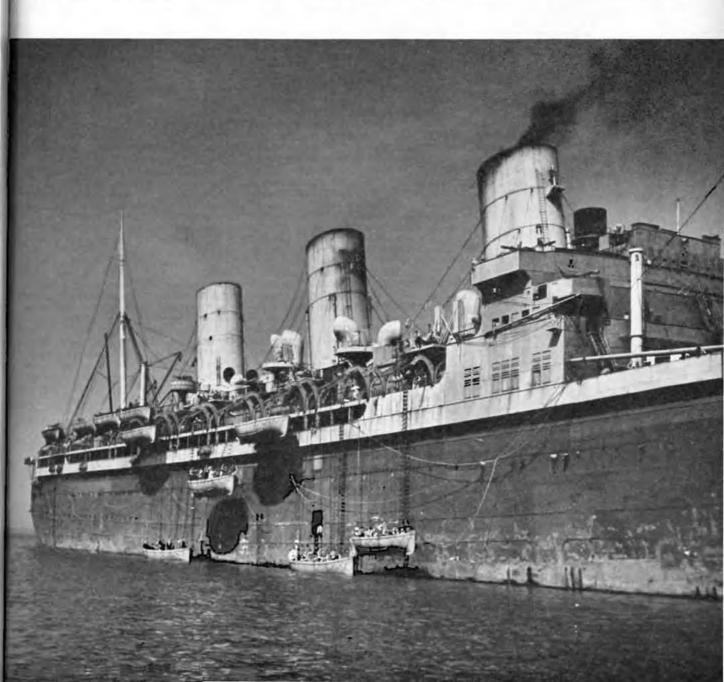
PROCEEDINGS OF THE MERCHANT MARINE COUNCIL UNITED STATES COAST GUARD

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

Commandant of the Coast Guard The

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CONTENTS

-
Activities of the Council
New Type Coast Guard Standard 24' Lifeboats
The Legal Basis of the Duties of a Shipping Commissioner.
Seaman's Passports
Further Correction
Activities of Hearing Units
Care of Ship's Ladders
Lessons from Casualties:
Overconfidence
Personnel Casualties
Appendix:
Amendments to Regulations
Directives
Equipment Approved by the Commandant
Merchant Marine Personnel Statistics
The Cover: Lifeboats are being lowered from transport for inspection by the

Coast Guard as the ship prepares to sail.

Activities of the Council

THE Merchant Marine Council, during the month of August, amended section 59.11 (w) subchapter G, to permit the malted milk tablets and the added emergency drinking water required by the Coast Guard wartime regulations to serve as a substitute for the 1 pound of canned milk per person required on ocean passenger vessels by section 59.11 (w). The International Convention of 1936 contains a similar requirement but permits signatory nations to employ equivalent rations as substitutes. Comparison of the 14 ounces of malted milk tablets from the Army 10-in-1 ration with 16 ounces of sweetened and unsweetened condensed milk reveals that the malted milk tablets contain almost the same number of calories as the sweetened condensed milk and over twice as many calories as the unsweetened condensed milk. Moreover, malted milk tablets possess the desirable feature of palatability. Accordingly, section 59.11 (w) and section 153.6 (m) were amended to provide that compliance with 153.6 (p) dispenses with the requirement of carrying condensed milk. In this connection it is to be pointed out that the emergency provisions required by Subchapter O. Emergency Regulations, are emergency rations which must be carried in addition to those required by Subchapter G. Ocean and Coastwise.

Action was taken suspending Coast Guard approval, for the duration of the national emergency, upon all types of adult kapok life preservers which are used on ocean and coastwise merchant vessels except for models 1, 2, and 3, complying with Coast Guard Merchant Marine In-

spection Drawing No. F-49-6-1, and specification dated 10 June 1944. This action does not affect any approved life preservers manufactured prior to 1 November 1944, and it has been ordered that such life preservers are authorized for use on board merchant vessels so long as they are suitable and in good condition. As has been previously pointed out, this action is necessary in order to extend to the utmost the existing stock pile of kapok.

Page

Minor revisions were made in the specifications for Coast Guard life preservers, models 1, 2, and 3, dated 10 June 1944. Among these revisions is a provision that the reinforcing tape may be made of nonfireproof material. Copies of this specification, as revised, may be obtained by writing to the Commandant, U. S. Coast Guard Headquarters, Washington 25, D. C.

The Council subcommittee upon lifeboat compasses submitted its final specifications and proposed amendments to the regulations. The Council approved amendments to the regulations requiring that on all ocean and coastwise vessels, on and after 1 January 1945, all compasses and mountings for new installations or replacements on lifeboats shall be of an approved type. Specifications for the approved type lifeboat were also approved. The compass card shall be not less than 33/4 inch diameter. A simply controlled permanent magnet corrector system to compensate for semicircular deviation, capable of correcting for not less than 50° of "B" error and 50° of "C" error in 35-45° north latitude, is required. Severe performance tests to assure ruggedness in service are required. These include water immersion, salt spray, and shock tests.

Regulations requiring hatchets on lifeboats and life rafts were amended to require hatchets, on and after 1 October 1944, to be of a type approved by the Commandant. Coast Guard Specifications for an approved type hatchet for lifeboats and life rafts, dated 27 July 1944, were simultaneously issued. This specification is based upon Federal Specification GGG-H-131 for type A, with a few variations required for this particular marine use.

The Council also approved a revision of Coast Guard specifications for sea anchors for lifeboats and This revision provides life rafts. that the longitudinal seams of sea anchors may be made by turning the canvas under sufficiently to keep it from raveling. Prior to the amendment, the specification required longitudinal seams to be made by lapping the canvas over so that there were four thicknesses of canvas throughout the width of the seam. The Council also approved a recommended specification dated 24 August 1944, for the construction of storm oil containers to be used in sea anchors. This specification is not mandatory. It is recommended that manufacturers employ it as a guide in the production of storm oil containers.

Action was taken by the Council to rectify an outmoded peacetime provision of various regulations making it unlawful to stow in any lifeboat or life raft any items of equipment other than those specified in the regulations. Many operators have sought to better equip their lifeboats to meet the exigencies of wartime operations by providing equipment not required by the regulations. Accordingly, the Ocean and Coastwise and Tanker Rules and Regulations were amended, making it unlawful to stow on any boat, raft, or buoyant apparatus only those articles not specified in the regulations which cannot be properly stowed in stowage compartments in such a manner as not to reduce the seating capacity or space available to occupants, and which adversely affect the seaworthiness of the lifeboat, life raft, or buoyant apparatus.

The August issue of the Proceedings reported that the Navy Department had determined that deck officers on merchant vessels sailing in convoy or voyaging into waters where enemy activities may be expected, shall have a satisfactory proficiency in wartime merchant ship communications. Regulations have been issued by the Coast Guard enforcing this Navy Department decision, requiring that on and after 1 January 1945 masters and all deck officers required by the Certificate of inspection of any United States vessel sailing under register must possess satisfactory evidence of proficiency in wartime merchant ship communications; possession of a Navy Certificate of Proficiency will be considered evidence of such proficiency.

It is emphasized that a certificate of proficiency is not a requirement for a renewal or original issue of license. It is a Navy requirement imposed upon deck officers sailing on foreigngoing ships which will be enforced by the Coast Guard at the request of the Navy. No officer sailing on coastwise or inland waters will be affected, nor will holders of ocean licenses who are not sailing on registered vessels of the United States.

Where an officer has qualified as possessing a satisfactory proficiency in wartime merchant ship communications, indorsement to that effect will be made upon his license; and, after 1 January 1945 an officer signing on as one of the prescribed deck complement of a registered vessel will be required to exhibit to the United States shipping commissioner either his license so endorsed or a Navy Certificate of Proficiency.

Further Coast Guard directives concerning this matter will be issued in the near future. Notice of their issue and publication of the directives themselves will be made in the *Proceedings*.

A tank vessel suffered a serious explosion which a board of investigation found to be due to the passage of a spark from an acetylene cutting torch through a Butterworth opening in which the cover plate was laid in place but not bolted down. In an effort to eliminate the recurrence of such an explosion, the Council amended section 35.4-3, subchapter D (Tank Vessels), to provide that Butterworth plates, as well as cargo tank hatches and ullage holes, shall not be opened or remain open without flame screens, except under the supervision of the senior member of the crew on duty, unless the tank opened is gas-free-

In August 1943 section 332.10A of the Western River Pilot Rules was promulgated requiring that on and after 1 January 1945 vessels shall carry an amber-colored light, visible all around the horizon for a distance not less than 1 mile, that will operate simultaneously and in conjunction with the vessel sounding mechanism and remain ignited during the same period as the sound system. This requirement applies to motorboats on the western rivers. It was recommended to the Council that it did not appear necessary that all motorboats, classes 2 and 3, should be subject to this regulation, inasmuch as when opgrating alone they may be maneuvered quickly and in a limited area. Accordingly, it was proposed that section 332.10A and section 25.2-1, Motorboat Regulations, be amended

to limit the application of this rule to motorboats, classes 2 and 3, while engaged in towing operations. The Chairman directed that this recommendation be submitted to the western river operators for their comment and suggestions before further Council action was taken on this matter.

The Liberty-type ship S. S. Alexander Graham Bell has been acquired by the Coast Guard from the U. S. Maritime Commission to be used as a floating laboratory for the experimentation and testing of all types of equipment and devices for Merchant Marine use.

The proposed tests for the improved type life raft, of which notice was given at the public hearing of 18 July 1944, and in the August issue of the *Proceedings*, are in the final stages of preparation. The tests cannot be conducted until the life rafts which have been ordered have been received at the Coast Guard Yard, Curtis Bay, Md. Notice of the time schedule of the tests and of the tests which will be conducted, when determined, will be sent to all interested persons in order that they may attend if they so desire.

The Council has approved the publication of a Coast Guard pamphlet entitled "Safety Hints to Merchant Vessel Officers and Personnel Assigned to Duty of Checking Safety, Firefighting, and Lifesaving Equipment." It is proposed that this will serve as a general "check-off" list to be used by persons assigned to these duties.

The United States Coast Guard "Manual for Lifeboatmen and Able Seamen," as revised August 1944, has been reprinted and is available for distribution. Several substantial changes have been made in this edition of the manual.

A waiver of the requirement to carry deep-sea sounding apparatus upon U. S. Army Transport Design 381 vessels was issued at the request of the War Department upon a finding that such action was necessary for effective prosecution of the war. The Marine Engineering Regulations, Subchapter F, section 52.12-2, was amended to permit economizer tubes to be welded to economizer tubes to be welded to economizer headers. Council approval was also granted permitting combination of a polystyrene lens and a tenite 2 shell in the construction of life-preserver lights.

Marine Inspection Memorandum No. 75-44 has been issued to clarify the Federal Register Order, 10 June 1944, withdrawing approval upon all types of life rafts for ocean and coastwise service, issued or made effective prior to 15 March 1943, and requiring that all new installations and replacements of life rafts upon these vessels shall be of an improved type which received approval on or after 15 March 1943; further providing,

that these withdrawals of approval shall not affect any approved life rafts now installed and in service, so long as they are suitable and in good condition. Under the terms of this order unimproved life rafts may not be installed on ocean and coastwise vessels after 10 June 1944. The only exception to this is in case improved rafts cannot be installed in time to avoid delaying the departure of vessels; in which case, a waiver, to be effective only until improved rafts may be installed without delaying the vessel, shall be issued under the conditions prescribed under Navigation and Vessel Inspection Circular No. 37. In the future no life rafts other than those of an improved type complying with the requirements of Navigation and Vessel Inspection Circular No. 42 may be installed on ocean and coastwise vessels.

Navigation and Vessel Inspection

Circular No. 50 has been issued advising shipping commissioners to receive and dispose of the wages of the seamen of foreign-flag vessels of the War Shipping Administration in the manner provided by R. S. 4538-4545 (U. S. C. 46 621-628). At the request of the War Finance Division of the Treasury Department, Navigation and Vessel Inspection Circular No. 49 has been issued, advising the shipping commissioners and collectors of customs acting as shipping commissioners on visiting vessels for the purpose of signing on crews to have in their possession a supply of Forms NAVCG 722 for the use of seamen desiring to make allotments for the purchase of war bonds. The "Seamen's Allotment Note" has been revised to permit this action.

Routine action was taken in approving items for the safety of life at sea. In this connection it is point-

ed out that "tentative approval" will no longer be granted the manufacturers of items of equipment submitted to the Coast Guard for approval by the Commandant. The use of "tentative approval" arose as a result of the control of strategic materials by the War Production Board, in that a manufacturer could not obtain materials without having in his possession something to indicate to the War Production Board that the Coast Guard was interested in the manufacture of a particular device. In the future this will be handled by a letter from the Coast Guard to the War Production Board. The only Coast Guard approval to be granted an item of equipment in the future will be final approval; granted when the manufacturer need make no further changes in his model and drawings submitted for approval before going into production.

New Type Coast Guard Standard 24-Foot Lifeboats

Lifeboats, their design, construction, and equipment for use on merchant vessels of the United States, are considered of the utmost importance, and an endeavor has always been made to provide equipment of a very high standard. Such equipment proves of great value when needed in normal times, although the necessity for its use arises on but few occasions. However, since the entry of the United States into the war, conditions in this respect have changed considerably. A large number of vessels have been sunk by enemy action and have had to be promptly abandoned, frequently under circum-stances of extreme hazard. The survivors have been adrift for long periods in the lifeboats before rescue. The United States Coast Guard has constantly kept under consideration the development of additional safety measures and equipment, and the statements and suggestions of these survivors have contributed to a great extent in this development. Owing to the length of time boats are adrift before being picked up, it has been necessary to provide additional protection and comfort for these seamen in order to reduce their suffering and hardships.

Included in the items found necessary were increased quantities of water and provisions, medical supplies, signaling devices for day and night use, fishing kits, blankets, canvas hoods, and spray curtains, etc., which when stowed in the ordinary type of lifeboat, together with additional items including abandon ship kits, radio, lifesaving suits, etc., taken by the crews into the boats, reduce the space available for the use of the crew to a great degree and so contributed to their discomfort. Gear stowed openly in the boats on tank vessels has been drenched with oil sprayed over the ship by exploding torpedoes, and the gear, acting as a sponge, has absorbed the oil, thus spoiling the equipment and making it unfit for use.

Boats have sustained damage in heavy weather, both when stowed in the chocks and when carried in an outboard position; also while being launched. It was therefore considered advisable to increase the rigidity and strength of the shell, provide greater protection for the provisions and equipment, and make available for the use of the seamen as much clear space as possible. It was also desirable to produce a boat



Showing clear space in boat with equipment stowed in compartments.

which when heavily or lightly loaded would drive easily under oars, sail, or motor power while retaining seaworthy qualities. An improved type lifeboat was therefore designed, the dimensions and features of which are described as follows:

Length 24'0''; beam 8'0''; depth 3'834''.

Capacity (Sterling

rule)	436	cu.	ft.
Wartime capacity	29	pers	ons
Estimated peacetime			

capacity (oar)____ 40 persons Estimated peacetime

capacity (motor)_ 37 persons

The boat is of welded or riveted construction. Two longitudinal deep girders form the vertical inboard faces of the fore and aft seats. Two longitudinal flat girders form the horizontal surface of the fore and aft seats. These two girder surfaces are fastened to the side and bottom shell and to each other on the line of intersection, forming, together with the shell, two box girders extending the greater part of the length of the boat and greatly increasing its longitudinal rigidity. In addition to the strength provided by this arrangement, in the welded type of construction, the transverse shell joints are flanged inward, thus materially increasing the boat's transverse rigidity. These two box girders are tied together by thwarts and are fitted internally with bulkheads forming stowage and buoyancy compartments. Two of these compartments on each side are used for the stowage of food and water. These stowage spaces are fitted with watertight covers which can be readily removed to reach the food and water. The balance of the

spaces within the girders are airtight buoyancy compartments which are fitted with bolted access covers for internal inspection and maintenance purposes. The boathooks, mast, and oars are lashed on the fore and aft seats. All other equipment is located in inclosed compartments throughout the boat.

Built-in air tanks stiffen the shell plating, making the boat less likely to external damage, provide increased room in the boat, and reduce the vulnerability to gunfire. It is easier to make emergency repairs in case of shell or shrapnel damage.

The arrangement for stowing provisions and equipment in the built-in air tanks and compartments under the cockpit deck provides more room in the boat for the occupants, as space under the thwarts is not used for stowage, thereby providing space for the occupants to lie down. It will also be seen that by this arrangement the stores are kept out of the weather, cannot be trampled underfoct, and are not exposed to oil spray.

The motor box is fully watertight up to the top. The shaft, crank, and clutch control are fitted through stuffing boxes. The boat is equipped with Rottmer releasing gear.

This boat has been subjected to thorough examination and tests, and all of the new features adopted make it a vast improvement over the former type lifeboat. There is ample room for the entire number of persons which the boat is equipped to carry, based on the present wartime rule of 15 cubic feet per person. The initial performance with respect to speed through the water under sail and power was more than satisfactory.



Lifeboat loaded to wartime capacity (29 persons.)

The Legal Basis of the Duties of a Shipping Commissioner

AS EARLY as 1790 the First Congress of the United States enacted a law requiring the master of every vessel bound on a foreign voyage, and of every vessel of 50 tons burden or upward bound from a port in one State to a port in any other than an adjoining State, to make a written agreement with each member of his crew declaring the nature and duration of the voyage.

Later it was found that seamen needed additional protection from the risks of being carried on long voyages without fair agreements, and in 1872 an act was passed, patterned after the British law which had been in effect for about 18 years, providing certain minimum particulars which the agreements, or articles, for foreign voyages were required to contain, and providing for the supervision of certain matters relating to the agreements by a Government official called a shipping commissioner. The law authorized the appointment of a shipping commissioner for each port of entry which is also a port of ocean navigation and specified five general duties of a shipping commissioner, only two of which remain important today because of changed conditions. They are (1) to superintend the engagement and discharge of seamen in the manner prescribed by law and (2) to perform such other duties relating to merchant seamen or merchant ships as may be required by law.

Under existing law the crews of vessels bound on foreign voyages, other than those to the British North American possessions, the West indies, or Mexico, and the crews of vessels of the burden of 75 tons or upward bound on intercoastal voyages, sign the required agreement with the master in the presence of a shipping commissioner. It is the duty of the shipping commissioner to see that each seaman is made acquainted with and understands the conditions of the agreement and that he does not sign it involuntarily or while intoxicated.

In the case of agreements signed before a shipping commissioner the law declares that the agreement must be, as near as may be, in the form which is set out in the law and requires certain particulars which the agreement must contain.

The agreement must state the nature and, as far as practicable, the duration of the intended voyage or engagement and the port or country at which the voyage is to terminate. This requirement has been waived during the war, however, provided a certain standard general description is used. The agreement must also describe each crew member and specify his employment, give the time at which each seaman is to be on brard to begin work, state the capacity in which each seaman is to serve and the amount of wages which he is to receive.

A scale of the provisions to be served to each seaman must be included in the agreement. The form of agreement incorporated in the law specifies a minimum scale, although a higher scale could be used if agreed upon by the master and crew.

The parties to the agreement may also agree to adopt regulations as to conduct on board, and as to fines, short allowance of provisions, or other lawful punishments for misconduct, which may be sanctioned by Congress or authorized by the Secretary of Commerce not contrary to or not otherwise provided for by law.

Any stipulation in reference to advance and allotment of wages must be entered in the agreement, and other matters not contrary to law which are agreed upon may also be entered.

Shipping commissioners may ship crews for vessels in the coastwise trade, and other trades for which crews are not required to be signed on before a shipping commissioner, if requested to do so by the master or owner of the vessel. In the event a shipping commissioner does sign on a crew for a vessel in one of those trades, the same rules apply as when a crew is shipped for a foreign voyage, except that the agreement does not include a scale of provisions, stipulations in reference to advance and allotment of wages, and other matters not specifically required by law.

By statute it is made lawful for any seaman to stipulate in his shipping agreement for an allotment of any portion of the wages he may earn to certain specified allottees. No allotment, however, is valid unless made in writing and approved and signed by the shipping commissioner. It is the duty of the shipping commissioner to examine all allotments and the parties to them and to enforce compliance with the laws governing them.

Every seaman shipped before a shipping commissioner must also be discharged and receive his wages before a shipping commissioner if he is discharged in the United States. Upon completion of the discharge and settlement the master or owner and each seaman are required to sign a mutual release of all claims for wages on the past voyage, and the shipping commissioner must also sign and attest the release provided both the master and seaman assent to the settlement, or it has been adjusted by the shipping commissioner.

Upon the discharge of any seaman and payment of his wages, the shipping commissioner is required to enter in the seaman's continuous discharge book, or in a certificate of discharge if the seaman carries a certificate of identification instead of a continuous discharge book, a record of the length of employment on the particular voyage. The record contains a short description of the vessel and voyage and the name and rating of the seaman but must not contain other entries.

It is also provided by law that every shipping commissioner shall hear and decide any question whatsoever between a master, consignee, agent or owner and any member of his crew which both parties agree in writing to submit to him. Awards made thereunder are binding in any later legal proceedings.

Whenever any seaman belonging to or sent home on any merchant vessel engaged on a voyage which is to terminate in the United States dies during the voyage, the master takes into possession his effects. If the first port touched by the vessel is a port in the United States, the master must deliver the effects and wages due the deceased to the shipping commissioner, together with an account in the form which the shipping commissioner may require. It is the duty of the shipping commissioner to examine the account, and if the applicable provisions of law have been complied with, to grant the master a certificate to that effect. Within 1 week after receiving the effects of a deceased seaman the shipping commissioner is required to deliver them to the district court for distribution.

The effects and wages of deserting seamen are forfeited by law, and the procedure for their disposal is somewhat the same as that for the effects of deceased seamen. The master delivers the effects and the balance of the wages after the expenses occasioned by the desertion are paid to the shipping commissioner in the port at which the voyage terminates. It is his duty to account for and pay over the balance to the district court within 1 month after its receipt.

Seamen's Passports

IN the August issue of the Proceedings a press release issued by the State Department with reference to seaman's passports was quoted because of its general interest to the shipping industry. In order to show clearly the relationship of the Coast Guard and the State Department in the enforcement of this requirement, the following extracts from a letter sent on August 29 to all district Coast Guard officers may be informative:

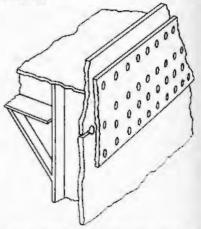
"It should be clearly understood that, by specific agreement with the Department of State, the passport requirement is a matter wholly within the hands of the Department of State, which will utilize the services of the collectors of customs in its enforcement. The Coast Guard has no authority or responsibility in this matter unless it is specifically requested by the Department of State or its representatives, including collectors of customs, to take action.

"Where a crew is being signed on prior to a passport check by representatives of the Department of State, the Coast Guard officer performing shipping commissioner's duties will proceed exactly as heretofore. Seamen without passports or receipts therefor will be signed on provided no other legitimate reason exists for refusal to do so. They should, however, be warned that the vessel will be checked by representatives of the Department of State and that failure to have a passport or the receipt for an application therefor may result in the seaman being removed from the vessel. (It is understood that representatives of the Department of State making this passport check will be empowered to accept applications for passports.) However, when a vessel's crew is so signed on, a list of the seamen lacking passports or receipts should be taken and a copy furnished to the collector of customs in that port. If a collector of customs or other representative of the Department of State is present at the time of signing on, the Coast Guard officer shall refuse to sign on any seaman against whom such action is requested by the representative of the Department of State.

"Although it is reiterated that the enforcement of the passport regulations is a function of the Department of State and its delegated representatives, the Coast Guard has the duty of cooperating with other government departments and should therefore maintain close contact with the office of the collector of customs. In order to impose the least burden on shipping, it is desirable that the passport check and the signing on of articles be accomplished simultaneously, and the Coast Guard should, if desired, make its transportation and other facilities available to representatives of the Department of State to this end. In case of individuals signed on after the articles have been opened, the Coast Guard officer performing shipping commissioner work should communicate with the collector of customs with respect to any men not having passport or receipt and be governed by his instructions."

Further Correction

IN the June issue of the Proceedings there was an article on the structural reinforcement of Liberty ships which was illustrated with numerous cuts. One of them, figure 7, showed a torch cut in the sheer strake which was erroneously made to appear between the first and second rows of rivets in the sheer strake strap, instead of between the second and third rows as shown on Coast Guard Plans M. I. 14 and 15-S11-17-1, Detail C.



This error was promptly pointed out by Mr. David Arnott, principal surveyor of the American Bureau of Shipping, who expressed a fear that in spite of the plans someone might be influenced by the erroneous cut appearing in the *Proceedings*. The Coast Guard technical staff had also noted the error.

Accordingly, a new and correct cut was prepared for insertion in the August issue, so that there should be no misunderstanding in the matter. The text accompanying this cut emphasized that the new cut was in substitution of the previous incorrect version and correctly showed the location of the torch cut. The editorial staff of the *Proceedings* was most regretful that a slip had occurred and were hastening to clear it up.

Unfortunately a small but determined force of gremlins—either Commandos or parachute troops penetrated into the editorial office, and their leader, a burly chief gremlin's mate with previous shipyard experience, seized upon the occasion to do a little shuffling of papers, with the result that the would-be correction duly appeared in the August issue with the same incorrect drawing!

There is shown herewith a corrected figure 7, well and truly drawn with the torch cut between the double rows of rivets, as it should have been. Approved type gremlin traps have been installed at every pigeonhole in the editor's desk.

Activities of Hearing Units

COAST GUARD Merchant Marine Hearing Units and Details, during July, handled cases involving 316 licensed officers and 2,426 unlicensed men. In the case of officers, 3 were revoked, 42 were suspended, 41 were suspended on probation, 4 were suspended plus suspension on probation, 9 were voluntarily surrendered, 156 were admonitions, and 61 cases were dismissed. Of the unlicensed personnel 36 were revoked, 234 were suspended, 470 were suspended on probation, 17 were suspended plus suspension on probation, 128 were voluntarily surrendered, 1,224 admonitions were given, and 317 cases were dismissed.

One suspension of license—a master's—might be specifically referred to as a general warning. The master in question, after an arduous trip from the United States, was sitting in the lounge of the principal hotel in an Allied country. He was joined by an officer of the Army of the United States and by an Allied officer. Numerous civilians were sitting close about.

Under the relaxing influence of a few drinks, the American master went into considerable detail as to his voyage, his cargo, and his future destination, in spite of an effort on the part of the Allied officer to caution him. The situation came to the attention of the local security officer, who reported him to the Coast Guard unit at that port. After our hearing, he was found guilty and his license suspended.

His only defense was that he was talking only to members of the armed services and felt that they were safe to discuss such matters with. Even had his companions identified themselves as officers—which was only assumed from their uniforms—and even if there had been no civilians within easy earshot, the master still would have been guilty of a breach of security regulations in disclosing such information to unauthorized individuals.

Care of Ship's Ladders

CERTAIN ship's ladders, recently manufactured for the use of pilots and for disembarking purposes, are constructed of two or more dissimilar metals which are in close contact with each other. For the most part, these ladders are rolled up and made fast at one end to the deck near the lifeboats, exposed to salt water and saltwater spray. It is known that salt water has the effect of a weak acid solution upon two such metals in contact one with the other and galvanic action may occur, causing the electropositive metal to corrode. Ship's personnel are cautioned to examine carefully at frequent intervals these particular ladders and to immediately take corrective measures when signs of corrosion are present. This may be accomplished by thoroughly cleaning and drying the metal parts and applying a protective coating. In the case of ladders consisting of iron chain suspensions and aluminum ears, the aluminum is electro-positive to the iron and may corrode rapidly unless properly cared for.

LESSONS FROM CASUALTIES

OVERCONFIDENCE

The S. S. ——— was a standard type Liberty vessel converted to carry troops in accordance with a standard plan for such conversions. She was bound for a port in the United States having on board in addition to her own crew and the Navy Armed Guard, a capacity load of Army Personnel. The ship was fully fitted with the necessary lifesaving equipment, and the crew and passengers had been drilled in its use.

Routing orders required it to pass within 2 miles of some rocky islets lying offshore and there to take a direct course to destination. A landfall on these islets, which contained a lighthouse and fog signal, was computed to be due about daylight.

At about 0200 of that morning a dense fog shut down—a common occurrence in that locality. The master was called and extra lookouts were posted. The ship's direction finder had not been accurately calibrated on her previous departure, due to press of time, and it was not considered reliable by the master. He therefore called up the shore stations and asked for a fix. In response he was given three bearings which intersected accurately and gave him a position 303° from the islets and distance 11 miles at about 0400.

The ship was making 11.5 knots through the water, and the troops, who had been called early to prepare for disembarkation, were all up on deck, noisily milling around in happy anticipation of landing shortly on United States soil. Several times the master asked over the loud speaker for quiet so that he might be able to pick up the fog signal ahead. His course was 55°, or almost directly for the islets.

At 0420 the signal was reported, apparently bearing slightly on the starboard bow, or about where he placed it, although if his fix and speed were correct such a report would mean that he was hearing it at a distance of 7 miles. At 0430 another report was made placing the signal on the starboard beam. These two conflicting reports, based upon hearing alone, clouded the situation for the master. -(See "Ears Are Not Direction-Finders," in the August Proceedings.)

He stopped his engines but was unable to hear any further signals so proceeded on a slow bell until 0445. At this time by his reckoning he should have been 4 miles from the rocky islets which rise boldly from the ocean. The ship was hauled 20° to starboard with the intent of passing to the southward of the obstructions. In less than 10 minutes rocks loomed out of the fog right under the ship's bow, and before any effective action could be taken the ship struck, holing herself amidships and flooding the machinery spaces.

Because the vessel was on a pinnacle, with danger of either capsizing or breaking in two, the master correctly appraised the situation and decided to abandon ship. This was accomplished with a degree of precision and efficiency that speaks well for the training of the ship's crew and the discipline of the troops. Not a soul was lost or seriously injured in manning the boats and rafts, and



Liberty ship breaking up after grounding on rocks in fog.

everyone either reached land or was picked up by rescue vessels dispatched to the scene. The ship became a total loss.

In reviewing the casualty in the light of all knowledge it is apparent that undue dependence was placed upon two points: the original fix and the failure to hear the powerful fog signal. Although the three bearings which established the fix intersected accurately, their angles of intersection were acute, and any error thereby created would directly affect the assumed distance of the vessel from the obstructions. The possibility of current was not taken into account, and investigation disclosed a current of 1.8 knots setting exactly with the ship.

Even had the 0400 fix been absolutely accurate, the ship stood at full speed directly toward the danger, her only hope of hauling off in time being her estimate of distance run and her picking up the fog signal. If the latter was heard at all, the two reports of it should have been red flags to the master. That she continued on her course, despite the fact that she heard no further signals, was accounted for by the master on the ground that there was a "blind spot" in the signal area-if so, the strongest kind of reason for not proceeding!

It is impossible to emphasize the folly of trusting to ears alone, or to sound transmission in thick weather, if other precautions and navigational means can be employed. The use of the ship's fathometer to permit following the 200-fathom curve would have kept the vessel 5 miles off the rocks. Courses at 90° to bearings of the islets, successively taken, would have permitted the ship to circle them without approaching any closer. No routing order is intended to risk the lives of a thousand men.

The old precept: "When in doubt, assume the most unfavorable situation and navigate accordingly" is not sissy stuff; it is good, hard sense.

PERSONNEL CASUALTIES

A review of recent personnel casualties on merchant vessels shows again the need of utmost care in penetrating spaces where there is good reason to believe the air is unsuitable to support life. Deaths from failure to observe this precaution are so frequent that all ship personnel should be impressed with the risk involved.

The tanker Bostonian, loaded with a cargo of benzol, was proceeding along the Florida coast when the pumpman reported heavy fumes in the pump room. At first the master was not unduly concerned, thinking that this was the result of recent loading and would eventually dissipate. When it did not, the pumpman put on a hose mask and tried to get down to the floor of the pump room. Twice he tried and each time was unable to make it. The third time the captain, without mask or life line, followed him down as far as the lower platform. The pumpman succeeded in opening the bilge pump suction valve and started up the ladder, when the master toppled from the platform to the tank top, lodging behind a pump.

The fourth assistant endeavored to go to his rescue, but his air hose was not long enough. An oiler donned a safety suit, mask, and safety line and went below but was unable to extricate the captain. As he was coming up he became unconscious on the third platform, his lines having become entangled on the way. His brother, who was also serving on the ship, hastily equipped himself with a mask and knife and went below with another line. This he attached to the unconscious man, cutting his original lines so that he could be hauled on deck. Artificial respiration was at once attempted but without success. Both the master and the oiler were dead, the one because of neglect of the most elementary precautions and the other perhaps because of the extreme toxicity of benzol fumes

In another case the vessel was loaded with green coal which ignited in No. 2 hold. Steam was used with little success. A gas explosion lifted the weather deck hatch covers. The first mate volunteered to go into the tween-deck to survey the situation. He was equipped with an oxygen mask whose tanks, however, contained only 10 or 12 minutes' supply of oxygen. He refused to wear a safety line but arranged for a system of signals by taps on the steelwork.

When the allotted time expired without his return or signals being received, a volunteer with a safety line entered the cargo space, located the mate, and hauled him to the deck. Unfortunately, his rescue was too late, and in spite of injections and prompt artificial respiration, he could not be brought to.

A third case was equally fatal although the vessel concerned was a tiny gasoline tug on an inland river. It was hardly more than a launch, with a little wheelhouse for the helmsman opening directly onto the engine room abaft and below. The night was not cold enough to warrant lighting the coal stove for heat, but it was so cool that the two-man crew closed all the windows and doors of the deckhouse. On the barge, towing alongside, a deck hand was sleeping. The pilot of the tug became drowsier and drowsier, slumping down in his chair as if overcome by fatigue. In the engine space the engineer stretched out on his seat.

At daylight the deck hand aroused and came aboard. The tug and barge were against the bank, the tug's engine still turning over. Both men inside were dead, asphyxiated too long for artificial respiration even had the deck hand been able to administer it. A leaky exhaust gasket and a gasoline leak which dripped directly on the hot manifold gave the answer. Carbon monoxide—it gives no warning!

APPENDIX

Amendments to Regulations

TITLE 46.—SHIPPING

Chapter I—Coast Guard Inspection and Navigation

SUBCHAPTER D-TANK VESSELS

PART 33-LIFESAVING APPLIANCES

EQUIPMENT; LIFEBOATS, LIFE RAFTS, AND BUOYANT APPARATUS

Section 33.3-1 (d) is amended to read as follows:

§ 33.3-1 Tank ship lifeboat equipment; ocean and coastwise—T/OC.

(d) Compass and mounting. One efficient liquid compass with not less than a 2-inch card. On and after January 1, 1945, all compasses and mountings for new installations or replacements shall be of an approved type. The Coast Guard specification for such approved type, which requires a card of not less than 3³/₄ inches in diameter, will be made available upon request (9 F. R. 9621, August 8, 1944).

Section 33.3-1 (i) is amended to read as follows:

§ 33.3-1 Tank ship lifeboat equipment; ocean and coastwise-T/OC.

(i) Hatchets. Two hatchets attached to the boat by individual lanyards and readily available for use, one at each end of the boat. All hatchets provided for use on vessels on and after 1 October 1944 shall be of an approved type. Hatchets provided prior to 1 October 1944 may be continued in service provided they are in good and serviceable condition (9 F. R. 10591, August 30, 1944).

Section 33.3-2 (g) is amended to read as follows:

§ 33.3-2 Tank ship lifeboat equipment; Great Lakes-T/L. * * *

(g) Hatchets. Two hatchets attached to the boat by individual lanyards and readily available for use, one at each end of the boat. All hatchets provided for use on vessels on and after 1 October 1944 shall be of an approved type. Hatchets provided prior to 1 October 1944 may be continued in service provided they are in good and serviceable condition (9 F. R. 10591, August 30, 1944).

Section 33.3-3 (c) is amended to read as follows:

§ 33.3-3 Tank ship lifeboat equipment, bays, sounds, lakes other than the Great Lakes, and rivers—TB/BR.

(c) Hatchets. Two hatchets attached to the boat by individual lanyards and readily available for use,

one at each end of the boat. All hatchets provided for use on vessels on and after 1 October 1944 shall be of an approved type. Hatchets provided prior to 1 October 1944 may be continued in service provided they are in good and serviceable condition (9 F. R. 10591, August 30, 1944).

CARE AND INSPECTION; LIFEBOATS, LIFE RAFTS, AND BUOYANT APPARATUS

Section 33.5-1 (a) is amended to read as follows:

§ 33.5-1 Preparation for voyage-TB/ALL. (a) Lifeboats, life rafts, and buoyant apparatus shall be fully equipped before the vessel leaves port, and the equipment shall remain in the boat, raft, or buoyant apparatus throughout the voyage. It shall be unlawful to stow in any boat, raft, or buoyant apparatus any articles not required by Chapter 1 of this title unless such articles can be properly stowed so as not to reduce the seating capacity or space available to occupants and so as not to adversely affect the seaworthiness of such lifeboats, rafts or buoyant apparatus (9 F. R. 10203, August 22, 1944).

PART 35-OPERATION

GENERAL SAFETY RULES

Section 35.4-3 is amended to read as follows:

\$35.4-3 Cargo tank hatches, ullage holes, and Butterworth plates— TB/ALL. No cargo tank hatches, ullage holes, or Butterworth plates shall be opened or shall remain open without flame screens, except under the supervision of the senior member of the crew on duty, unless the tank opened is gas free (9 F. R. 10306, August 24, 1944).

PART 37-SPECIFICATIONS FOR LIFE-SAVING APPLIANCES

LIFEBOATS, LIFE RAFTS, BUOYANT APPARATUS, AND DAVITS

Section 37.1-4 Lifeboat davits— TB/ALL (6 F.R. 6704, 9 F.R. 5997) is amended by changing A. S. T. M. specifications designations in paragraphs (d), (e), and (f) from A 27-39 and A 215-39T to A 27-42 and A 215-41, respectively (9 F. R. 9622, August 8, 1944).

SUBCHAPTER F-MARINE ENGINEERING

PART 52-CONSTRUCTION

BOILER AND SUPERHEATER TUBES

Section 52.12-2 is amended to read as follows: § 52.12–2 Materials and workmanship.

(e) (1) The ends of all tubes and nipples shall be expanded and flared not less than one-eighth inch over the diameter of the tube hole on all water tube boilers and headers, or they may be flared not less than oneeighth inch, rolled and beaded, or flared, rolled and seal welded, or rolled and seal welded without flaring provided the throat of the weld is not less than three-sixteenths inch nor more than three-eighths inch.

(2) The ends of tubes or nipples of water tube boilers when not seal welded shall project through the tube plates or headers not less than onefourth inch nor more than one-half inch before flaring. When the tubes enter at an angle, the maximum limit of one-half inch shall apply only at the point of least projection.

(3) If the tubes or nipples are welded, they shall be reexpanded to provide for shrinkage after welding. Welding shall be done by qualified welders using approved electrodes of a diameter not exceeding five-thirtyseconds inch. Carbon content of the plate, headers, and tubes shall not exceed 0.35 percent and stress relieving shall not be used after welding (9 F. R. 10591, August 30, 1944).

SUBCHAPTER G-OCEAN AND COAST-WISE: GENERAL RULES AND REGULA-TIONS

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

Section 59.3 Strength and operation of davits is amended by changing A. S. T. M. specifications designations in paragraphs (j), (k), and (l) from A 27-30 and A 215-39T to A 27-42 and A 215-41, respectively (9 F. R. 9622, August 8, 1944).

Section 59.10a (b) is amended to read as follows:

§ 59.10a General requirements as to equipment for lifeboats, life rafts, and buoyant apparatus. * * *

(b) Lifeboats, life rafts, and buoyant apparatus shall be fully equipped before the vessel leaves port, and the equipment shall remain in the boat, raft, or buoyant apparatus throughout the voyage. It shall be unlawful to stow in any boat, raft, or buoyant apparatus any articles not required by Chapter 1 of this title unless such articles can be properly stowed so as not to reduce the seating capacity or space available to occupants and so as not to adversely effect the seaworthiness of such lifeboats, rafts, or buoyant apparatus (9 F. R. 10203. August 22, 1944).

Section 59.11 (d) is amended to read as follows:

§ 59.11 Lifeboat equipment. * * * (d) Compass and mounting. One

efficient liquid compass with not less than a 2-inch card. On and after January 1, 1945, all compasses and mountings for new installations or replacements shall be of an approved type. The Coast Guard specification for such approved type, which requires a card of not less than 33/4 inches in diameter, will be made available upon request (9 F. R. 9622, August 8, 1944).

Section 59.11 (j) is amended to read as follows:

§ 59.11 Lifeboat equipment. * * *

(j) Hatchets. Two hatchets attached to the boat by individual lanyards and readily available for use. one at each end of the boat. All hatchets provided for use on vessels on and after 1 October 1944 shall be of an approved type. Hatchets provided prior to 1 October 1944 may be continued in service provided they are in good and serviceable condition (9 F. R. 10591, August 30, 1944).

Section 59.11 (w) is amended by the addition of the following sentence:

§ 59.11 Lifeboat equipment. *

(w) Provisions. * *

The foregoing requirements relating to the carrying of condensed milk shall be dispensed with in the case of any vessel complying with the requirements of §§ 153.6 (m) (4) and 153.6 (p) of this chapter (9 F. R. 10306, August 24, 1944).

PART 60-BOATS, RAFTS, BULKHEADS, AND LIFESAVING APPLIANCES (COAST-WISE)

Section 60.8a is amended to read as follows:

§ 60.8a General requirements as to equipment for lifeboats, life rafts, and buoyant apparatus. Vessels subject to this part shall comply with the requirements in § 59.10a of this chapter in effect on August 19, 1944 (9 F. R. 10204, August 22, 1944).

Section 60.9 (d) is amended to read as follows:

§ 60.9 Lifeboat equipment. * * * (d) Compass and mounting. (See § 59.11 (d) of this chapter which is identical with this section.) (9 F. R.

9622, August 8, 1944.) Section 60.9 (j) is amended to read as follows:

§ 60.9 Lifeboat equipment. * * *

(j) Hatchets. (See § 59.11 (j) of this chapter, which is identical with this section.) (9 F. R. 10591, August 30, 1944.)

Section 60.9 is amended to read as follows:

\$ 60.9 Lifeboat equipment. (See § 59.11 of this chapter, which is identical with this section.) (9 F. R. 10306, August 24, 1944.)

Section 60.21 How lifeboats shall be carried; davits and cranes required is amended by changing A. S. T. M. specifications designations from A 27-39 and A 215-39T to A 27-42 and A 215-41, respectively (9 F. R. 9622, August 8, 1944).

SUBCHAPTER H-GREAT LAKES: GEN-ERAL RULES AND REGULATIONS

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

Section 76.14 (g) is amended to read as follows:

§ 76.14 Equipment for lifeboats on vessels of classes (a), (b), (c), (d), and (e). * *

(g) Hatchets. Two hatchets attached to the boat by individual lanyards and readily available for use, one at each end of the boat. All hatchets provided for use on vessels on and after 1 October 1944 shall be of an approved type. Hatchets provided prior to 1 October 1944 may be continued in service, provided they are in good and serviceable condition (9 F. R. 10591, August 30, 1944).

Section 76.14a (c) is amended to read as follows:

§ 76.14a Equipment for lifeboats on vessels of class (f). *

(c) Hatchet. One hatchet attached by a lanyard and readily available for use. All hatchets provided for use on merchant vessels on and after 1 October 1944 shall be of an approved type. Hatchets provided prior to 1 October 1944 may be continued in service, provided they are in good and serviceable condition (9 F. R. 10591, August 30, 1944).

Section 76.15 How lifeboats shall be carried; davits and cranes required is amended by changing the A. S. T. M. specifications designations from A 27-39 and A 215-39T to A 27-42 and A 215-41, respectively (9 F. R. 9622, August 8, 1944).

SUBCHAPTER I-BAYS, SOUNDS, AND LAKES OTHER THAN THE GREAT LAKES: GENERAL RULES AND REGU-LATIONS

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

Section 94.13 (c) is amended to read as follows:

§ 94.13 Equipment for lifeboats. .

(c) Hatchet. One hatchet attached by a lanyard and readily available for use. All hatchets provided for use on merchant vessels on and after 1 October 1944 shall be of an approved type. Hatchets provided prior to 1 October 1944 may be continued in service, provided they are in good and serviceable condition (9 F. R. 10591, August 30, 1944).

Section 94.14 How lifeboats shall be carried; davits and cranes required is amended by changing the A. S. T. M. specifications designations from A 27-39 and A 215-39T to A 27-42 and A 215-41, respectively (9 F. R. 9622, August 8, 1944).

SUBCHAPTER J-RIVERS: GENERAL **RULES AND REGULATIONS**

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

Section 113.22 (c) is amended to read as follows:

§ 113.22 Equipment for lifeboats on vessels on all rivers except western rivers whose waters flow into the Gulj of Mexico and the Yukon River. * *

(c) Hatchet. One hatchet attached by a lanyard and readily available for use. All hatchets provided for use on merchant vessels on and after 1 October 1944 shall be of an approved type. Hatchets provided prior to 1 October 1944 may be continued in service, provided they are in good and serviceable condition (9 F. R. 10591, August 30, 1944).

Section 113.22a (b) is amended to read as follows:

§ 113.22a Equipment for lifeboats on vessels on western rivers whose waters flow into the Gulf of Mexico and the Yukon River. * *

(b) Hatchet. One hatchet attached by a lanyard and readily available for use. All hatchets provided for use on merchant vessels on and after 1 October 1944 shall be of an approved type. Hatchets provided prior to 1 October 1944 may be continued in service provided they are in good and serviceable condition (9 F. R. 10591, August 30, 1944).

Section 113.23 How lifeboats shall be carried; davits and cranes required is amended by changing the A.S.T.M. specifications designations from A 27-39 and A 215-39T to A 27-42 and A 215-41, respectively (9 F. R. 9622, August 8, 1944).

- SUBCHAPTER O-REGULATIONS APPLI-CABLE TO CERTAIN VESSELS AND SHIPPING DURING EMERGENCY
- PART 153-BOATS, RAFTS AND LIFE SAV-ING APPLIANCES, REGULATIONS DURING EMERGENCY

Section 153.6 (m) (4) is amended to read as follows:

§ 153.6 Additional equipment for lifeboats on self-propelled ocean and coastwise vessels. * * * (m) Provisions. * * *

(4) Fourteen ounces of milk tablets in waterproof packages or containers. Compliance with this requirement and with the requirements of paragraph (p) of this section shall dispense with compliance with the requirements of §§ 59.11 (w) and 60.9 (w) of this chapter relating to the carrying of condensed milk (9 F. R. 10306, August 24, 1944).

Section 153.6a (a) (6) is amended to read as follows:

§ 153.6a Additional equipment for lifeboats on seagoing barges of 100 gross tons or over. (a)

(6) Hatchet. One hatchet attached by a lanyard and readily available for use. All hatchets provided for use on merchant vessels on and after 1 October 1944 shall be of an approved type. Hatchets provided prior to 1 October 1944 may be continued in service provided they are in good and serviceable condition (9 F. R. 10591, August 30, 1944).

Section 153.7a (p) is amended to read as follows:

§ 153.7a Equipment for life rafts approved on and after March 15, 1943. * * *

(p) Hatchet. One hatchet attached by a lanyard and readily available for use. All hatchets provided for use on merchant vessels on and after 1 October 1944 shall be of an approved type. Hatchets provided prior to 1 October 1944 may be continued in service provided they are in good and serviceable condition (9 F. R. 10592, August 30, 1944).

PART 161—DECK OFFICERS, PROFICIENCY IN COMMUNICATIONS

By virtue of the authority vested in me by R. S. 4405, R. S. 4462, and R. S. 4463, as amended (46 U. S. C. 375, 416, 222) and Executive Order No. 9083, dated February 28, 1942 (7 F. R. 1609), and finding it to be necessary for the safe navigation of vessels departing under registry during the war, the inspection and navigation regulations are amended by the addition of a new part as follows:

Sec.

- 161.1 Certificates of inspection of certain vessels deemed to include requirements of proficiency in communications.
- 161.2 Exhibition of evidence of proficiency in communications.

161.3 Endorsements on licenses.

161.4 Navy certificates of proficiency in wartime merchant ship communications.

\$ 161.1 Certificates of inspection of certain vessels deemed to include requirements of proficiency in communications. Effective on and after January 1, 1945, and for the duration of the war, the certificate of inspection of every United States vessel departing under registry from any port of the United States, including Alaska, Hawaii, Puerto Rico and the Virgin Islands whether issued prior to, or subsequent to such date, shall be deemed to have entered thereon the following provision: "The licensed deck officers, including the master, required by this certificate of inspection shall possess evidence satisfactory to the Commandant of the Coast Guard of proficiency in wartime merchant ship communication." Such provision need not be endorsed upon such certificate but shall be deemed to be included therein with the same force and effect as though physically written therein.

§ 161.2 Exhibition of evidence of proficiency in communications. The evidence of proficiency in wartime merchant ship communications required by the provision of certificates of inspection specified in § 161.1 shall be exhibited to the Coast Guard Shipping Commissioner at the time of signing on the vessel.

§ 161.3 Endorsements on licenses. Upon furnishing to any Coast Guard officer authorized to issue licenses to deck officers such evidence as the Commandant of the Coast Guard may require of proficiency in wartime merchant ship communications any licensed deck officer shall have his license endorsed "Qualified in wartime communications." Licenses so endorsed are approved as satisfactory evidence of proficiency in wartime merchant ship communications as required by the provision of certificates of inspection specified in § 161.1.

§ 161.4 Navy certificates of proficiency in wartime merchant ship communications. Certificates of Proficiency in Merchant Ship Communications for U. S. Masters and Mates issued by Navy certifying officers may be accepted by Coast Guard Shipping Commissioners and license issuing officers as satisfactory evidence of the proficiency in wartime merchant ship communications as required by the provision of certificates of inspection specified in § 161.1.

> R. R. WAESCHE, Commandant.

(9 F. R. 9290, August 1, 1944)

Waivers

DEEP SEA SOUNDING MACHINES ON 176' DESIGN 381 ARMY VESSELS

Vessels engaged in business connected with the conduct of the war.

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

The Army Transport Service having indicated that the efficient prosecution of the war would be impeded by the application to certain ocean and coastwise vessels of certain inspection regulations requiring installation of mechanical deep-sea sounding apparatus;

Now, therefore, upon request of the Army Transport Service, I hereby find it to be necessary in the conduct of the war that there be waived compliance with the Vessel Inspection Regulations administered by the Coast Guard, 46 CFR 64.10a, to the extent that Design 381 Army supply vessels, of approximately 176' length shall be permitted to operate without the installation of mechanical deep-sea sounding apparatus.

Dated: August 19, 1944.

R. R. WAESCHE, Commandant.

(9 F. R. 10267, August 23, 1944)

CUBIC CAPACITY OF LIFEBOATS ON EC-2 (LIBERTY) TYPE VESSELS

Vessels engaged in business connected with the conduct of the war.

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

The War Shipping Administration, having indicated that the efficient prosecution of the war would be impeded by the application to certain ocean and coastwise vessels of certain inspection regulations requiring cubic-carrying capacity of lifeboats provided to be calculated on the basis of 15 cubic feet per person;

Now, therefore, upon request of the War Shipping Administration, I hereby find it to be necessary in the conduct of the war that there be waived compliance with Vessel Inspection Regulations administered by the United States Coast Guard, 46 CFR, Cum. Supp., 153.3 (c), Subchapter O (7 F. R. 7617) to the extent that ocean and coastwise vessels of the EC-2 (Liberty) type, receiving their first certificates of inspection after 1 January 1943, shall be permitted to operate with 4 lifeboats, each having a cubic-carrying capacity calculated on the basis of 10 cubic feet per person: Provided, That at least 2 of the life rafts required by § 153.2 (b), Subchapter O, on such vessels shall be of the improved type which shall be carried so that one improved type life raft shall be stowed on one side of the vessel forward, and the other improved type raft is stowed on the opposite side of the vessel aft.

Dated: July 21, 1944.

R. R. WAESCHE, Commandant.

(9 F. R. 9068, July 27, 1944)

Marine Inspection Memorandum No. 75

Withdrawal of Approvals of Life Rafts

UNITED STATES COAST GUARD,

Washington, D. C., 16 July 1944.

1. The following notice was published in the Federal Register 10 June 1944:

APPROVAL WITHDRAWN LIFE RAFTS

Effective immediately, the approvals of all types of life rafts for ocean and coastwise service issued or made effective prior to March 15, 1943, are hereby withdrawn, and hereafter all new installations and replacements of life rafts on ocean and coastwise vessels shall be of an improved type which received approval on or after March 15, 1943: *Provided*, That these withdrawals of approvals shall not affect any approved life rafts now installed and in service so long as they are suitable and in good condition.

2. Under the terms of the above order, unimproved type life rafts may not be installed on ocean and coastwise vessels after 10 June 1944. The only exception to this is in case improved rafts cannot be installed in time to avoid delay in the departure of a vessel; in which case a waiver, to be effective only until improved rafts may be installed without delaying the vessel, shall be issued under the conditions prescribed in Navigation and Vessel Inspection Circular No. 37. Where rafts of a type approved prior to 15 March 1943 are already installed, they may be continued in service without a waiver being required so long as they are suitable and in good condition.

3. It should be noted that in many cases improved type rafts may be mounted on skids originally designed for the unimproved type. This can usually be accomplished by building a sled which will support the new type raft and at the same time fit the existing skid. Where a skid is not strong enough to support an improved type raft, it may be possible to strengthen it by suitable reinforcement.

4. All life-raft manufacturers in your district should be notified that, except as noted in paragraph 2, no life rafts other than those of an improved type complying with the requirements of Navigation and Vessel Inspection Circular No. 42 may be installed on ocean and coastwise vessels in the future. The officers in charge, marine inspection, should be instructed in the premises.

> (Signed) R. R. WAESCHE, Commandant.

Navigation and Vessel Inspection Circulars No. 49

Allotments by Merchant Seamen for Purchase of War Bonds

UNITED STATES COAST GUARD, Washington, D. C., 5 August 1944.

Ref.: (a) Navigation and Vessel Inspection Circular No. 13 of 4 July 1942.

1. The War Finance Division of the Treasury Department has requested the cooperation of the Coast Guard in a new plan which has been evolved to encourage the purchase of war bonds by merchant seamen.

2. This new plan necessitates certain revisions in the Seaman's Allotment Note, Form NAVCG-722, as indicated by the note reproduced on the reverse of this circular.

3. Shipping commissioners and collectors of customs, acting as shipping commissioners, when visiting vessels for the purpose of signing on crews should have in their possession a supply of Form NAVCG-722, amended in a manner similar to the specimen reproduced on the reverse of this circular for the use of seamen desiring to make allotments for the purchase of war bonds.

4. It is also desired that district Coast Guard officers take any additional measures that are proper to encourage the utilization of seamen's allotments for the purchase of war bonds.

(Signed) R. R. WAESCHE, Commandant.

No. 50

Applicability of R. S. 4538-4545 (46 U. S. C. 621-628) to the Disposal of Wages of Deceased Merchant Seamen, Including Those of Foreign Nationalities Employed on Foreign-Flag Vessels of War Shipping Administration

UNITED STATES COAST GUARD,

Washington, D. C., 26 August 1944.

1. The War Shipping Administration has requested the Coast Guard to instruct its shipping commissioners to receive from the master of War Shipping Administration foreign-flag vessels the wages and effects of deceased seamen and to dispose of such wages and effects in the same manner as the wages and effects of deceased seamen of American-flag vessels. The State Department, upon being advised of such request, stated that it had no objection thereto, and United States District Judge John C. Knox, senior judge of the United States District Court for the Southern District of New York, has written to the War Shipping Administration stating that his court will act in such matters. It is presumed that other Federal courts will follow the lead of Judge Knox and assume jurisdiction when deposits are remitted to them by shipping commissioners.

2. There is proper basis in the act of 24 March 1943 (57 Stat. 45) for the Commandant to instruct shipping commissioners to receive and deposit in the United States district courts the wages and effects of seamen who have died while employed on foreign-flag vessels owned by, or bare-boat chartered to, War Shipping Administration. Accordingly, shipping commissioners are instructed to receive and dispose of the wages and effects of deceased seamen of foreign-flag vessels of the War Shipping Administration in the manner provided by R. S. 4538-4545 (46 U. S. C. 621-628),

(Signed) L. T. CHALKER, Acting Commandant.

Equipment Approved by the Commandant

DAVIT

Schat P. H. A davit, B. U. type MD90-17½ (Arrangement Dwg. No. BA-376, dated 17 June 1944) (working load of 9,600 pounds per arm, or 19,200 pounds per set), submitted by the Lane Lifeboat and Davit Corporation, Foot of 40th Road, Flushing, N. Y. (9 F. R. 10592, August 30, 1944).

DISENGAGING APPARATUS FOR LIFEBOATS

Rottmer type releasing gear (General Arrangement Dwg. No. 1356, dated 13 February, 1944, Rev. 31 July 1944) (Maximum working load of 9,150 pounds per hook, 18,300 pounds per set), submitted by C. C. Galbraith & Son, Inc., 99 Park Place, New York, N. Y. (Supersedes approval 5 July 1944, 9 F. R. 7527) (9 F. R. 10306, August 24, 1944).

FIRE INDICATING AND ALARM SYSTEMS

Fire Detecting System, MacKenzie Marine Double Action Spot Fire Lowecating System (Dwgs. Nos. MSFLS-15-A, Alt. A; MSFLS-7-C, Alt. C; MSFLS-11-A, Alt. A; MSFLS-12-A, Alt. A; MSFLS-5-B-O, Alt. O; MSFLS-5-B, Alt. B; MSFLS-10-A, Alt. A; MSFLS-16-A, Alt. A; Cat. No. N-101000; Cat. No. N-354000; Cat. No. N-353000; Cat. No. M-356000; and Cat. No. M-357000), submitted by Anderson & MacKenzie, 153 Mercer Street, New York 12, N. Y. (9 F. R. 9622, August 8, 1944).

Fire-indicating and alarm system (Sheets 1, 2, 3, and 4 of Dwg. No. 12243, Alt. 4, revised 12 May 1944) (Catalog No. 572), submitted by Auth Electrical Specialty Co., Inc., 422-430 East 53rd Street, New York, N. Y. (9 F. R. 10204, August 22, 1944).

FIRE RETARDANT MATERIAL FOR VESSEL CONSTRUCTION

Seaporcel Flush Type (Panel for Class B bulkhead construction), ¹/₄" asbestos millboard insulation, metal veneered each side of panel, submitted by the Seaporcel Corp., 28-20 Borden Avenue, Long Island City, N. Y. (9 F. R. 10592, August 30, 1944).

FLASHLIGHT

Flashlight, Model 3451 (Assembly Dwg. No. 3451, dated 11 November 1943, and material list 3451, dated 12 May 1944), submitted by Usona Manufacturing Company, 24 Eleventh Street, Toledo, Ohio (9 F. R. 9622, August 8, 1944).

LIFEBOATS

31' x 11' 3'' x 4' 6'' metallic hand propelled lifeboat (990 cu. ft. capacity) (Construction and Arrangement Dwg. No. 2665, dated 31 July 1943), constructed by the Welin Davit & Boat Corp., Perth Amboy, N. J. (This replaces approval 8 F. R. 12518, September 11, 1943.) (9 F. R. 9622, August 8, 1944.)

24' x 7' x 3' metallic oar-propelled lifeboat (302 cu. ft. capacity) (General Arrangement & Construction Dwg. No. 2435, dated 19 June 1944), submitted by Lane Lifeboat & Davit Corp., Foot of 40th Road, Flushing, N. Y. (9 F. R. 9622, August 8, 1944).

22' x 7.5' x 3.167' metallic motor propelled lifeboat (313 cu. ft. gross capacity) (General Arrangement Dwg. No. G-344, dated 5 July 1944), submitted by C. C. Galbraith & Son, Inc., 99 Park Place, New York, N. Y. (9 F. R. 10204, August 22, 1944).

28' 0'' x 9' 3'' x 3' 10'' metallic oar-propelled lifeboat (600 cu. ft., 59person peacetime capacity, 40-person wartime capacity; 648 cu. ft. by Stirling rule, 59-person peacetime capacity, 43-person wartime capacity; 595 cu. ft. by .6 rule, 59-person peacetime capacity, 39-person wartime capacity) (General Arrangement and Construction Dwg. No. 2818, dated 24 July 1944), submitted by Lane Lifeboat and Davit Corporation, Foot of 40th Road, Flushing, N. Y. (9 F. R. 10306, August 24, 1944).

LIFE FLOAT

25-person, solid rectangular balsa wood life float (Dwg. No. F-101, dated 29 May 1944), submitted by Modecraft Co., Inc., 300 Wyckoff Avenue, Brooklyn, N. Y. (9 F. R. 9622, August 8, 1944). Model No. 1, adult kapok life preserver (C. G. Dwg. No. F-49-6-1, Alt. 1, and Specification dated 10 June 1944), Approval No. B-229, manufactured by Grand Novelty Co., 273 State Street, Brooklyn, N. Y. (For general use.)

Model No. 2, adult kapok life preserver (C. G. Dwg. No. F-49-6-1, Alt. 1, and Specification dated 10 June 1944), Approval No. B-230, manufactured by Grand Novelty Co., 273 State Street, Brooklyn, New York. (For general use.)

Model No. 3, adult kapok life preserver (C. G. Dwg. No. F-49-6-1, Alt. 1, and Specification dated 10 June 1944), Approval No. B-231, manufactured by Grand Novelty Co., 273 State Street, Brooklyn, N. Y. (For use with rubber lifesaving suits.) (9 F. R. 9622, August 8, 1944.)

Adult kapok life preserver (Standard Navy type 23P12) (Navy Bureau of Ships Drawing No. 83927, Alt. I, 83928, Alt. G, and Ad Interim Specification 23P12), Approval No. B-228, manufactured by Atlantic-Pacific Manufacturing Corp., 124 Atlantic Avenue, Brooklyn, New York. (For general use.) (9 F. R. 9622, August 8, 1944.)

Model No. 1, adult kapok life preserver (C. G. Dwg. No. F-49-6-1, Alt. 1, and Specification dated 10 June 1944), Approval No. B-232, manufactured by Atlantic-Pacific Mfg. Corp., 124 Atlantic Avenue, Brooklyn, N. Y. (For general use.)

Model No. 2, adult kapok life preserver (C. G. Dwg. No. F-49-6-1, Alt. 1, and Specification dated 10 June 1944). Approval No. B-233, manufactured by Atlantic-Pacific Mfg. Corp., 124 Atlantic Avenue, Brooklyn, N. Y. (For general use.)

Model No. 3, adult kapok life preserver (C. G. Dwg. No. F-49-6-1, Alt. 1, and Specification dated 10 June 1944). Approval No. B-324 manufactured by Atlantic-Pacific Mfg. Corp., 124 Atlantic Avenue, Brooklyn, N. Y. (For use with rubber lifesaving suits.) (9 F. R. 10306, August 24, 1944.)

LIFE PRESERVER RAFTS

Life preserver light, Model A (Dwg. No. 302-B-1, dated 1 May 1944, Rev. 16 June 1944 and 13 July 1944), submitted by Colvin-Slocum Boats, Inc., 15 Park Row, New York, N. Y. (Supersedes approval 17 July 1942, 7 F. R. 5495.)

Life preserver light, Model B (Dwg. No. 303-B, dated 26 April 1944, Rev. 31 July 1944), submitted by Colvin-Slocum Boats, Inc., 15 Park Row, New York, N. Y. (9 F. R. 10204, August 22, 1944).

LIFE RAFTS

20-person improved type life raft (Los Angeles Boiler Works Dwgs. No. B-1145, dated 3 December 1943, revised, and No. B-1146, dated 1 December 1943 revised), submitted by the Bell Lumber Company, 3961 Gage Avenue, Bell, California (9 F. R. 10306, August 24, 1944).

20-person improved type life raft (Dwgs. Sheet Nos. 1, 2, 3 and 4, dated 14 July 1944), submitted by Craftsman Equipment Corp., 41-43 Utica Avenue, Brooklyn, N. Y. (9 F. R. 10306, August 24, 1944).

20-person improved type, aluminum-plywood life raft (Arrangement and Details Dwg. No. R-205-X, dated 26 February 1944, Rev. 26 July 1944), submitted by Gunderson Bros. Engineering Corp., 4700 Northwest Front Avenue, Portland, Oregon. (Supersedes approval 31 May 1944, 9 F. R. 5997.) (9 F. R. 10306, August 24, 1944.)

20-person improved type Wilwel reversible life raft, balsa wood filler (Dwg. No. N. V. 32, dated 24 June 1944), submitted by the Williams and Wells Company, 252 Fulton Street, New York, N. Y. (9 F. R. 10306, August 24, 1944).

LINE-THROWING GUN

Shoulder line-throwing gun, Model 66, 45–70 cal. (Dwg. No. D-000, dated 29 June 1943), submitted by the Harrington and Richardson Arms Company, Worcester, Mass. (9 F. R. 10592, August 30, 1944).

SEA ANCHOR

Sea anchor, Type T (U. S. Coast Guard Dwg. MMI-562, and specification dated 1 November 1943, revised 1 June 1944), submitted by Kent Marine Products Corporation, 426 Great East Neck Road, West Babylon, N. Y. (9 F. R. 10592, August 30, 1944).

TELEPHONE SYSTEMS

Sound powered telephone for wheelhouse, splashproof, Type A, Model W. Drawing No. 1, Alt. O; Sound powered telephone for engine room, splashproof, Type A. Model E. Drawing No. 3. Alt. O; Sound powered telephone and relay for engine room, splashproof, Type A, Model E, Drawing No. 4, Alt. O; Sound powered telephone for crow's nest only, watertight, bulkhead mounting, 3-inch W. T. bell, Type A. Model W. T., Drawing No. 5, Alt. O; Sound powered telephone, watertight, bulkhead mounting, 6-inch W. T. bell, Type A. Model W. T., Drawing No. 6, Alt. O; Sound powered telephone, watertight, pedestal mounting, 6-, 8-, or 10-inch bell, Type A. Model W. T. P., Drawing No. 8, Alt. O; submitted by the Hose-McCann Telephone Co., Inc., 177 Pacific Street, Brooklyn, New York. (These approvals replace the approvals of telephone systems of same types and model numbers made in 1936.) (9 F. R. 9622, August 8, 1944.)

WINCH

Schat Type S. E. W.-19 lifeboat winch, fitted with quick-return mechanism (Arrangement dwg. No. BA 380, dated 21 July 1944) (Working load of 6,335 pounds at the drum), submitted by Lane Lifeboat and Davit Corporation, Foot of 40th Road. Flushing, N. Y. (9 F. R. 10204, August 22, 1944).

SUSPENSION OF APPROVAL

ADULT KAPOK LIFE PRESERVERS

· Effective on and after November 1. 1944, and to continue for the duration of the National Emergency, the approvals of all types of adult kapok life preservers which are used on ocean and coastwise Merchant vessels are suspended, except for Models 1, 2, and 3 complying with Coast Guard Merchant Marine Inspection Drawing No. F-49-6-1 and specification dated 10 June 1944: Provided, That these suspensions of approvals shall not affect any approved life preservers manufactured prior to such date, which approved life preservers are hereby authorized to be used on board merchant vessels so long as they are suitable and in good condition (9 F. R. 9871, August 12, 1944).

ACCEPTABLE FUSIBLE PLUGS

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

The Lunkenheimer Co., P. O. Box 360, Annex Station, Cincinnati 14, Ohio, heat No. 208.

ITEMS 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.

	Locatio	on appara	tus may l	be used	
Manufacturer and description of equipment	Passenger and crew quarters and public spaces	Machin- ery- cargo and work spaces	Open decks	Pump rööms of tank vessels	Date of action
Arnessen Electric Co., New York, N. Y.: Electric engine order telegraph transfer switch, drawing No. ETSA-54,					-
issue 1 Auth Electrical Specialty Co., Inc., New York, N. Y.: Lube oil alarm annunciator, dripproof, catalog No. 578, drawing No. 51443, alt. 4	x	x			7/20/44
Call bell station, drawing No. 21944, alt. 2 Annunciator, splashproof (6 drop), catalog No. 580,	x				8/ 9/44
drawing No. 71042, alt. 5 Push button station for interior communication, non-	X	x	x		8/ 9/44
watertight, catalog No. 240, drawing No. 101643, alt. 1. Edw. F. Caldwell & Co., Inc., New York, N. Y.: Dining salon fixture 4 60-watt lamps maximum, draw-	x	A	*********	********	8/ 9/44
ing No. K6207, rev. 6/27/4 Lounge table lamp, 3 60-wait lamps maximum, draw-	x	-> -> -> -> -> -> -> -> -> -> -> -> -> -			8/15/44
ing No. K6208, rev. 6/27/44 Mirror light, 60-watt lamp maximum, drawing No.	x			*******	8/15/44
K6216, rev. 0 Lounge desk light, 2 60-walt lamps maximum, drawing	x			*****	8/15/44
No. K6210A, rev. 6/20/44 Lounge ceiling light, 4 60-watt lamps maximum, draw-	x	*******	*******		8/15/44
ing No. K6209, rev. 6/27/44 Lounge and dining salon bracket fixture, 60-watt	x	******	********		8/15/44
maximum, drawings Nos. K6211 and K621115, rev. 6/26/44	x				8/15/44
Bathroom ceiling fixture, 60-watt maximum, drawing No. K6212, rev. 6/14/44 Berth light, 25-watt maximum, drawing No. K6204,	x			*******	8/15/44
rev. 6/26/44 Coast Marine Engineering Co., Long Beach, Calif.: Comar	x			********	8/15/44
terminal tubes, replacement cap, and nipple, drawing No. 6-12D1-1818, alt. 0	x	x	x		S/2/44
Curtis Lighting, Inc., Chicago, Ill.:	x x	x x	x x		8/11/44 8/11/44
Floodlight, 20k-wait, drawing No. D-10255, alt. 2. Floodlight, 500-wait, drawing No. D-10251, alt, 3. Edwards & Co., Inc., Norwalk, Conn.: Bell, vibrating, water-tight, 10", entalog No. 17408T, drawing No. 5307-PS, alt. 2. General Electric Co., Scheneetady, N. Y.: Porthole ven- tilating fan, 16", and control, drawings No. WW -2365812, alt. 1 and No. P-2266728, alt. 9:	x	x	x		7/26/44
Fan.	x	x	x		8/12/44
Controls A. Ward Hendrickson & Co., Inc., Brooklyn, N. Y.: Desk lighting fixture, types R-IVA, R-IVBI, R-IVB1 and		x	x	********	8/12/44
R-IVC, drawing No. 21728, rev. 7/24/4. Hunter Fan & Ventilating Co., Fulton, N. Y.: Porthole ventilating fan, 115 volts, D. C., drawings No. 90016, rev. B, and No. 90017, rev. D:	x		*******	*******	7/29/44
Controls	X	x x	X X		8/10/44 8/10/44
Kearfott Engineering Co., New York, N. Y.: Pendulum airport wiper, throw out plain, drawing No. KS-1385-					
PD-8, all. 1. Liberty Motor & Engineering Corp., Baltimore, Md.: Supersonic depth indicator, type 200, drawings Nos. F-5009, F-5002, alt. B, D-5010, alt. A, D-5012, alt. A, F-5004, alt. B, F-5014, alt. B, F-5006, alt. C, C-5656, alt.	x	x			8/2/44
A, and F-6438. Nemeo Electric Co., Seattle, Wash.: Lighting fixture, pendant, vaportight, with reflector, 200-watt maximum, drawing No. N-2475, alt. 3	x	x	*******		7/24/44
Paragon Electric Co., Chicago, III, Connection box, water-	x	x	x		7/29/44
tight, type V-S, 10-wire, drawing No. A-200, alt. 2. Revere Electric Mfg. Co., Chicago, Ill.: Floodlight, en- closed type, 300-500-walt lamp, catalog No. 7145WSH, drawing No. A3-7145WSH, alt. 1	x	x	x		7/22/44
drawing No. A3-7145WSH, alt. 1. Russell & Stoll Co., Inc., New York, N. Y.: Telegraph key, watertight, externally operated, catalog No. 921, drawing	x	x	x		8/2/44
No. D-6605, alt. 1 Simplet Electric Co., New York, N. Y.: Switches and receptacles, nonwatertight, drawings Nos. MC-107, MC-107A, MC-108, and MC-108A,	x	x	x	*******	7/24/44
alt. 7/25/44: Switch, single pole, 10 amperes, 125 volts, catalog					\$/0/44
No. NSS-101 Switch, 3-way, 10 amperes, 125 volts, catalog No. NSS-103	x		********		8/9/44 8/9/44
Two switcher, single pole, 10 amperes, 125 volts, catalog No. NSS-201	x				8/9/44
Receptacle, 15 amperes, 125 volts, catalog No. NSR-102.	x				5/9/44
Two receptacles, 15 amperes, 125 volts, catalog No. NSR-202	x				8/9/44

Merchant Marine Personnel Statistics

MERCHANT MARINE LICENSES ISSUED DURING JULY 1944

DECK OFFICERS

					Ma	ster								(hie	f Mat	e				Second Mate								
REGION	Oc	ean	Co	ast- ise	Gr		B.		Riv	vers	00	ean		ast- ise		reat akes		. S. L.	RI	vers	Oe	ean	Co W	nst- ise		reat ikes	B.	S. L.	River
	0	R	0	R	0	R	0	R	0	R	0	R	0	R	0	R	0	R	0	R	0	R	0	R	0	R	0	R	0 1
Atlantic coast Gulf coast Great Lakes and rivers Pacific coast	73 13 40	62 10 2 44	4 1 3	17 7 3		1	5	38 4 1 10	2 2	3 3 10	107 14 87	10 1 6	2	5 1 1 1			6 4 10	6	2	u	200 32 88	15 3 6	1	2 2			2		
Total	126	118	8	27		4	8	53	4	16	208	17	5	7			20	11	2	11	320	24	1	4			2		
					1				Thi	rd N	fate	1			1			Pilot	s		A	faste	r 2	Mat	e		т	otal	
REGIO	N					Ocean Coast- Great wise Lakes							Great B. S. Lakes & L. River				rs v	Uninspected vessels high seas			Orig-		86-	Gran					
-					0	R	C				R	,	R	0 1	2	0	R	0	R	0 1	R		R	0	R	inal	ne	wal	tota
Atlantic const					39				1							5	- 1		20		3 6 			3		843 132 44		252 57 56	1,(
Pacific coast					- 15										-				53			1	1	1		405		133	
																							1						

ENGINEER OFFICERS

	Chie	ef engin	eer, st	eam	First	assistar ster		neer,			istant e steam	ngi-	Third assistant engi- neer, steam			
REGION	Ocean		Inland		Ocean		Inland		Ocean		Inland		Ocean		Inland	
	0	R	0	R	0	R	0	R	0	R	0	R	0	R	0	R
•							-							1.	1	
Atlantic coast	72	137	9	45	94	40	3	11	188	42	1	2	468	24	1	
Gulf coast	21	17	2	9	21	4	2	4	25	5			42	3		
Great Lakes and rivers	6	12	5	19	3	8	5	8		2		2	5	1	1	
Pacific coast	37	30	1	7	65	14	2	2	95	8			159	5	******	
Total	136	196	17	80	183	66	12	25	308	57	1	4	674	33	2	

			1	Motor	vessels				Un	inspect	ed ves	sels	Total				
REGION	Chief engineer		First assistant engineer		Second assistant engineer		Third assistant engineer					stant neer	Original	Renewa)	Grand		
	0	R	0	R	0	R	0	R	0	R	0	R					
Atlantic coast	17	50	12	10	12	7	336	3					1, 213	371	1, 584		
Gulf coast	7	12	4	4	3	1	25						155	59	214		
Great Lakes and rivers	3	3	3	1	1								32	56	88		
Pacific coast	ទ	15	8	2	11	3	139		· · · · · ·			******	526	86	612		
Total	36	80	27	17	27	11	503	3					1, 926	572	2, 498		

ORIGINAL' SEAMEN'S DOCUMENTS ISSUED, MONTH OF JULY 1944

REGION	Contin- uous dis- charge book	Certifi- cate of iden- tity	A. B., green, 3 years ¹	months emer-	blue, 18 months, 12	months emer-	A. B., blue, 6 months cmer- gency 3	Life- boat, 12-24 months*	Life- boat, 6-12 months emer- gency s	Q.M.E.D., 6 months	Q.M.E.D., emergency	Radio oper- ators	Certifi- cate of service	Tanker man	Staff	Total
Atlantic coast	69	3, 472	76	466	72	34	1	1, 172	60	204	362	66	3, 127	5	342	9, 528
Pacific coast	38	3, 173	90	180	44	1	0	735	51	153	213	34	2, 938	1	70	7, 721
Gulf coast Great Lakes and	153	782	61	25	4	2	0	202	8	, 43	47	18	840	42	22	2, 249
rivers	1, 493	148	14	13	4	23	0	17	20	16	. 87	6	1, 654	15	7	3, 517
Total	1, 753	7, 575	241	684	124	60	1	2, 126	139	146	709	124	8, 559	63	441	23, 01

1 Unlimited.

* Great Lakes, lakes, bays, and sounds.

¹ Tugs and towboats and freight vessels under 500 tons (miscellaneous).

⁵ 6 months deck or 12 months other departments. 500 tons (miscellaneous).

4 12 months deck or 24 months other departments.

NOTE.-There were 829 Panamanian Employment Cards issued.

WAIVERS OF MANNING REQUIREMENTS FROM 1 JULY TO 31 JULY 1944

Authority for these waivers contained in Navigation and Vessel Inspection Circular No. 31, dated 13 March 1943

• REGION	Number of vessels	Deck offi- cers sub- stituted for higher ratings	Engineer officers sub- stituted for higher ratings	men sub-	Ordinary seamen sub- stituted for able seamen	of engine department substituted for engi-	for qualified	or cadets substituted for engi-	cadets sub- stituted for	Total
Atlantic coast	544	292	466	33	745	105	66	24	39	1, 770
Gulf coast	75	31	44	3	127	10	6	Contenents .		221
Pacific coast	317	124	138	42	635	113	119	4	17	1, 192
Great Lakes	387		7		715		204		1	927
Total	1, 323	447	655	78	2, 222	228	395	28	57	4. 110

CREW SHORTAGE REPORTS FROM 1 JULY TO 31 JULY 1944

These reports submitted in accordance with Navigation and Vessel Inspection Circular No. 34, dated 1 May 1943

REGION			Ratings in which shortages occurred														
	Number of vessels	Chief mate	Second mate	Junior third mate	Able seamen	Ordinary seamen	Radio	First engineer	Second engineer		Qualified member engine de- partment	Wiper or coal passer	Total				
Atlantic coast	5				3	3		1			7	2	1				
Gulf coast	3		1		1				1			2					
Pacific coast	26		1	2	69	12	1	1			21	11	112				
Great Lakes	254	1	2	4	107	22		1		5	246	62	450				
Total	288	1	4	6	180	37	1	3	1	5	274	77	58				