26	193										

Ports	Pilots						Uninspected vessels, high seas				Totals				
	Great Lakes		B. S. +L.		Rivers		Master		Mate		Original	Re-newal	USMSTS P. L. O.	U. S. M. S. N. A.	Grand total
	O.	R.	O.	R.	O.	R.	O.	R.	O.	R.					
Atlantic coast	1		52	81		2					601	224	104	21	825
Gulf coast	1		2	21	11	4					63	60			123
Great Lakes and rivers	6	6		6	61	11					77	46			123
Pacific coast		1	17	42		1					295	137	84	23	432
Total	8	7	71	150	72	18					1,036	467	188	44	1,503

Report of Issuance of Original Seamen's Documents—December 1943

	Continuous discharge book	Certificate of identification	(1) A. B., green, 3 years	(2) A. B., green, 9 months; emergency	(3) A. B., blue, 18 months; 12 months	(4) A. B., blue, 6 months; emergency	(5) A. B., blue, 6 months; emergency	(6) Lifeboat, 12-24 months	(7) Lifeboat, 6-12 months; emergency	Q. M. E. D., 6 months	Q. M. E. D., emergency	Radio operator	Certificate of service	Tanker man	Staff officer	Total
Atlantic coast	62	4,787	399	166	86	17	2	4,074	98	1,393	336	229	3,705	7	144	15,505
Gulf coast	63	2,053	80	31	11	1	0	1,721	18	449	76	8	1,502	16	11	6,040
Pacific coast	46	1,561	110	159	31	11	0	901	71	314	235	11	1,054	4	56	4,564
Great Lakes and rivers	107	116	50	44	21	17	0	37	19	31	71	3	236	10	3	765
Total	278	8,517	639	400	149	46	2	6,733	206	2,187	718	251	6,497	37	214	26,574

(1) Unlimited.

(2) Unlimited.

(3) Unlimited.

(4) Great Lakes and bays and sounds.

(5) Tugs and towboats and freight vessels under 500 tons (miscellaneous).

(6) 12 months deck or 24 months other departments.

(7) 6 months deck or 12 months other departments.

WAIVERS OF MANNING REQUIREMENTS FROM 1 DECEMBER TO 31 DECEMBER 1943

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

Ports	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, coal-passers, or cadets substituted for qualified members of engine department	Wipers substituted for engineer officers	Ordinary seamen or cadets substituted for deck officers	Total
Atlantic coast	478	247	307	105	809	253	52	37	83	1,893
Gulf coast	86	44	28	13	143	28	6	0	2	264
Pacific coast	211	69	86	9	322	53	33	1	6	579
Great Lakes	74	0	0	0	31	0	60	0	0	91
Total	849	360	421	127	1,305	334	151	38	91	2,827

CREW SHORTAGE REPORTS FROM 1 DECEMBER TO 31 DECEMBER 1943

THESE REPORTS SUBMITTED IN ACCORDANCE WITH NAVIGATION AND VESSEL INSPECTION CIRCULAR NO. 34 DATED 1 MAY 1943

Ports	Number of vessels	Ratings in which shortages occurred												Total
		Chief mate	Second mate	Third mate	Able seamen	Ordinary seamen	First engineer	Second engineer	Third engineer	Qualified member, engineering department	Wiper or coal passer	Engine cadet	Radio	
Atlantic coast	12	2	1	1	1	1	1	4	0	2	1	2	0	16
Gulf coast	7	0	0	0	2	2	0	1	1	1	3	0	0	9
Pacific coast	17	2	1	0	9	3	2	1	0	4	2	0	1	25
Great Lakes	344	0	0	26	69	113	1	0	7	118	255	0	0	589
Total	380	4	2	27	81	119	4	6	7	125	261	2	1	639

[Activities of Merchant Marine Hearing Units]

Coast Guard Merchant Marine Hearing Units, during December, handled cases involving 151 licensed officers, and 1,544 unlicensed men. In the case of the officers, no licenses were revoked, 44 were suspended, 39 admonitions were given, and 68 cases were dismissed. Of the unlicensed men, 20 certificates were revoked, 449 suspended, 633 admonitions were given, and 442 cases were dismissed.

During January 1944, Coast Guard Merchant Marine Hearing Units handled cases involving 234 licensed officers, and 1,681 unlicensed men. In the case of the officers, one license was revoked, 90 were suspended, 54 admonitions were given, and 89 cases were dismissed. Of the unlicensed men, 25 certificates were revoked, 515 suspended, 570 admonitions were given, and 571 cases were dismissed.

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