PROCEEDINGS

of the

MERCHANT MARINE COUNCIL

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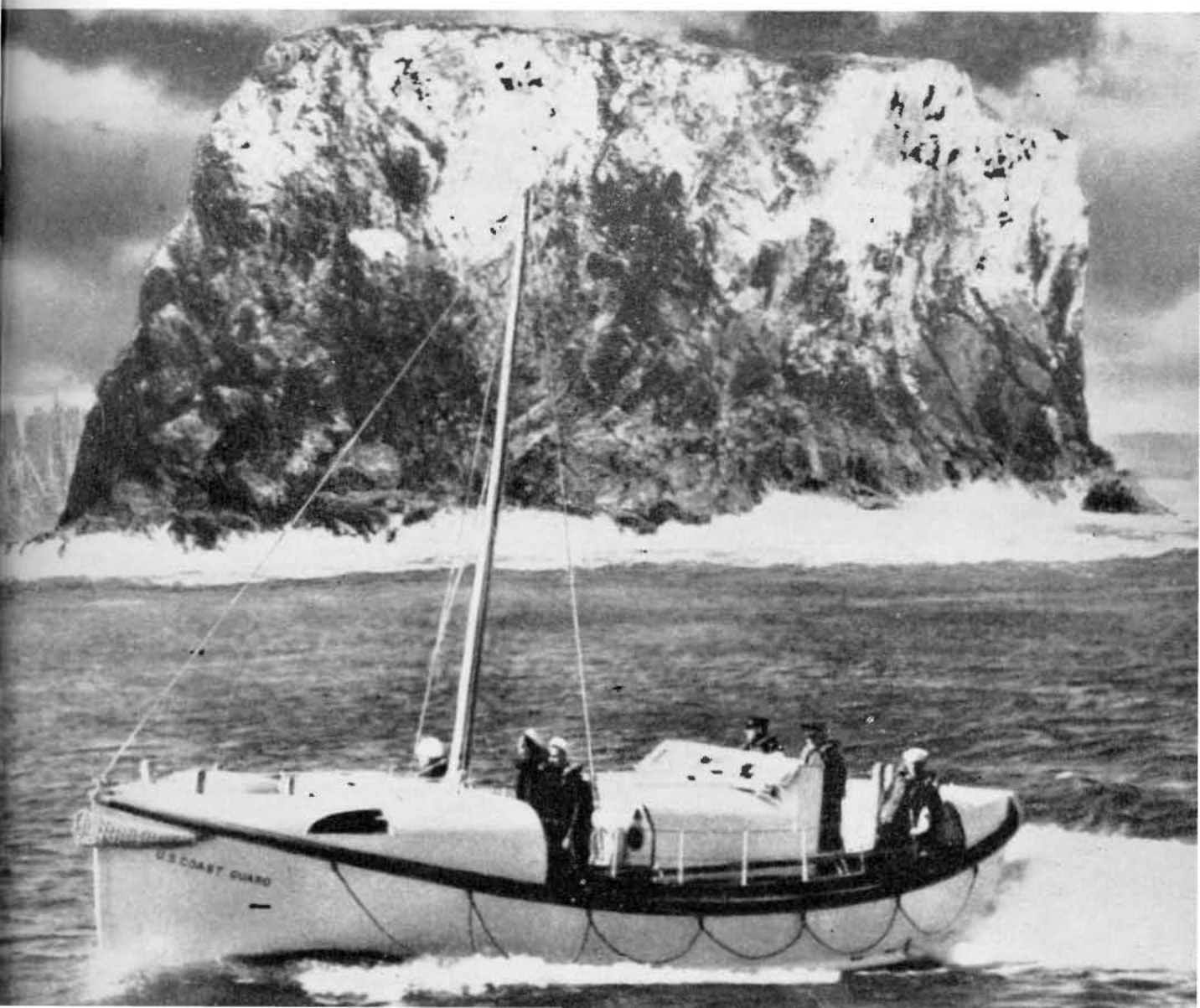

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MERCHANT MARINE COUNCIL

Published monthly at Coast Guard Headquarters, under the auspices of the Merchant Marine Council, in the interest of safety at sea and the prosecution of the war effort.

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 Type T. R. motor lifeboat under way off a particularly rugged bit of Pacific Coast

[*Activities of the Merchant Marine Council*]

THE MERCHANT Marine Council has approved the issuance of a revised publication of subchapter O, Regulations Applicable to Certain Vessels and Shipping During Emergency. This pamphlet contains all of subchapter O, including amendments published in the Federal Register through January 29, 1944, except for the amendment to section 151.7 (a) which was published in the Federal Register of November 26, 1943, and will be found in the Appendix. Copies of the publication may be obtained from District Coast Guard offices and from officers in charge, Marine Inspection, or from the Commandant, United States Coast Guard, Washington 25, D. C.

There were also approved certain amendments to regulations under titles 33 and 46 which will be found in full in the Appendix. One of these revises the license procedure of merchant vessels not clearing customs so that a single departure license becomes acceptable in all United States ports and is valid for a minimum of 6 months. Requirements as to crew lists have been amended to eliminate one form of crew list and to provide that reports of crew changes shall be made to the captain of the port at whatever place the vessel is. These regulations, together with sample license forms and interpretive instructions are contained in a new publication, Captain of the Port Vessel Movement License and Crew List Procedure.

The Council also passed upon certain changes in Pilot Rules for Inland Waters. The chief effect of these changes is to define the lights to be carried by scows being towed on inland waters.

Routine action was taken with regard to items of equipment which had satisfactorily met the requisite inspections and tests, and approval was withdrawn in a case where the item in manufacture failed to conform to the standard of the sample submitted and approved. The Council gave hearings to a number of makers of equipment who desired to appear on matters connected with their products.

Mr. Hoyt Haddock, representing the National Maritime Union, appeared to submit comments and suggestions with respect to Navigation and Vessel Inspection Circular 30, which has to do with emergency means of escape from living and working spaces on merchant vessels. These suggestions were carefully considered and a draft of a regulation covering the subject was prepared and forwarded to the industry for comment. The purpose of the regulation is to clarify and make uniform the interpretations of Circular 30.

[*Cowart Relieves Jewell*]

COMMANDER Henry T. Jewell, U. S. C. G., until recently Chief, Merchant Marine Personnel Division, has been relieved from that duty and ordered to sea. His relief is Commander Kenneth K. Cowart, U. S. C. G., who comes to his new post—and membership upon the Merchant Marine Council—from duty in command of the 327-foot cutter *Campbell*.

Commander Cowart graduated from the Coast Guard Academy in 1926 and has served continuously since that time, both ashore and afloat. His shore assignments include a post-

graduate course in engineering at the Naval Academy, followed by a similar course at the University of California, where he obtained an M. S. degree in mechanical engineering. He also put in a tour of duty as instructor and executive officer at the United States Maritime Service Training School for prospective merchant marine officers at New London, when the Coast Guard was administering that service. His professional qualifications and his experience and contact with merchant marine officers well fit him for his new duties.

[*The Commandant Addresses Auxiliary*]

ON THE evening of February 10 Vice Admiral R. R. Waesche, U. S. C. G., Commandant of the Coast Guard, addressed a large group of members of the Coast Guard Auxiliary of the Fourth Naval District at Philadelphia. Excerpts from his address follow:

I do not need to emphasize to you the magnitude of our peacetime fleet of small yachts and motor boats on all the navigable waters of the United States or point out the varying degree of risk that each one of these small craft may constitute either to itself or, by incompetent handling, to others. It is not necessary to point out to you that many of these small craft are in charge of persons whose qualifications may be extremely limited and who carry with them others, including women and children, whose lives may be positively jeopardized through the inefficiency of the person in charge. A very high percentage of the Coast Guard's rescue activities has been made necesssary by this type of vessel.

The task of policing this enormous number of small boats scattered over all the navigable waters of the country would be a stupendous one. Frankly, it would be beyond the capacity of any conceivable Coast Guard organization. To meet this situation to some extent, Congress at my request authorized the Coast Guard Auxiliary. The purpose of this Auxiliary was two-fold. By bringing into being an organization which adopted safe standards for its own boats and for its personnel, it removed those boats from the category of potential risks. It also created an organization upon which the Coast Guard could devolve some of its preventative and rescue functions.

We believe strongly that the best possible regulation is self-regulation. The Coast Guard has no desire to build up in itself a greatly expanded organization for the purpose of increasing its control of small craft. Increased regulation will unduly restrict the capable and careful boat owner in order to correct the deficiencies of the inefficient. We should like to see improvement brought about within the fraternity of motor boatmen, rather than imposed upon it from without.

The Coast Guard is unique in being a military service which performs civil functions and which is under a civil department except in wartime. This gives us a high degree of flexibility. In like fashion the Auxiliary, although it can be given military status and powers through the temporary reserve when desired, is constituted as a purely voluntary civilian organization. Its planning and development can largely be conducted on a civilian basis and by its own membership, with only such guidance and centralization by the Coast Guard as it may desire.

In two directions I am particularly anxious to have the benefit of your advice. The first is, how can the Auxiliary extend to other small boat owners the desire to achieve the same standards of safety and boatmanship that are a prerequisite for membership in the Auxiliary? Can this be done inside the industry with a minimum of additional Governmental regulations? Or to what extent, if any, is such additional regulation desirable?

The second point is, what can be done by the Auxiliary to indoctrinate in safety and boatmanship, as well as in lore of the sea generally, some of the younger generation who normally would not have a chance to get out on the water? I am thinking of high-school chaps who would undoubtedly be eager to learn from experienced Auxiliary members. The advantages that would accrue to the Auxiliary, the Coast Guard, and the country itself through the creation of a large group of young men who were made sea-minded and safety-conscious and were qualified to become associate members when opportunity offered, would be tremendous.

We believe that you gentlemen are better fitted to work these problems out than we are. We want to help you all we can and we have a Director of the Auxiliary at headquarters in Washington for that purpose. He will give you any guidance you desire and his office can act as a clearing house to such extent as you may wish. By and large, however, I feel that the Coast Guard Auxiliary should be your organization, flexible and designed to meet local situations without undue centralization and with a minimum of Coast Guard control. I feel sure that you will recognize the ample opportunity that is offered and I am confident that you gentlemen, through your organization and with such help from the Coast Guard as may be desired, will perfect a procedure to accomplish the needed results.

[Seamen's Records]

WHEN Congress passed the act of June 25, 1936, providing for a central office where all records pertaining to merchant seamen of the United States were to be kept, it is quite possible that the magnitude of the task was not appreciated. Several factors contributed towards making the work of this office much more difficult than it might otherwise have been.

In the first place, the act required each seaman to carry either a continuous discharge book or a certificate of identification, at his option. This was further interpreted to mean that the seaman could exchange book for certificate and vice versa at any time. This privilege was repeatedly utilized, with the result that the Records Section was obliged, in many cases, to maintain duplicate files of books and of certificates.

The statutes recognize certain qualifications and ratings among unlicensed men. These include two grades of able seaman, life boatman, tanker man, and qualified member of the engine department. Special certificates are issued for each of these ratings, each certificate bearing its own serial number. A certificate of service, good for other ratings, is issued to men who hold neither an A. B. or a Q. M. E. D. certificate. All of these certificates, with their different numbers, must be recorded.

One of the purposes of the central record office is to maintain a record of a seaman's service so that, in case he loses his own records, a copy can be furnished him. This involves setting up a jacket for every seaman and posting to it his service as taken from the copy of the shipping articles that is filed with the office. The present form of articles is cumbersome and handwritten and many of the names theron are hard to decipher. Copies of all certificates of discharge, or entries in discharge books, are sent to the office for record purposes and are filed in the seaman's jacket.

One of the duties of the section, and a painful one, is to notify next of kin of seamen lost or missing as a result of enemy action. In 1942, when casualties to the merchant service were severe, this was an arduous job because survivors were picked up by various ships and carried into different ports. Sometimes a rescue ship with survivors would be herself torpedoed and the final determination of the casualties would be further complicated. Fortunately, the Allied navies have the U-boat war under sufficient control that the merchant marine casualties are now relatively slight.

The entire problem of seamen's records is increased by intermittent employment of seamen at all times, and by the enormous expansion in number as a result of our tremendous wartime shipping growth. Although probably not more than 100,000 seamen are actively employed even under this program, the Records Section has in its files more than a half million jackets, representing documents issued to seamen. The floor space required to handle them is over 10,000 square feet. Lieut. R. H. Farinholt, who heads the Records and Welfare Section, under the Merchant Marine Personnel Division, uses more than 100 persons to keep these records correctly up to date.

[Shore-Based Lifeboats]

THE HISTORY of the Coast Guard lifesaving service, insofar as shore-based lifeboats is concerned, goes back 73 years. Prior to that time efforts had been made by private organizations—notably the Massachusetts Humane Society—to maintain lifeboats for the rescue of imperiled crews. In 1848 Congress first appropriated funds for eight lifeboats to be located along the New Jersey coast, but made no provision for crews or for maintenance. Although 6 years later keepers were employed, they were without permanent personnel and obliged to depend upon volunteers to man the boats, so this represented little improvement.

In 1871 Congress established the Lifesaving Service under the Chief of the Revenue Marine, as the Coast Guard was then known, and made a substantial appropriation for its equipment and a permanent paid force of keepers and surfmen. Stations were located at strategic points, adequate boats were provided, and a patrol of the beaches instituted. The technique of the breeches buoy rescue line was developed, and with the aid of an Army officer, Lieutenant Lyle, a rugged and efficient line-throwing gun was introduced in place of the uncertain rockets previously used.

The early lifeboats were pulling boats of a design owing much to the boats used on whale ships. This design was eventually standardized in a double ended, lap-strake, self-bailing, 10-oar boat, with considerable sheer. It had ample strenth and ruggedness, yet was not unduly heavy. It could be taken to a scene of action on a trailer and could be launched from a beach in the face of considerable surf. The crews who manned these boats were highly capable seamen, and in general the service was outstandingly efficient and more than justified its existence by the thousands of lives it had saved.

As late as 1900 half the tonnage of the American merchant marine was built of wood. A great deal of it was still driven by sail. To the helplessness of the sailing ship caught on a lee shore in a gale was joined the rapid breaking up of a wooden hull when stranded in a heavy sea. These conditions made it necessary to establish stations at comparatively frequent intervals along exposed coasts and to provide for wheeled transport of boats to the scene of a wreck, if terrain permitted.

With the gradual disappearance of wooden sailing ships and the increased sizes of steel steamers it became apparent that two changes would occur in the characteristics of wrecks: they would take place farther offshore, rendering breeches buoy rescues less common, and the hull would not break up so rapidly, permitting more time for rescue work. In the meantime the development of reliable gas engines opened the way for power lifeboats. All of these trends pointed to fewer beach-launched boats and more and more of the larger, engine driven craft based on harbors or inlets, even though this involved a greater distance to travel in reaching the wreck.

The Lifesaving Service was not slow in appreciating this trend. As far back as 1900 it had purchased two British motor lifeboats for experimental purposes and by 1908 it was building boats, based on the British design, in this country. By 1915, when the Lifesaving Service was integrated into the Coast Guard, it had developed its own specifications and was building motor lifeboats to its own design. Nevertheless, the pulling boat was by no means abandoned. The demands of the service were so varied that there was specific need for both types. There is a variance of size in each type but generally both kinds of boats are pretty well standardized.

The standard pulling boat is the 25-foot 6-inch ten-oar surfboat. This is self-bailing and if capsized can be immediately righted by a trained crew. It weighs less than a ton and will hold 20 persons and still permit the crew to row without interference. The 26 foot motor lifeboat is of much the same design and construction but is equipped with a 27 horsepower gasoline engine, adequately protected from the weather and capable of driving the boat at 7½ knots. While the motor lifeboat weighs about 2 tons, either of these boats can be readily transported overland on trailers, which for beach use are tractor-drawn.

A larger boat is the type TR motor lifeboat. This craft is 36 feet 8 inches long, draws 3 feet 3 inches and is carvel-built and fitted with three housings and two cockpits. In the forward house is a well from which bow lines can be handled. The forward cabin is heated and designed to receive rescued personnel, the midship house shelters the machinery, and the after cockpit contains the operating controls. The boat is driven by a 100 horsepower six-cylinder motor. The cockpits are self-bailing and the raised compartments at either end, together with the boat's heavy bronze keel and skeg, make it self-righting if capsized. This design has proven most satisfactory in service and is the standard, large-size motor lifeboat.

Need was felt to exist for a certain number of larger and exceptionally rugged boats capable of operating under extreme conditions and where no limitation of draft was imposed. To meet

this need the 52-foot boat was produced. This is a completely decked-over design, with a wheel house, engine room trunk and companionway hatch above the deck. The hull is subdivided into watertight compartments and the construction is of the strongest. The main engine is a 150 horsepower Diesel with reduction gear. A 3-kilowatt Diesel generating set furnishes electricity. The boat is equipped with radio and searchlights, and all compartments are heated for winter operations. Approximately 60 persons can be accommodated in comfort below decks, without encroaching on working spaces.

This type practically bridges the gap between the shore-based lifeboat and the cruising patro boat or cutter. It was designed to meet a limited need and special situations. It will never be used to the extent that the smaller craft are, but as an example of the ultimate in what we think of as lifeboats it probably will not be soon surpassed.

[Merchant Marine Hearing Units]

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.

[New Type Life Rafts]

LESS than a month after Pearl Harbor the need became apparent for some type of lifesaving equipment which could be launched with greater rapidity than a lifeboat. Some ships sank within 2 minutes after the first torpedo struck, and in such cases it was found impossible to launch the lifeboats and get them away from the ship with their full complement aboard. Also, since in some cases the vessel's lifeboats were damaged or otherwise rendered unsuitable for use as a result of enemy attack, it became apparent that other lifesaving equipment must be provided in remote locations on the vessel so that the probability of all of the available equipment being damaged at the time of attack would be reduced.

As an immediate solution of this problem the Coast Guard required life rafts to be placed on board all ocean vessels. The only rafts available were of a type which had previously been used on some passenger vessels. These rafts in general were of a flush deck construction having a small amount of equipment and practically no protection for their occupants. Their main purpose had been to provide a buoyant platform which would support survivors for a short time while waiting to be rescued. As rapidly as such rafts could be obtained they were stowed on skids on the vessels in such a way that they could be quickly launched by releasing a pelican hook and, in addition, were so arranged that they would float free if the vessel sank before they were released.

But all reports indicated a definite need for improvement in the type of rafts being furnished. In some instances survivors drifted for many days without rescue and it became obvious that better equipment on the rafts and a higher degree of protection from the elements would result in the saving of more men. Based on the reports of survivors and on the experience gained from testing various designs submitted, the Coast Guard, on 15 April 1943, published a set of specifications setting forth the various features desired in an improved type of life raft.

The specifications contemplated a raft of the well-deck type having a self-bailing cockpit and provided with portable spray curtains and a canopy to protect the occupants from the weather. The raft was to be designed so that it could be propelled by either sail or oars, and the mobility was to be improved as much as possible. Properly stowed equipment was to be provided comparable to that available in a lifeboat, and the tests required before approval included three drop tests with all equipment on board from a height of 45 feet—endwise, sidewise, and flat—as well as freeboard, stability, and seating tests to determine its suitability as a piece of lifesaving equipment.

Since that date numerous manufacturers have prepared and submitted designs to the Coast Guard covering the construction of improved type life rafts to meet the new specifications. The rafts submitted have been constructed of various materials including all-metal rafts, plywood, balsa wood, and some which contemplate the use of new plastic buoyant materials. Not all designs submitted have been successful, but at the present time nine designs have received final approval from the Commandant and are in production.

On the opposite page are shown four types of the rafts which are being submitted to the Coast Guard under its revised specifications. At the top is a photograph of an actual rescue of survivors on an old type raft. The contrast between the amount of protection from the elements afforded by the new type rafts as compared to the old is marked. The lower picture shows the equipment required to be carried on the new type raft, which includes a per capita allowance of water and food equal to that of a lifeboat.

A life raft has not the mobility of a boat and must in general drift with the wind, although the new types can be rowed or sailed to some extent. The Coast Guard specifications were therefore designed to give the highest possible degree of protection to those on board, pending ultimate rescue. Constantly improving techniques in the location and rescue of survivors on boats and rafts reduces the time they must be afloat.

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[New Log Book for Use in Lifeboats and Rafts]

COPIES are now available through the Coast Guard of a new log book designed for emergency use in lifeboats and rafts, entitled "Log Book and Certain Information for Use in Lifeboats and Life Rafts." In addition to the space which has been provided for recording essential statistics and comments on the lifeboat's voyage, the book contains pertinent instructions for first-aid, navigation, and general conduct.

The new log book has been prepared to meet a need which has grown urgent during the present war. The Coast Guard has devoted a great deal of consideration and research to the problem of survival of seamen forced to abandon ship. However, gathering the essential detailed information on the circumstances surrounding actual abandonment and the subsequent events has been a difficult matter, since survivors often are unable to recall at a later date those facts which would prove most helpful.

If seamen forced to use lifeboats or rafts will record in the log all events as they occur, the information will, in turn, be used by the Coast Guard for the purpose of bettering conditions generally and for the improvement of various items of safety equipment. In addition to the routine facts called for in the log, there should be entered comments and suggestions for better means of abandoning ship. These will then be utilized for the benefit of other seamen who may find themselves in the same predicament in the future.

Space is provided for entering the following data in the log:

1. The name and address of each man present.

2. Conditions and incidents of abandonment.

3. Information regarding other boats and rafts known to have "gotten away" successfully (including the names of any other known survivors).

4. A running log of the events of each day—the course, speed, prevailing weather conditions, etc., and other information useful in navigating.

5. A day-by-day inventory of the water and provisions on hand.

This book is printed on waterproof paper, and should be kept in the metal chart container, or it may be placed in one of the provision containers in the lifeboat or raft. An indelible pencil should be furnished to accompany the book. The printed matter in the log which follows the statistical data covers general suggestions for procedure and conduct, in addition to detailed instructions for medical and first-aid treatment of the sick and injured and a complete text on the fundamental principles of navigation in an emergency. This simplified text is designed to supplement the usual charts and instruments or to instruct the survivors on how to navigate in the event charts and instruments are not available.

The importance of having a copy of the book in each boat and raft at all times ready for use cannot be overemphasized. Copies are, therefore, being furnished to ship owners and operators, lifeboat and life raft builders, etc., through the field offices of the Coast Guard. Requests for the log books should be made to the district coast guard officers or to the officer in charge, Marine Inspection, in the field. They may also be obtained by writing the Commandant, United States Coast Guard, Washington 25, D. C.

It is strongly urged that all ship operators lose no time in securing sufficient copies of this log book so that one may be supplied for each boat and raft on oceangoing merchant vessels, for it is apparent that the earlier the data called for is at hand, the quicker the service may improve on present equipment and issue to merchant seamen instructions and constructive suggestions which will prove of inestimable value to them when it becomes necessary to abandon ship in the future.

[Instruction of Green Lookouts]

THE POSTING of a lookout at night or in low visibility is a basic safety precaution which no master neglects. But the mere stationing of a hand in the bow, or upon the bridge or elsewhere if the bow station is unsafe, is not sufficient. It is the responsibility of the officer in charge of the ship to assure himself that the lookout is, in fact, performing his duties vigilantly throughout his watch. Undoubtedly, in many instances a watch officer in a high, protected charthouse has better visibility than a lookout exposed to the weather on an open forecastle deck. But this should not allow the officer to disregard the lookout or to tolerate negligence in making reports, even though the reported object may already have been noted by the bridge.

An example of the result of such tolerance was shown in a collision occurring between two steamers on a dark night and in clear weather. The prescribed complement of one of these vessels was such that an ordinary seaman was standing lookout watch. Unfortunately, it was this seaman's first trip to sea. The two ships came together through unskillful handling on both sides. The part played by the lookout had little or no bearing on the actual collision since the lights of both vessels had been clearly visible for some time. Nevertheless, the lookout had made no report and, upon examination, testified that he did not know what reports to make or how to make them.

Although the stationing of an ordinary seaman at the lookout is lawful, and although there has to be a first trip for every man going to sea, the vessel was held at fault because the officer of the watch, having received no reports from the lookout, made no effort to investigate the reason and thereby learn that this lookout was ignorant of his duties.

In navigating blacked-out and in convoy, the vital importance of a good lookout is more than ever emphasized. No watch officer should take for granted his lookout's performance. In all cases lookouts should be specifically designated as such and, if necessary, instructed in their duties. Any failure on their part to function efficiently should be immediately looked into and corrected.

[Inspection of Inland Craft]

THE AMOUNT of work imposed on the Coast Guard Marine Inspection forces by the Wartime Emergency Regulations and the special need for safety measures on vessels going overseas may create a tendency to think of the Coast Guard's inspection duties as concerned only with deep-water ships. Actually, in numbers of vessels, it inspects far more inland than offshore craft, even with the wartime building program taken into account.

For the last fiscal year the Coast Guard issued certificates of annual inspection to 2,552 ocean and coastwise vessels, and in the same period 4,263 such certificates to water craft plying lakes, bays, sounds, and rivers only. Of this number, 583 were Great Lakes craft and 3,680 operated on rivers and other inland waters.

Naturally, from the standpoint of tonnage and requirements, the deep-water ships far outweigh those on inland waters. The numbers of vessels cannot be taken as a measure of the inspection work involved. However, the figures show that the enforcement of the vessel inspection requirements is by no means limited to salt-water ships, but requires an organization distributed throughout the inland navigable waterways, including the Great Lakes. The consolidation, where practicable, of the Coast Guard's inspectional activities on those waterways with activities concerned with rescue and navigational aids makes for economy of administration.

APPENDIX

[*Amendments to Regulations*]

TITLE 33—NAVIGATION AND NAVIGABLE WATERS

Chapter I—Coast Guard, Department of the Navy

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

Subpart E—Security Regulations for Vessels in Port

6.355 *Readiness of engines.* * * *

(a) Whenever a vessel moored to a water-front facility is without power to operate its fire pumps, suitable measures shall be taken to place hose lines aboard for fire-fighting purposes sufficient to bring hose streams to bear on any part of the vessel where fire may occur. Such measures shall consist either of bringing separate hose lines aboard supplied from an adequate shore water supply if available on the water-front facility to which the vessel is moored, or of connecting the vessel's fire system with such shore water supply. Whenever the vessel's fire system is to be connected with a shore drinking water supply and back flow prevention devices, approved by local health officers, are not installed on the supply outlet, the hose lines shall be led aboard and the necessary adapters and fittings provided, but no actual physical connection between the vessel's fire system and such water supply shall be made for fire-fighting purposes until an alarm is sounded; in such cases, a man on watch shall be definitely assigned to complete all connections, to open any necessary valves upon the sounding of the alarm, and to break such connections as soon as the necessity therefor has ended.

6.395 *Inspection.* * * *

(a) *Inspection of dock on arrival.* Upon arrival at the dock the master shall designate officers to inspect its facilities for furnishing fire-fighting assistance, fresh water, steam, electricity and floodlighting. Inquiry shall be made of the terminal superintendent with regard to the immediate and continuous availability of fire apparatus, guard and pass service and the location of fire alarm boxes and telephones. All of this information shall be given to the master and deck officer on duty (9 F. R. 1728, February 15, 1944).

TITLE 46—SHIPPING

Chapter I—Coast Guard: Inspection and Navigation

SUBCHAPTER K—SEAMEN

Part 138—Rules and Regulations for Issuance of Certificates and Continuous Discharge Books

Effective March 1, 1944, paragraphs (i) and (j) of section 138.9 are amended to read as follows:

SEC. 138.9 *Rules and regulations covering discharge of seamen.* * * *

(i) The master of every merchant vessel of the United States of the burden of 100 gross tons or upward, except vessels employed exclusively in trade on the navigable rivers of the United

States, fishing and whaling vessels, yachts, ferries and tugs used in ferry operations if such ferries and tugs are employed exclusively in trade on the Great Lakes, lakes (other than the Great Lakes), bays, sounds, bayous, canals, and harbors, and are not engaged on international voyages, and unrigged vessels other than seagoing barges, shall report the employment, discharge, or termination of the services of every seaman not shipped or discharged before a shipping commissioner, or a collector or deputy collector of customs acting as shipping commissioner on Coast Guard Form 735–T in the manner provided in this paragraph.

When a vessel is sailing on a voyage which will extend to the ocean or to the Gulf of Mexico and when coastwise shipping articles are opened or when the vessel is departing on a coastwise voyage for which shipping articles are not required the master shall, immediately prior to sailing, submit to the Coast Guard captain of the port a form 735–T listing the names, as well as the other data required by the form with the exception of the date and place of discharge, of the master and of each member of the crew. Thereafter, at each domestic port visited on the voyage, the master shall, prior to departure, submit to the Coast Guard captain of the port a supplementary report on form 735–T listing the names, as well as the other data required by the form, of each seaman engaged or discharged or whose services were otherwise terminated since the previous submission of the form. When coastwise shipping articles are completed or when a voyage on which shipping articles are not required is completed, the master shall submit to the Coast Guard captain of the port a form 735–T listing the names, as well as the other data required by the form, of the master and of each member of the crew on board at the time of the completion of the voyage.

When a vessel is employed exclusively in trade on the Great Lakes, bays or sounds, the master shall submit a form 735–T, on the last day of each calendar month, listing the names, as well as the other data required by the form—including the dates and places of engagement and discharge, of each seaman employed, discharged, or whose services were otherwise terminated during the calendar month. This form shall be forwarded by the master directly to United States Coast Guard Headquarters, Washington, D. C.

Every discharge entry made on a form 735–T shall agree exactly with the corresponding entry made in a continuous discharge book or on the certificate of discharge issued to a seaman and a record of entry (form 718–E) or a white copy of a certificate of discharge (form 718–A, revised) supporting each discharge shall be attached to any form 735–T on which discharges are reported.

(j) Any master who fails to comply with the requirements of paragraph (i) of this section is subject to a penalty of $500 (9 F. R. 1826, February 16, 1944).

TITLE 33—NAVIGATION AND NAVIGABLE WATERS

Chapter I—Coast Guard—Department of the Navy

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

Waiver of Compliance With Certain Provisions

The Acting Secretary of the Navy having by order dated October 1, 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 manner that the Commandant, United States Coast Guard, shall find to be necessary in the conduct of the war.

NOW THEREFORE, I hereby find it to be necessary in the conduct of the war that there be waived compliance with section 6.20 of the Regulations for the Security of Ports and the Control of Vessels in the Navigable Waters of the United States in the case of any vessel engaged in business connected with the conduct of the war (9 F. R. 1886, February 17, 1944).

TITLE 33—NAVIGATION AND NAVIGABLE WATERS

Chapter I—Coast Guard—Department of the Navy

PART 10—AIR RAID AND BLACK-OUT REGULATIONS FOR VESSELS, HARBORS, PORTS, AND WATERFRONT FACILITIES

General Rules for All Vessels

§ 10.7 *General rules for all vessels.* * * *

RULE 2. All vessels shall immediately black-out ship, except for navigation lights if underway and anchor lights if anchored. Anchor lights shall be shielded in such manner as to cut off the light at an angle not to exceed 15° above the horizontal. Navigation lights shall be dimmed so as to reduce visibility during air raids and black-outs to the minimum commensurate with safe operation, but not less than 1 mile (9 F. R. 1058, January 29, 1944).

TITLE 33—NAVIGATION AND NAVIGABLE WATERS

Chapter III—Coast Guard: Inspection and Navigation

PILOT RULES

Part 312—Pilot Rules for Inland Waters

Effective as of April 1, 1944, § 312.16 is deleted and the following substituted in its stead:

§ 312.16 *Lights for barges, canal boats, and scows in tow of steam vessels on certain inland waters on the seaboard, except the Hudson River and adjacent waters and Lake Champlain.* On the harbors, rivers, and other inland waters of the United States, except the Great Lakes and their connecting and tributary waters as far east as Montreal and the Red River of the North and rivers emptying into the Gulf of Mexico and their tributaries, and except on the waters of the Hudson River and its tributaries from Troy to the boundary lines of New York Harbor off Sandy Hook as defined pursuant to section 2 of the act of Congress of February 19, 1895, the East River, and Long Island Sound (and the waters entering thereon, and to the Atlantic Ocean), to and including Narragansett Bay, R. I., and tributaries, and Lake Champlain, barges, canal boats, and scows in tow of steam vessels shall carry lights as follows:

Barges and canal boats towing astern of steam vessels, when towing singly, or what is known as tandem towing, shall each carry a green light on the starboard side and red light on the port side, and a white light on the stern, except that the last vessel of such tow shall carry two lights on her stern, athwartship, horizontal to each other, not less than 5 feet apart, and not less than 4 feet above the deck house, and so placed as to show all around the horizon. A tow of one such vessel shall be lighted as the last vessel of a tow.

When two or more boats are abreast, the colored lights shall be carried at the outer sides of the bows of the outside boats. Each of the outside boats in last tier of a hawser tow shall carry a white light on her stern.

The white light required to be carried on stern of a barge or canal boat carrying red and green side lights except the last vessel in a tow shall be carried in a lantern so constructed that it shall show an unbroken light over an arc of the horizon of 12 points of the compass, namely, for 6 points from right aft on each side of the vessel, and shall be of such a character as to be visible on a dark night with a clear atmosphere at a distance of at least 2 miles.

Barges, canal boats, or scows towing alongside a steam vessel shall, if the deck, deck houses, or cargo of the barge, canal boat or scow be so high above water as to obscure the side lights of the towing steamer when being towed on the starboard side of the steamer, carry a green light upon the starboard side; and when towed on the port side of the steamer, a red light on the port side of the barge, canal boat or scow; and if there is more than one barge, canal boat or scow abreast, the colored lights shall be displayed from the outer side of the outside barges, canal boats or scows.

Barges, canal boats, or scows shall, when being propelled by pushing ahead of a steam vessel, display a red light on the port bow and a green light on the starboard bow of the head barge, canal boat, or scow, carried at a height sufficiently above the superstructure of the barge, canal boat, or scow as to permit said side lights to be visible; and if there is more than one barge, canal boat, or scow abreast, the colored lights shall be displayed from the outer side of the outside barges, canal boats, or scows.

The colored side lights referred to in these rules for barges, canal boats, and scows in tow shall be fitted with inboard screens so as to prevent them from being seen across the bow, and of such a character as to be visible on a dark night, with a clear amosphere, at a distance of at least 2 miles, and so constructed as to show a uniform and unbroken light over an arc of the horizon of 10 points of the compass, and so fixed as to throw the light from right ahead to 2 points abaft the beam on either side. The minimum size of glass globes shall not be less than 6 inches in diameter and 5 inches high in the clear.

Scows not otherwise provided for in these rules when being towed by steam vessels on the waters covered by the first paragraph of these rules shall carry a white light at each end of each scow, except that when such scows are massed in tiers, two or more abreast, each of the outside scows shall carry a white light on its outer bow, and the outside scows in the last tier shall each carry, in addition, a white light on the outer part of the stern. The white light shall be carried not less than 8 feet above the surface of the water, and shall be so placed as to show an unbroken light all around the horizon, and shall be of such a character as to be visible on a dark night with a clear atmosphere at a distance of at least 5 miles (9 F. R. 1535, February 8, 1944).

TITLE 46—SHIPPING

Chapter I—Coast Guard: Inspection and Navigation

SUBCHAPTER F—MARINE ENGINEERING

Part 55—Piping Systems

Section 55.19–3(m) is deleted and the following is substituted instead:

§ 55.19–3 *Detail requirements—piping systems.* * * *

(m) Discs, or disc faces, seats, stems and other wearing parts of valves shall be made of material which is noncorrosive under service conditions and which possesses heat-resisting qualities suitable for the temperature to which it is exposed (9 F.R. 1537, February 8, 1944).

TITLE 46—SHIPPING

Chapter I—Coast Guard: Inspection and Navigation

SUBCHAPTER O, REGULATIONS APPLICABLE TO CERTAIN VESSELS AND SHIPPING DURING EMERGENCY

§ 151.7 *Steel pipe.* (a) Material manufactured according to the specifications of A. S. T. M. Designation A 106–42 T shall be considered as satisfying the requirements for lap-welded, grade A seamless, and grade B seamless steel pipe, as set forth in §§ 51.11–1 to 51.11–9, inclusive, of this chapter: *Provided*, That grade A seamless steel pipe manufactured by the acid-bessemer process shall be limited in use to pressure of not over 350 pounds per square inch and/or temperatures not exceeding 450° F. and to installations where the pipe will not be bent, coiled, flanged, or otherwise worked cold: *Provided further*, That grade B seamless steel pipe made by the acid-bessemer process shall be limited to the same uses as grade A acid-bessemer pipe, except that it may be used for higher pressures and temperatures for such purposes as superheater drains, etc., in sizes of not over 2-inch nominal pipe size. Both grade A and grade B seamless steel pipe manufactured by the acid-bessemer process may be fabricated by hot-bending, hot-flanging, or otherwise hot worked (8 F.R. 16038, November 26, 1943). (NOTE.—This section replaces the similarly numbered section in the revised issue of Subchapter O.)

Equipment Approved By the Commandant

Buoyant Cushion for Motorboats.

15- by 15- by 2-inch Typha buoyant cushion (Approval No. B–210), manufactured by Old Town Canoe Co., Old Town, Maine. (For use on motorboats of classes A, 1, and 2 not carrying passengers for hire, for the duration of the National Emergency and six months thereafter.) (9 F. R. 1639, February 11, 1944.)

Davits.

Welin gravity davit, type 135–S (Proposed Arrangement Dwg. No. 2635, dated 16 June, 1943, and Dwg. No. 2647, dated 22 June, 1943) (for a maximum working load of 20,500 pounds per arm), manufactured by Welin Davit & Boat Corporation, Perth Amboy, N. J. (9 F. R. 1537, February 8, 1944).

Steward mechanical davit, size 5–6–O–S (maximum working load of 4,500 pounds per arm) (General Assembly Dwg. No. S–150–D, dated 30 November, 1942, Dwg. No. S–151–D, revised 24 January, 1944, and Dwg. No. S–152–D, revised 21 January, 1944), manufactured by the Landley Company, Inc., 15 Park Row, New York, N. Y. (9 F. R. 1842, February, 16, 1944).

Feedwater Regulator.

Weir boiler feedwater regulator for marine service (Dwg. No. 1252, dated 22 November, 1943), manufactured by General Regulator Corporation, Foster Wheeler Corporation, 165 Broadway, New York, N. Y. (9 F. R. 1842, February 16, 1944).

Fire Extinguisher.

Type C–D/Fog Model 15K, 15-pound Carbon Dioxide Fire Extinguisher with Navy type squeeze-grip valve (Assembly Dwg. No. CO–233E, dated 23 March, 1943), submitted by The General Detroit Corporation, Detroit, Mich. (9 F. R. 1842, February 16, 1944).

Lifeboat.

26- by 9-foot by 3 foot 6 inch metallic oar-propelled lifeboat (540 cu. ft. net) (General Arrangement & Construction Dwg. No. 2655, dated 10 January, 1944), submitted by Lane Lifeboat & Davit Corporation, Foot of 40th Road, Flushing, N. Y. (9 F. R. 1639, February 11, 1944).

Life Floats.

15-person and 20-person, Models 15E and 20E, steel life floats (with water and provision compartments) (Dwgs. No. 1744, dated 21 June 1943, and Part No. 1763, dated 13 January. 1944), submitted by L. A. Young Spring & Wire Corporation, 900 High Street, Oakland. Calif. (9 F. R. 1842, Feb. 16, 1944).

35-person and 55-person, Models 35E and 55E, steel life floats (with water and provision compartments) (Dwgs. No. 1753, dated 30 November, 1943, and Part No. 1763, dated 13 January, 1944), submitted by L. A. Young Spring & Wire Corporation, 900 High Street, Oakland, Calif. (9 F. R. 1842, February 16, 1944).

Life Preservers.

Adult kapok life preserver, removable pads, type A–54–R.1 (Dwg. No. S. K. R. 1–44, dated 6 January, 1944) (for general use and for use in conjunction with rubber lifesaving suits), Approval No. B–211, manufactured by Seaway Manufacturing Co., Inc., 213 N. Peters St., New Orleans, La. (9 F. R. 1842, February 16, 1944).

Adult kapok life preserver (Navy standard type with body strap) (Bureau of Ships Standard Plan No. 83927, Alt. J, and Ad Interim Specification 23P12 (INT)), Approval No. B–193, manufactured by Simmons Co., 295 Bay Street, San Francisco, Calif. (9 F. R. 2254, February 26, 1944).

Life Rafts.

"Buck-Win" 20-person, improved type catamaran life raft, reversible (Dwgs. Design No. 100 F, sheet #1 of 2, dated 12 January, 1944, and sheet #2 of 2, dated 21 January, 1944), constructed by Buckler-Merwin Co., Portland, Oreg. (9 F. R. 1842, February 16, 1944).

20-person, improved type life raft (Dwgs. No. B–1145, dated 3 December, 1943, revised,

and No. B–1146, dated 1 December, 1943, revised), constructed by the Bell Lumber Co., 3961 Gage Avenue, Bell, Calif. for the Los Angeles Boiler Works, 134 W. Elmyra Street, Los Angeles, Calif. (9 F. R. 2254, February 26, 1944).

Line-Throwing Guns.

2½-inch line-throwing gun, Model "S" (Dwg. No. DS–256, dated 6 January, 1944), submitted by Heat Transfer Products, Inc., 90 West Street, New York, N. Y. (9 F. R. 1537, February 8, 1944).

2½-inch line-throwing gun, Model "B" Short Barrel (Dwg. No. DS–257, dated 9 January, 1944), submitted by Heat Transfer Products, Inc., 90 West Street, New York, N. Y. (9 F. R. 1537, February 8, 1944).

Sea Anchors.

Sea anchor, type 9 (U. S. Coast Guard Dwg. No. MMI–562 and specification, dated 1 November, 1943), submitted by Bowman-Durham-Robbins, Inc., 503–613 Bergen Street, Brooklyn, N. Y. (9 F. R. 1537, February 8, 1944).

Sea anchor, type BB1 (U. S. Coast Guard specification and Dwg. No. MMI–562, dated 1 November, 1943), submitted by Bogardus Brothers, 20 Mechanic Street, New Rochelle, N. Y. (9 F. R. 1842, February 16, 1944).

Skates or Fenders for Lifeboats.

Lifeboat skates (Adjustable skid for launching lifeboats at sea drawing dated 15 January 1944, revised), designed by Capt. A. T. Nelson, Sturgeon Bay, Wis. (9 F. R. 1639, February 11, 1944).

Water Light.

Electric automatic floating water light, Type 763 (Dwg. dated 7 January, 1944), submitted by Garinol, Inc., 17 Battery Place, New York, N. Y. (9 F. R. 1639, February 11, 1944).

CORRECTIONS

Buoyant Cushions.

15- by 15- by 2-inch Typha filled buoyant cushion (Dwg. dated 8 December 1943) (Approval No. B–208), manufactured by The American Pad & Textile Co., Greenfield, Ohio. (For use on motor boats of classes A, 1, and 2 not carrying passengers for hire, for the duration of the national emergency and 6 months thereafter.) (This listing replaces that published in the Federal Register dated January 11, 1944, 9 F. R. 432) (9 F. R. 1842, February 16, 1944).

Typha (Cattail floss) standard size buoyant cushion (Approval No. B–198), submitted by Burgess Battery Co., Chicago, Ill. (For use on motorboats of classes A, 1, and 2 not carrying passengers for hire, for the duration of the national emergency and six months thereafter.) (This listing replaces that published in the Federal Register dated September 30, 1943, 8 F. R. 13305) (9 F. R. 1842, February 16, 1944).

15- by 15- by 2-inch Typha buoyant cushion (Approval No. B–205), manufactured by Elvin Salow Co., Boston, Mass. (For use on motorboats of classes A, 1, and 2 not carrying passengers for hire, for the duration of the national emergency and 6 months thereafter.) (This listing replaces that published in the Federal Register dated December 22, 1943, 8 F. R. 17235) (9 F. R. 1842, February 16, 1944).

Lifesaving Net.

Steel lifesaving net (Dwg. No. M–310, dated 3 February, 1943, revised 26 January, 1944), manufactured by American Chain Ladder Co., Inc., 151 East Fiftieth Street, New York, N. Y. (Originally approved—8 F. R. 2605, March 2, 1943.)

Winches for Lifeboats.

"New England" lifeboat winch (Dwgs. Assembly Sheet #1, No. R–2497-A, dated 24 September 1943, Assembly Sheet #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. (This listing replaces that published in the Federal Register dated January 12, 1944, 9 F. R. 481) (9 F. R 1639, February 11, 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. (This listing replaces that published in the Federal Register dated January 12, 1944, 9 F. R. 481) (9 F. R. 1639, February 11, 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. (This listing replaces that published in the Federal Register dated January 20, 1944, 9 F. R. 774) (9 F. R. 1639, February 11, 1944).

APPROVAL WITHDRAWN

Sea Anchor.

Sea anchor, type E (Dwg. No. 449, dated 12 November, 1943), submitted by Kent Marine Products Corporation, West Babylon, N. Y. (Original approval 9 December 1943, 8 F. R. 16628) (9 F. R. 2254, February 26, 1944).

WATER INDICATORS

The former Bureau of Marine Inspection and Navigation approved the following secondary boiler level indicators. These listings are published for the information of persons interested and they will be added to the list of water indicators as given in Instruments, Machines, and Equipments Approved For Use on Merchant Vessels, dated May 30, 1943.

McNeill Engineering Co., Chicago, Ill., marine liquid level gauge (maximum working pressure 250 pounds per square inch) (drawing Nos. 213G and 214G) (approved May 29, 1939).

Reliance Gauge Column Co., Cleveland, Ohio, Eye–Hye gauge (drawing No. B–5431, and Bulletin Nos. 382–C, 431) (approved December 31, 1937).

Diamond Power Specialty Corporation, New York, N. Y., Diamond-Bi-Color gauge (Bulletin 892–A and forms 888 and 900) (approved May 16, 1939).

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 January 16 to February 15, 1944, are as follows:

Alert Engineering Products, Detroit, Mich., fabricated valves.

Anchor Brass Works, San Francisco, Calif., valves and fittings.

C. I. Capps Co., Inc., Jacksonville, Fla., flanges.

Central Iron & Steel Co., Harrisburg, Pa., plate flanges.

General Engineering & Dry Dock Co., San Francisco, Calif., strainers and relief, reducing and regulating valves.

Grossman Steel Stair Corporation, New York, N. Y., flanges.

Hanlon-Waters, Inc., Tulsa, Okla., valves and fittings.

Heating Specialties Co., Baltimore, Md., flanges and fittings.

Hudson Engineering Co., Hoboken, N J., positive closing clapper valves.

Laurel Machine & Foundry Co., Laurel, Miss., pipe fittings.

Texas Metal Works., Beaumont, Texas, flanges.

EQUIPMENT LISTING WITHDRAWN

Flexible Remote Control Shafts.

The unsatisfactory operation of flexible shafts for remote control of valves in tanks containing liquids has necessitated the withdrawal of a general listing of this equipment as being satisfactory for use on inspected vessels and that each proposed installation be given individual consideration in the future. The following flexible remote control shafts are, therefore, withdrawn from the general list:

National Electric Manufacturers Co., New York, N. Y., flexible shafts for remote control of valves (Headquarters' letter of September 4, 1942).

Stow Manufacturing Co., Binghamton, N. Y., flexible shafts for remote control of valves (Coast Guard Bulletin of October 1942, page 43, and Headquarters' letter of September 4, 1942).

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
	Passenger and crew quarters and public spaces	Machinery-cargo and work spaces	Open decks	Pump rooms of tank vessels	
Bart Laboratories, Belleville, N. J.:					
Signalling searchlight, watertight, drawing No. M–43378, alt. 0	------	------	x	------	2/15/44
Crouse-Hinds Co., Syracuse, N. Y.:					
Lighting fixture, deck or hold type, watertight, 100-watt maximum, drawing No. 876EH, Reissue No. 6	x	x	x	------	2/7/44
The Dayton Manufacturing Co., Dayton, Ohio:					
Lighting fixtures, deck type, watertight, drawing No. 1694–4, rev. 2:					
Fixture No. C–10740–1–A, 100-watt maximum	x	x	x	------	1/21/44
Fixture No. C–10739–1–A, 60-watt maximum	x	x	x	------	1/21/44
Fixture No. C–10738–1–A, less guard, 60-watt maximum	x	------	------	------	1/21/44
Fixture No. C–10737–1–A, 60-watt maximum	x	x	x	------	1/21/44
Fixture No. C–10736–1–A, with shield, 60-watt maximum	x	x	x	------	1/21/44
Fixture No. C–10739–1–A–R, with shield, 60-watt maximum	x	x	x	------	1/21/44
Lighting fixtures, magazine type, watertight, 60-watt maximum:					
Fixture No. C–10751	x	x	x	------	1/21/44
Fixture No. C–10751–1	x	x	x	------	1/21/44
Lighting fixtures, ceiling type, nonwatertight, 40-watt maximum:					
Fixture No. C–10761–1 (1-light)	x	------	------	------	1/21/44
Fixture No. C–10761–2 (2-light)	x	------	------	------	1/21/44
Fixture No. C–10761–4 (4-light)	x	------	------	------	1/21/44
Water gauge lamp, fixture No. B–5533, watertight, 40-watt maximum, drawing No. 1889, rev. 4	x	x	x	------	1/21/44
Lighting fixture No. C–10777, ceiling type, watertight, 100-watt maximum, drawing No. 1919, rev. 2	x	x	x	------	1/21/44
Lighting fixture No. C–10778, ceiling type, less guard, watertight, 100-watt maximum, drawing No. 1920, rev. 2	x	------	------	------	1/21/44
Lighting fixture No. C–10779, ceiling type, watertight, 100-watt maximum, drawing No. 1921, rev. 0	x	x	x	------	1/21/44
Edwards & Co., Inc., Norwalk, Conn.:					
Running light and dimmer panel M. D. 2531 dripproof; lay-out and details, drawing No. 6832–A, alt. 3; wiring diagram, drawing No. 3758–A, alt. 1	x	x	------	------	1/24/4
Running light and dimmer panel M. D. 2353, watertight, pedestal mount; lay-out and details, drawing No. 6837–A, alt. 3; wiring diagram drawing No. 3758–A, alt. 1	x	x	x	------	1/24/44
Running light transfer switch, dripproof; lay-out and details, drawing No. 6861–A, alt. 1; wiring diagram, drawing No. 3758–A, alt. 1	x	x	------	------	1/24/44
Contact maker, lever type, hand operated, double pole, single throw; 10 amperes, 125 volts; 5 amperes, 240 volts; catalog No. 1705, drawing No. 6753B, alt. 2	x	x	x	------	2/5/44
Electric Industrial Equipment & Supply Corporation, Baltimore, Md.:					
Hand portable light fixture, 60-watt maximum, drawing No. 437–030–B, alt. 0	x	x	x	------	1/26/44
Murlin Manufacturing Co., Philadelphia, Pa.:					
Cabinet lighting fixture No. 906, nonwatertight, 40-watt maximum	x	------	------	------	2/15/44
Ceiling lighting fixture No. 930, nonwatertight, 2 60-watt maximum	x	------	------	------	2/15/44
Ceiling lighting fixture No. 931, nonwatertight, 4 60-watt maximum	x	------	------	------	2/15/44
Ceiling lighting fixture No. 932, nonwatertight, 60-watt maximum	x	------	------	------	2/15/44
Bracket lighting fixture No. 933, nonwatertight, 60-watt maximum	x	------	------	------	2/15/44
Berth or desk light fixture No. 942, nonwatertight, 25-watt maximum	x	------	------	------	2/15/44

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	
Russell & Stoll Co., Inc., New York, N. Y.:					
Switch, watertight, 10 amperes, 250 volts, drawing No. F–9491, alt. 2:					
Catalog No. 448MC, single pole	x	x	x	.....	1/18/44
Catalog No. 1520MC, two pole	x	x	x	.....	1/18/44
Catalog No. 1522MC, three-way	x	x	x	.....	1/18/44
Switch, watertight, 10 amperes, 250 volts, drawing No. B–6327, alt. 4:					
Catalog No. 496MC, single pole	x	x	x	.....	1/18/44
Catalog No. 1493MC, two pole	x	x	x	.....	1/18/44
Catalog No. 1496MC, three-way	x	x	x	.....	1/18/44
Switch, watertight, 2-gang, 10 amperes, 250 volts, drawing No. B–6417, alt. 2:					
Catalog No. 627MC, single pole	x	x	x	.....	1/18/44
Catalog No. 631MC, two pole	x	x	x	.....	1/18/44
Catalog No. 634MC, three-way	x	x	x	.....	1/18/44
Switch, watertight, 3-gang, 10 amperes, 250 volts, drawing No. B–6418, alt. 1:					
Catalog No. 628MC, single pole	x	x	x	.....	1/18/44
Catalog No. 632MC, two pole	x	x	x	.....	1/18/44
Catalog No. 635MC, three-way	x	x	x	.....	1/18/44
Switch, watertight, 4-gang, 10 amperes, 250 volts, drawing No. C–6422, alt. 1:					
Catalog No. 629MC, single pole	x	x	x	.....	1/18/44
Catalog No. 633MC, two pole	x	x	x	.....	1/18/44
Catalog No. 636MC, three-way	x	x	x	.....	1/18/44
Receptacle, watertight, 10 amperes, 125 volts, 2-wire, catalog No. 447MC, drawing No. F–9592, alt. 1	x	x	x	.....	1/18/44
Receptacles, watertight, 10 amperes, 125 volts:					
Catalog No. 447MC, drawing No. F–9592, alt. 1, 2-wire	x	x	x	.....	1/18/44
Catalog No. 479MC, drawing No. B–6345, alt. 1, 2-wire	x	x	x	.....	1/18/44
Catalog No. 1479MC, drawing No. B–6331, alt. 6, 3-wire	x	x	x	.....	1/18/44
Catalog No. 495MC, drawing No. B–6332, alt. 2, 2-wire, 2-gang	x	x	x	.....	1/18/44
Catalog No. 638MC, drawing No. B–6419, alt. 2, 2-wire, 3-gang	x	x	x	.....	1/18/44
Catalog No. 639MC, drawing No. C–6421, alt. 2, 2-wire, 4-gang	x	x	x	.....	1/18/44
Switch, single pole, and 2-gang receptacle, watertight, 10 amperes, 125 volts, catalog No. 498MC, drawing No. B–6420, alt. 2	x	x	x	.....	1/18/44
Switch, two pole, and 2-gang receptacle, watertight, 10 amperes, 125 volts, catalog No. 1498MC, drawing No. B–6420, alt. 2	x	x	x	.....	1/18/44
The Simes Co., Inc., New York, N. Y.:					
Blinker key, drawing No. 101–COM, rev. 1/21/44	x	x	x	.....	2/14/44
Side light, oil or electric, size No. 2, drawing No. 1022–COM, rev. 12/21/43 (superseding drawing No. 1023–COM, rev. 11/9/43 published in Proceedings of the Merchant Marine Council, January 1944, vol. 1, No. 1)	x	x	x	.....	2/14/44
Westinghouse Electric & Manufacturing Co., East Pittsburgh, Pa.:					
Floodlight, type B, general purpose assembly, 500 watts, drawing No. N–869654, alt. 0	x	x	x	.....	2/15/44
Floodlight, type B, general purpose assembly, 500 watts, drawing No. N–869647, alt. 0	x	x	x	.....	2/15/44
Wheeler Reflector Co., Boston, Mass.:					
Lighting fixtures, deck type, vaporproof, 200-watt maximum, drawing No. SK–14152–11, alt. 14	x	x	x	.....	2/5/44

MERCHANT MARINE PERSONNEL STATISTICS

MERCHANT MARINE LICENSES ISSUED DURING JANUARY 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	
	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	35	79	7	12	----	1	7	47	----	7	120	16	1	4	----	----	1	7	----	----	127	21	1	2
Gulf coast	11	19	1	3	----	----	1	3	----	7	12	5	----	1	----	----	1	----	----	----	16	5	----	2
Great Lakes and rivers	----	----	----	----	24	48	----	----	1	17	----	----	----	----	----	----	----	----	8	8	----	----	----	----
Pacific coast	39	46	----	2	----	1	3	15	----	----	59	1	1	1	----	----	1	5	----	----	64	11	----	1
Total	85	144	8	17	24	50	11	65	1	31	191	22	2	6	----	----	3	12	8	8	207	37	1	5

Region	Third mate				Pilots						Master		Mate		Totals		
	Ocean		Coastwise		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.			
Atlantic coast	593	20	1	2	6	5	54	128	.....	6	----	----	----	----	953	357	1,310
Gulf coast	16	2	.....	.....	1	4	5	25	9	5	----	----	----	----	73	81	154
Great Lakes and rivers	----	----	----	----	44	63	3	1	53	19	----	----	----	----	133	156	289
Pacific coast	73	.....	.....	.....	.....	1	16	52	2	2	1	----	----	----	259	138	397
Total	682	22	1	2	51	73	78	206	64	32	1	----	----	----	1,418	732	2,150

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	49	112	6	33	80	32	1	8	108	29	.....	2	466	22	.....	.....
Gulf coast	12	22	4	7	15	8	.....	2	19	6	.....	.....	10	.....	.....	.....
Great Lakes and rivers	2	10	12	57	.....	5	23	24	.....	1	25	13	.....	1	6	.....
Pacific coast	36	30	.....	10	64	10	.....	5	78	13	.....	3	84	4	.....	.....
Total	99	174	22	107	159	55	24	39	205	49	25	18	560	27	6	.....

Region	Motor vessels								Totals		
	Chief engineer		First assistant engineer		Second assistant engineer		Third assistant engineer		Original	Renewal	Grand total
	O.	R.	O.	R.	O.	R.	O.	R.			
Atlantic coast	20	49	10	14	8	5	380	4	1,128	310	1,438
Gulf coast	1	6	1	4	.....	.....	5	.....	67	55	122
Great Lakes and rivers	3	10	2	3	.....	2	1	1	74	127	201
Pacific coast	11	26	.....	6	2	4	110	1	.....	.....	.....
Total	35	91	13	27	10	11	496	6	1,654	604	2,258

ORIGINAL SEAMEN'S DOCUMENTS ISSUED, MONTH OF JANUARY 1944

	Continuous discharge book	Certificate of identity	(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	43	2,975	631	201	78	13	0	1,607	140	566	400	250	2,263	7	230	9,404
Gulf coast	78	1,539	88	43	7	0	2	1,340	19	455	90	2	1,155	25	20	4,863
Pacific coast	16	2,681	150	183	49	2	0	1,552	100	655	267	21	2,120	1	57	7,854
Great Lakes and rivers	131	117	42	35	19	16	0	25	22	35	87	0	218	6	1	754
Total	268	7,312	911	462	153	31	2	4,524	281	1,711	844	273	5,756	39	308	22,875

(1) Unlimited. (2) Unlimited. (3) Unlimited. (4) Great Lakes, lakes, 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 JAN. TO 31 JAN. 1944.

Authority for These Waivers Contained in Navigation and Vessel Inspection Circular No. 31, Dated 13 Mar. 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 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	468	288	333	83	843	250	19	26	86	1,928
Gulf coast	64	29	33	2	100	29	1	2	1	197
Pacific coast	251	100	117	18	493	104	.....	8	13	853
Great Lakes	24	.....	.....	.....	1	.....	23	.....	.....	24
Total	807	417	483	103	1,437	383	43	36	100	3,002

CREW SHORTAGE REPORTS FROM 1 JAN. TO 31 JAN. 1944

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, engine department	Wiper or coal passer	
Atlantic coast	20	2	6	2	11	2	.....	.....	1	5	2	31
Gulf coast	5	1	1	1	2	.....	1	.....	1	.....	.....	7
Pacific coast	11	4	1	1	4	3	2	.....	.....	.....	2	17
Great Lakes	82	.....	.....	1	11	82	6	1	4	53	61	219
Totals	118	7	8	5	28	87	9	1	6	58	65	274

THE UNITED STATES COAST GUARD

What is now the United States Coast Guard was established in 1790 by Alexander Hamilton, Secretary of the Treasury, to combat smuggling and to enforce the tariff laws. It was then known variously as the Revenue Marine or the Revenue Cutter Service. It was armed and organized on a military basis from its inception and because of this it has always participated actively in the country's wars afloat. When the service was established, it soon became apparent that the personnel and equipment provided for maritime police duties were equally available to respond to distress calls. In consequence the service was called upon to assume major responsibility for safeguarding life and property within the scope of its operations.

The importance of these particular functions was recognized in 1915 when the Revenue Cutter Service was united with the Lifesaving Service, itself dating back to 1848, with the new name of United States Coast Guard for the combined service. In 1939, the Lighthouse Service, established 150 years earlier, was also brought into the Coast Guard. Thus there was unified in one service those activities which guide shipping and those, both ashore and afloat, which render assistance to shipping in distress. In 1942, the functions of the Bureau of Marine Inspection and Navigation having to do with safety of navigation were, by Executive order transferred to the Coast Guard. This Bureau had been established in 1838 and had a long record of pioneering in safety measures for shipping. These amalgamations bring under one control practically all activities tending to make navigation, both on the high seas and on inland waters, safer and more dependable.

In this connection, it is the policy of the Coast Guard to promote a close association with all affected interests of the maritime industry and to cultivate an intimate knowledge of its problems so that the regulatory functions of the Coast Guard shall be intelligently administered and that a harmonious relationship shall insure the attainment of best results with least burden to this vital industry.

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