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

Commandant of the Coast Guard The

Merchant Marine Council of the United States **Coast Guard**

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The Cover: A convoy of troop transports and supply ships photographed from one of its Coast Guard escorts as it runs through heavy seas.

Activities of the Council

THE Merchant Marine Council during the month of December took action amending several sections of the regulations.

A survey made by the Coast Guard disclosed that much of the delay of merchant vessels resulting from lav up for repairs was the consequence of collisions and other marine casualties due to the incompetence of the masters involved. For this reason, Section 155.2, Subchapter O, Emergency Regulations, was amended to double the length of service required in each capacity to obtain a license as master of ocean steam or motor vessels. For example, the new regulation will require one year's service as chief mate, while holding a license as chief mate, on ocean or coastwise vessels instead of the 6 months service now required. All applications presented on or after January 1, 1945, for master's ocean steam or motor vessel licenses must meet the requirements of this amended regulation. Persons now holding masters' licenses are not affected.

The effective date of the regulation requiring proficiency of deck officers in communications, Section 161.1, Subchapter O, has been postponed from January 1, 1945, to April 1, 1945.

Subchapter F. Marine Inspection Regulations and Material Specifications, was amended to increase the types of material which may be used for cylindrical shells and to permit class I piping used for tank-cleaning operation to be welded without stress relieving or nondestructive testing. Amendments were also approved which permit the use of electric resistive butt welded pipe for shells of diameters not exceeding 18 inches in lieu of hammer-welded pipe.

The regulations requiring a mounted (Lyle-Type) line-carrying gun were amended to require all muzzle-loading guns constructed on or after April 1, 1944, to be provided with an approved mechanical firing attachment. All muzzle-loading guns manufactured prior to April 1, 1944, shall be provided with an approved mechanical firing attachment before July 1, 1945. Instructions were issued for testing muzzle-loading linethrowing guns installed with approved firing attachments in place of the primer holes. This testing will consist of a thorough surface inspection by Coast Guard Inspectors to determine that the firing attachment has been properly fitted and located in accordance with Coast Guard requirements; an actual firing test will not be required.

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Amendments were approved postponing the effective date of the regulations requiring approved lifeboat compasses from January 1, 1945, to April 1, 1945. The effective date of the regulation requiring hatchets for lifeboats and life rafts to be of an approved type was postponed from January 1, 1945, to March 1, 1945.

Editorial amendments to the Motorboat Regulations, Subchapter C, have been made. Publication of a supplement to the Motorboat Regulations, setting forth amendments made in the past three years, was approved.

The recent amendment to the Western River Pilot Rules requiring an amber visual signal to be used in conjunction with the whistle was amended in two respects: All motorboats, except motorboats of classes 2 and 3 engaged in trade or commerce, were exempted from the rule; a clause was added to make it clear that this requirement does not apply to vessels operating on the Gulf Intracoastal Waterway.

The recent amendment to the Inland Pilot Rules, pertaining to the lights to be carried by barges and scows when in tow, was amended to postpone indefinitely upon the Gulf Intracoastal Waterway the effective date of this regulation.

It has been proposed that the Council amend the regulations to require the grounding of non-currentcarrying metal parts of electrical equipment on all electrical systems in excess of a 32-volt potential on vessels subject to inspection. This proposal was prompted by several reports of casualties in which lives were lost due to the fact that the electrical equipment being used was not properly grounded. The Chairman referred the proposed amendment to a subcommittee and directed it to confer with the appropriate panel members.

An amendment to the Dangerous Cargo Regulations, Subchapter N, has been proposed as a result of the recommendation of the Coast Guard board which investigated the fire occurring on Pier 4, Hoboken, N. Y., August 11, 1944. This amendment would require each container of articles of dangerous cargo for export shipment in lots of less than 100 units to be labeled at the source of shipment with appropriate ICC labels and 10 percent of the units in shipments of more than 100 units to be so labeled. Shipments to a foreign country may be accepted for transportation when packed, marked, labeled, and described in accordance with the regulations of the country of destination. The bill of lading or other shipping papers would identify such shipment by the shipping name shown in the Dangerous Cargo Regulations for the particular substance involved and would also certify that the packing and marking were in accordance with the regulations of the foreign country.

On the basis of reports received from many quarters, particularly the Southwest Pacific area, that fire hose fitted with wrought-iron connections has become damaged and unsuitable for use in a comparatively short time because of rust from connections saturating the fabric of the hose, it is proposed to require fire hose connections to be of brass or composition.

Marine Inspection Memorandum No. 80, issued 24 November 1944, simplifies the procedure involved in handling the wages and effects of deceased or deserted merchant seamen. Five forms have been abolished and consolidated into a single new form.

Marine Inspection Memorandum No. 81, dated 1 December 1944, has been issued to correct certain violations of navigation laws and regulations by motorboat operators. Essentially, under the new procedure it is assumed that, unless the offender's record indicates otherwise, any violation of Title 46 U. S. C. 288 or 526-526t is inadvertent and will be promptly corrected. The offender is required to make a report to the District Coast Guard Officer within 2 weeks of the corrective action taken. Where a violation is not corrected within the 2week period the District Coast Guard Officer may appropriately take further action toward imposition of a penalty.

On the basis of recommendations from the Chief, Research and Development Division, the Council revised the Coast Guard specification for compasses for lifeboats. The revised specification adds a vibration and higher harmonics test to those tests already required and revises the numerals and markings of the compass card to comply with a joint Army-Navy specification. The minimum permissible size of the compass card has been revised so as to permit either a 3-inch card or in the spherical type compass a card with a virtual diameter of not less than 4 inches. A standard mounting for all approved lifeboat compasses has been incorporated in the specifications.

The specifications for the adult kapok life preserver were revised to permit the stenciling on the life preserver to be made all in one place instead of on both the front and back as presently required.

The Chief, Research and Development Division, reported progress in several projects pertaining to merchant marine safety equipment. Research is continuing toward the development of a well-deck type life float for use on Army vessels. No specification for such a float has yet been developed and the Council determined that no well-deck type life floats would be granted Coast Guard approval until such a spec'fication had been approved. Mr. Glen R. Leyde of Leyde & Leyde, Consultant Designers, appeared before the Council to demonstrate the characteristics and performance qualities of the well-deck type life float developed by him.

A thorough test of all types of parachute signal flares is nearing completion. It is hoped that the results of these tests will make it possible to standardize a type of flare for merchant marine use. The lack of standardization now existing frequently makes it difficult to obtain the proper cartridges.

The Liberty ship S. S. Alexander Graham Bell which has been employed by the Coast Guard for merchant marine testing purposes has been returned to the War Shipping Administration at their request.

Upon the basis of the study conducted by the Research and Development Division it has been found that officer's caps should be removed whenever compass compensating or adjusting is being performed. It was found that the metal expanding grommet in an officer's cap will cause a maximum deviation of 5° at a distance of 3 inches, decreasing to no deviation at a distance of 3 or more feet.

The Merchant Marine Council on 27 November 1944, held a meeting of the Western River Panel at St. Louis, Vice Admiral R. R. Waesche, Mo. Commandant, U. S. Coast Guard, addressed the panel. Several problems peculiar to the Mississippi River system were discussed. The panel members determined that membership on the panel should be for a specified period of time and that membership should be rotated. They advised Rear Admiral Harvey F. Johnson, Chairman of the Merchant Marine Council, that in the near future they would recommend to him persons for membership upon the panel, together with the period of time for which they would serve. The panel members in attendance were Capt. William B. Rodgers, Capt. Joseph Streckfus, Mr. F. W. Haecker, Mr. Henry M. Baskerville, Mr. L. L. French, Capt. O. Slack Barrett, Mr. A. C. Ingersoll, and Capt. Donald T. Wright.

American Petroleum Institute Honored

IN RECOGNITION of outstanding contributions to the United States Coast Guard port security program, the American Petroleum Institute was awarded the Coast Guard Security Shield of Honor by Vice Admiral Russell R. Waesche, Coast Guard commandant, in Washington, D. C., today.

More than 100 officials in the oil industry, attending the institute's board of directors meeting, were present at the ceremonies in the Statler Hotel.

The shield, a symbol of appreciation of services rendered the port protection program by private organizations, was accepted by William R. Boyd, Jr., institute president. In making the award, Admiral Waesche declared:

While the Coast Guard has been primarily responsible for port protection activities, the success of the program has depended in large part upon the close cooperation and assistance afforded to us by the American Petroleum Institute and its members. Theirs has been a great contribution, both in the work done for the protection of their own facilities and in the introduction of new and efficient protective methods. In drafting the regulations which form the basic framework of our program we had the benefit of their experience and advice, and the excellent suggestions made by

their representatives were adopted almost without exception. The success which our joint effort has achieved demonstrates the validity of our basic theory that maximum results can be attained only through the mutual cooperation of the Coast Guard and the maritime and petroleum industries."

Pointing out that shipment abroad of vast quantities of petroleum products for use by Allied armies has been a major accomplishment of the war. Admiral Waesche stressed the part port security has played in speeding petroleum handling at waterfront facilities. He said the job of protecting tankers and petroleum loading has been dealt with jointly by the Coast Guard, the Petroleum Administrator for War, and the petroleum industry through the American Petroleum Institute.

The citation accompanying the Security Shield of Honor stated:

"Since the inception of the port security program of the United States Coast Guard, the American Petroleum Institute, through its Central Committee on Tanker and Barge Transportation and its Tank Vessel Consultant, has materially facilitated the discharge of the Coast Guard's responsibilities for the protection of harbors, ports, and vessels therein by generously gathering, compiling, and formulating information, particularly with respect to the security of vessels in port. The assistance so rendered has been of inestimable value in bringing about the ready applicability and general effectiveness of the Coast Guard's Regulations for the Security of Vessels in Port, thus substantially expediting and facilitating the safe and uninterrupted flow of our country's manpower and vital war materials to the battlefronts of the world."

A RECENT case before a Coast Guard Hearing Unit and subsequent appeal to the Commandant in the case has revolved about the determination of what is a "lawful order" by a master on a vessel at sea. The decision and final order in the case has such general interest that it is quoted in full.

Obedience to a "Lawful Order"

"United States Coast Guard, Washington, D. C.

"IN THE MATTER OF LICENSE NO. 170988, ISSUED TO JOSEPH H. NICKERSON

"DECISION AND FINAL ORDER

"The District Coast Guard Officer, Third Naval District, has transmitted to the Commandant for decision the appeal of Captain Nickerson from an order suspending his license as master for 2 months on 6 months probation. The transmission of the appeal for decision by the Commandant is au



Vice Admiral Russell R. Waesche presents Security Shield of Honor to William R. Boyd, Jr., president of American Petroleum Institute.

thorized by 46 CGR 136.107 (b). The District Coast Guard Officer in his letter of transmittal has stated that 'the appeal is considered to present a question of general importance.'

"Nickerson was tried on 6 and 7 September 1944, before the Merchant Marine Hearing Unit in the Third Naval District on a charge of misconduct containing one specification. The specification read as follows:

'In that you, while serving as master on board a merchant vessel of the United States, the S.S. *Frank Lever*, under authority of your duly issued license, did on or about 10 July 1944, unreasonably, improperly, and unlawfully place one David Einbinder, ordinary seaman acting as AB, in irons shackled to a lifeboat on deck for 5 days for failure to carry a cup of coffee to the chief mate at the time he was called for his watch."

"The following facts are disclosed by the record in the case and I so find: The S.S. Frank Lever, of which appellant was master, acting under the authority of his license No. 170988. was engaged in shuttling supplies between England and Normandy after the invasion. On 10 July while the vessel was under way, Einbinder, an ordinary seaman acting as AB, was serving on the 12-4 watch. During his watch he reported to the second mate and was told that at the conclusion of the watch he should wake the chief mate 'and when you call the mate please take him a cup of coffee' (testimony of second mate, p. 49). Einbinder replied that he would call the chief mate and added: 'I never brought up coffee to a mate in his bunk, and I wouldn't do it now' (Einbinder's testimony, p. 6; see confirming statement of the second mate, p.

49). Thereupon the second mate stated: 'Well call the mate anyway (p. 49). Einbinder woke the chief mate but brought no coffee to his bunk and then turned in. At breakfast that morning the incident was called to the attention of Captain Nickerson by the second mate and both he and the chief mate were questioned. Einbinder was then ordered to report to the captain's room; Einbinder admitted to the captain that he had refused to bring coffee to the chief mate on awakening him and stated that it was not part of his job or duties (pp. 6, 34). The captain asked Einbinder if he realized the consequences of the failure to obey an order and 'read him the law' (pp. 6, 34, 36). Einbinder replied that he would not bring coffee to the chief mate in his bunk and that 'you might as well put me in irons.' Thereupon the captain ordered Einbinder placed in leg irons and shackled to the center-board of one of the life boats. On 11 July (the day after the order of confinement) the captain sent the chief mate to inquire if Einbinder was ready to obey all orders. Einbinder replied that he would not carry coffee to the chief mate's room (p. 36). Thereupon the master ordered Einbinder placed on bread and water. He remained shackled (except for exercise every 4 hours) and on this diet until 15 July 1944, when the vessel docked in England. Einbinder was then released and signed off the vessel. He received no pay on the sign-off having been logged as follows:

'Port of London, July 15. For refusal to obey a lawful command at sea, David Einbinder is hereby fined four (4) days pay for first 24 hours disobedience and balance of pay due for continued disobedience. Total amount \$89.93 (p. 39).'

"This log entry was read to Einbinder in the War Shipping Administration Office in London. While the vessel's log for 10 July contains a notation of Einbinder's refusal to serve coffee to the mate and of the punishment inflicted for such refusal (p. 39), that entry was never read to Einbinder (p. 38) nor was he ever furnished a copy thereof. (See R. S. 4597, 46 U. S. C. 702.)

"The sole and uncontradicted testimony before the hearing officer in this case as to maritime custom is that in the absence of exceptional circumstances, not presented by the facts of this case, it is contrary to custom for a member of the deck department to carry coffee to the chief mate in his bunk upon awakening him for his watch.

"On consideration of the foregoing facts constituting the record in this case, I conclude that it is my decision that Captain Nickerson was guilty of misconduct as charged.

"In order to justify a master in putting a seaman in irons it must appear that there were 'a precedent lawful command and wilful disobedience' (46 U. S. C. 701, Fourth; The Ludlow, 280 F. 162, 164 (N. D. Florida 1922). In this case the command of the master to Einbinder (assuming that in the circumstances related above a command was actually given) to carry coffee to the chief mate upon awakening him for his watch exceeded his authority as master and was not lawful. In the absence of special or exceptional circumstances not present in this case, it is no part of the duty of a seaman to perform tasks of this nature and a master cannot lawfully order such duty to be performed. Refusal to obey such a command is not punishable by the master under 46 U. S. C. 701, Fourth, and the master acted illegally in this case in punishing Einbinder. I cannot agree with the contention that Einbinder failed to obey a lawful order and that the master under the law, had a right to effect disciplinary action.

"Even if it be assumed that there was willful disobedience of a lawful order in this case, the facts make plain that the punishment imposed was unreasonable and cruel, was of needless severity and subjected Einbinder to unusual risk of illness and of bodily harm or death in the event of enemy attack. While the statute grants considerable discretion to a master in imposing punishment for willful disobedience to orders, that discretion must be exercised in a reasonable manner and not arbitrarily, capriciously, or maliciously. I am of the opinion that the facts in this case indicate an abuse of discretion in the severity of the punishment for which abuse a master may be found guilty of misconduct. In this connection, it may be noted that the master violated 46 U.S.C. 702 in failing to read to Einbinder the log notation which was entered and in failing to furnish him with a copy. This violation is mentioned only in passing, since the specification did not include that offense.

"It should be clearly understood that the conclusions set forth above are not to be taken as a precedent in future cases where the facts are not identical with those in this case. There are situations in which the order here discussed would be perfectly lawful. Furthermore, at sea the instant and unquestioned obedience to the orders of the master is of the highest importance. His authority must be respected. This is particularly true in time of war, and the Coast Guard will take vigorous action against any violation of a lawful order. Even where an order may not be lawful, as in the present case, the order should be obeyed when the vessel is at sea. It is obvious that a crew member should not set himself up as private court to determine the authority of the master. The proper procedure is to enter a protest to the master's order, obey it, and then report the matter to the Coast Guard at the first opportunity after the vessel reaches port. The Coast Guard will determine whether the order was lawful, and if it was not, will take appropriate action against the master. On the other hand, where a crew member fails to obey an order of the master on the ground that he believes it unlawful and it is subsequently determined that it was lawful, the seaman need expect little sympathy for his mistake.

"There may be a very few cases where a member of the crew is not expected to obey an order which is obviously unlawful, for example, no one would expect a seaman to obey an order of an insane master to jump over the side. But aside from similar highly unusual and rare cases, crew members should obey all orders, leaving the determination of the legality of the orders to the proper time, place, and authority. By failing to follow that procedure, a seaman will prejudice his case when the report is brought to the attention of the Coast Guard, and the Coast Guard will exercise its full legal powers, in appropriate cases, to make sure that that procedure is followed.

"The Coast Guard will not look with favor on complaints that a master has given an unlawful order where it appears that the crew member to whom the order was given has chosen his own remedy by disregarding the order. In the present case, notwithstanding the lack of authority to order Einbinder to carry coffee under the particular circumstances, the Commandant, in view of Einbinder's flat refusal while at sea to obey, would not have been inclined to take disciplinary measures against the master but for the subsequent harsh punishment given by the master to Einbinder.

"On the foregoing findings of fact and conclusions of law it is ORDERED, That the suspension and probation ordered by the hearing officer on 7 September 1944, are affirmed.

"R. R. WAESCHE, "Vice Admiral, U. S. Coast Guard, Commandant."

Dated 13 December 1944.

Merchant Marine Personnel

DURING the past month the Commandant issued letters of commendation to the following merchant marine -personnel for exceptional performance of duty under emergency conditions: Capt. Albion M. Burbank, master S. S. David Dudley Field; Mr. James W. Young, Jr., 2d asst. engineer; Mr. Larry Korstovich, A. B.; Mr. Robert A. Thomas, A. B.; Mr. Henry W. Borger, A. B.; Mr. George L. Odell, O. S.; Mr. L. George Smith, O. S., all of the S. S. George Luks. Coast Guard Merchant Marine Hearing Unit and Details, during the month of November, handled cases involving 295 officers and 2,439 unlicensed men. In the case of officers, 15 were revoked, 28 were suspended, 68 were suspended on probation, 16 were voluntarily surrendered, 115 were admonitions, and 55 were dismissed. Of the unlicensed personnel, 47 were revoked, 390 were suspended, 674 were suspended on probation, 1,160 voluntarily surrendered, 1,017 were admonitions, and 230 were dismissed.

LESSONS FROM CASUALTIES

COLLISIONS IN BLACK-OUT

The navigation of vessels, as a wartime measure, with running lights either wholly or partially blacked-out introduces a situation which was not contemplated in the Rules for Preventing Collisions. Those rules were based upon the requirement that each vessel, by its lights, should convey to other craft the maximum possible intimation as to its course, at a sufficiently early stage to permit appropriate action to be taken. By intentionally blacking out, this information is withheld and darkness has the same effect as fog, without the meager warning given by the whistle.

Four recent serious collisions of vessels not in convoy but proceeding according to routing instructions and without lights are indicative of the problem involved. In one vessel A on course 163° sighted the shape of vessel B about a point on the port bow and hauled off to the right to clear her. But vessel B, on course 315", at about the same time perceived A bearing two points on her starboard bow. The vessels were about 1,500 yards apart. B put his rudder to the left with the result that A rammed B on the starboard side at almost right angles. At the time of sighting each other the speed of approach was 19 knots and the two ships were in a collision situation as soon as they saw each other. B's turn to the left was taken because her master considered it preferable to a turn to the right, in view of the broad bearing of A on B's starboard bow.

In another case vessel C, on course 105° , and vessel D, on course 287° sighted each other about a mile apart. That is to say, as in each of these instances, both vessels could distinguish in the darkness the shape of the other vessel without being able to tell its course or whether the two ships were passing or overtaking. D was about 8° on C's starboard bow and C gave left rudder. D hauled off to the right and with a speed of approach of 27 knots, only reduced by a last-second reversal by D, the two craft collided disastrously.

In the case of E and F, both vessels were navigating with dimmed lights and made each other out first when about 31/2 miles apart, speed of approach 19 knots. Both changed course toward the other so that an end-on situation existed. But there was a sufficient light haze to make their dimmed lights intermittently visible. When they next became visible to each other the two craft were a thousand yards apart, on opposite courses, and with E a point or so on F's starboard bow. F hauled to the left in view of the bearing of E. The master of E first went right and then perceiving F swinging, reversed his wheel and tried to turn to the left. Vessel F maintained full speed but E. after shifting his rudder, went full astern, without avail.

The collision between G and H started with a broad crossing situation. G, on course 177° , saw the shape of H about two and one-half points on his starboard bow, and a mile and a half off. H, on course 20° saw G on about the same bearing on her port bow. Each master elected to try to turn away from the other, G to the left and H to the right. Both held speed for maximum turning effect, until collision was inevitable.

Two facts stand out in such instances: The vessels concerned are in a collision situation by the time they see each other and neither has clear knowledge even then of the course and intent of the other vessel. Both vessels are in effect burdened. The rules established for vessels visible by their lights at a distance of 2 miles cannot apply. Each master must maneuver according to his best judgment, as far as use of the helm goes. But by clearly recognizing that intentional black-out in effect creates a condition of reciprocal low visibility, it will be appreciated that the cardinal rule for navigating in such conditions, namely, to get the way off the ship at the first indication that another ship is in the vicinity, has much application. Every one of these disasters would have been avoided or reduced in effect if the speed of approach had been lessened directly the other vessel was seen.

APPENDIX

Amendments to Regulations

TITLE 33—NAVIGATION AND NAVIGABLE WATERS

Chapter III—Coast Guard: Inspection and Navigation

PILOT RULES FOR INLAND WATERS AND WESTERN RIVERS

By virtue of the authority vested in me by section 2, 30 Stat. 102, 38 Stat. 381, R. S. 4405 and 4412, as amended (33 U. S. C. 157; 46 U. S. C. 375, 381), and Executive Order 9083, dated February 28, 1942 (3 CFR, Cum. Supp.), the following amendments to the regulations are prescribed:

PART 312-PILOT RULES FOR INLAND WATERS

Section 312.16, as amended, 9 F.R. 1535, 3515, 4542, is further amended by the addition of the following paragraph:

§ 312.16 Lights for barges and canal boats in tow of steam vessels on certain inland waters on the seaboard, except the Hudson River and adjacent waters and Lake Champlain.

Provided. That the effective date of this regulation on that portion of the inland waters known as the Gulf Intracoastal Waterway, extending from Corpus Christi, Texas, on the West to Carrabelle, Florida, on the East, is postponed until further notice.

PART 332—PILOT RULES FOR WESTERN RIVERS

Section 332.10a is amended by the addition of the following sentence:

§ 332.10a Visual signal. * * *

Provided, That nothing in the rules of this section shall be construed as compelling vessels operating upon the Gulf Intracoastal Waterway to install or employ the amber visual signal required by this section; or to require the installation or use thereof by Class A and Class 1 motorboats or by Class 2 or Class 3 motorboats not engaged in trade or commerce. (9 F.R. 14839, 21 December 1944.)

TITLE 46—SHIPPING

Chapter I—Coast Guard: Inspec-

tion and Navigation

Subchapter C—Motorboats, and Certain Vessels Propelled by Machinery Other Than by Steam More Than 65 Feet in Length

PART 24-GENERAL PROVISIONS

Section 24.1 is amended to read as follows:

§ 24.1 Basis. The regulations in this subchapter are prescribed by the Commandant under authority of the act of Congress approved April 25, 1940 (54 Stat. 163-167; 46 U.S.C. 526-526t), and Executive Order No. 9083 (3 CFR, Cum. Supp.). (9 F.R. 14342, 6 December 1944.)

Section 24.5 Inspection of steampropelled motorboats is amended by changing the phrase, "local inspectors," to "Officer in Charge, Marine Inspection." (9 F.R. 14342, 6 December 1944.)

Section 24.8 Procedure for mitigation or remission of fines or penalties is amended by changing the phrase, "Secretary of Commerce or any officer of the Department of Commerce authorized by the Secretary of Commerce," to "Commandant or any officer of the Coast Guard authorized by the Commandant," and by changing the word, "Secretary," to "Commandant." (9 F.R. 14342, 6 December 1944.)

Section 24.10 is amended by deleting the paragraphs (d) to (i) and by substituting the following therefor:

\$ 24.10 Definition of terms. * * * (d) Approved. Approved by the Commandant unless otherwise stated.

(e) Commandant. Commandant means the Commandant of the Coast Guard

(f) District Coast Guard Officer. District Coast Guard Officer means an cfficer of the Coast Guard designated as such by the Commandant to command all Coast Guard activities within his district which include the enforcement and administration of Title 52, R. S., acts amendatory thereof or supplemental thereto, rules and regulations thereunder, and the inspections required thereby.

(g) *Headquarters*. Headquarters means Office of the Commandant, U. S. Coast Guard, Washington, D. C.

(h) Marine inspector or inspector. Marine inspector or inspector means any person from the civilian or military branch of the Coast Guard assigned under the superintendence and direction of an Officer in Charge, Marine Inspection, or any other person as may be designated for the performance of duties with respect to the enforcement and administration of Title 52, R. S., acts amendatory thereof or supplemental thereto, rules and regulations thereunder, and the inspections required thereby.

(i) Officer in Charge, Marine Inspection. Officer in Charge Marine Inspection, means any person in the civilian or military branch of the Coast Guard designated as such by the Commandant and who under the superintendence and direction of the District Coast Guard Officer is in charge of an inspection district for the performance of duties with respect to the enforcement and administration of Title 52, R. S., acts amendatory thereof or supplemental thereto, rules and regulations thereunder, and the inspections required thereby. (9 F.R. 14342, 6 December 1944.)

PART 26-REQUIREMENT FOR MOTOR VESSELS EXCEPT THOSE OF MORE THAN 15 GROSS TONS CARRYING PASSENGERS FOR HIRE

FIRE EXTINGUISHERS

The introductory sentence of § 26.3-6 Inspection is amended by changing the phrase, "local inspectors," to "Officer in Charge, Marine Inspection." (9 F.R. 14343, 6 December 1944.)

PART 27—REQUIREMENTS FOR MOTOR-BOATS AND MOTOR VESSELS OF MORE THAN 15 GROSS TONS CARRYING PAS-SENGERS FOR HIRE

FIRE EXTINGUISHING EQUIPMENT

Paragraph (k) of § 27.3-3 Machinery spaces is amended by changing the phrase, "local inspectors," to "Officer in Charge, Marine Inspection."

Paragraph (c) of § 27.3-4 Vessels carrying motor vehicles is amended by changing the phrase, "supervising inspector of the district," to "District Coast Guard Officer."

The introductory sentence of § 27.3-6 Inspection is amended by changing the phrase, "local inspectors," to "Officer in Charge, Marine Inspection." (9 F.R. 14343, 6 December 1944.)

PART 28-SPECIFICATIONS AND PROCE-DURE FOR APPROVAL OF EQUIPMENT

Part 28 is amended by changing names and certain phrases as follows:

(1) In §§ 28.2-2 and 28.3-5 "Director" to "Commandant."

(2) In §§ 28.4-1 and 28.5-1 (a) and (b) "Board of Supervising Inspectors" to "Commandant."

(3) in §§ 28.4-1, 28.4-4 (i), 28.4-5 (i), 28.4-6 (h), and 28.5-1 (c) "board" to "Commandant." (4) In § 28.4–8 (g) "United States Department of Commerce" to "United States Coast Guard."

(5) In § 28.4-1 "the Bureau" to "Headquarters."

(6) In § 28.4-1 the words, "their" to "his" and "them" to "him."
(7) In § 28.4-9 (a) "supervising in-

(7) In § 28.4–9 (a) "supervising inspector of the district shall detail a local or assistant inspector" to "District Coast Guard Officer shall detail an inspector."

(8) In § 28.4-9 (b) "supervising inspector of the district" to "District Coast Guard Officer."

(9) In § 28.4–10 "Board of Supervising Inspectors and approved by the Secretary of Commerce" to "Commandant, United States Coast Guard." (9 F.B. 14343, 6 December 1944.)

PART 29-ENFORCEMENT

Section 29.1 is amended to read as follows:

§ 29.1 Reporting of violations. (a) All violations of the act of April 25, 1940 (54 Stat. 163-167; 46 U. S. C. 526-526t), or of any regulation issued thereunder, found by enforcement officers other than collectors of customs, shall be reported directly to the District Coast Guard Officer regardless of mitigating circumstances.

(b) All violations of the act of April 25, 1940, or of any regulations issued thereunder, found on motorboats or other vessels subject to inspection under the provisions of Title 52 of the Revised Statutes or acts amendatory thereof or supplemental thereto, by any enforcement officer shall also be reported to the District Coast Guard Officer of the district where the motorboat or vessel is found. This report should be made in the most expediticus manner possible. (9 F.R. 14343, 6 December 1944.)

Subchapter D-Tank Vessels

PART 33-LIFESAVING APPLIANCES

EQUIPMENT; LIFEBOATS, LIFE RAFTS, AND BUOYANT APPARATUS

Section 33.3-1 (d) is amended by changing the effective date in the second sentence from January 1, 1945 to April 1, 1945 for approved compass and mounting. (9 F.R. 14343, 6 December 1944.)

LINE-THROWING GUN

Section 33.9-2 (e) is amended to read as follows:

\$ 33.9–2 Line-carrying gun equipment for mounted gun—T/OC * * *

(e) Primers. Primers used with breech-loading guns shall be of the percussion type. Primers used with the muzzle-loading gun shall be of the friction or percussion type. All muzzle-loading guns constructed on and after April 1, 1944, shall be provided with an approved mechanical firing attachment. On or before Ju'y 1, 1945, all muzzle-loading guns shall be provided with approved mechanical firing attachments. At least 25 primers shall be carried at all times. (9 F.R. 14608, 14 December 1944.)

PART 37-SPECIFICATIONS FOR LIFESAV-ING APPLIANCES

LINE-THROWING GUN

Section 37.10-1 is amended to read as follows:

§ 37.10-1 Muzzle-loading gun-T/ OC. (a) The muzzle-loading gun shall not weigh over 200 pounds. The gun shall be provided with means allowing easy mounting and dismounting the barrel from the carriage. The gun shall be provided with means allowing the barrel to be fixed at various elevations up to 35 degrees. A mechanical firing attachment of an approved type shall be provided on all guns manufactured on and after April 1, 1944. On or before July 1, 1945, all guns shall be fitted with approved mechanical firing attachments.

(b) The barrel shall be of steel or bronze not less than 20 inches long and have a 21/2-inch smooth bore. It may be cast, forged, or otherwise ac-ceptably formed. The use of core supporting pins extending into the wall of the gun during casting is not permitted. The barrel shall be mounted on a carriage by the use of trunnions or other suitable means.

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

Approved muzzle-loading NOTE: guns manufactured prior to April 1. 1944, and fitted with friction primer firing devices may be continued in use until July 1, 1945, if in serviceable condition but all replacement units shall be fitted with approved mechan-(9 F.R. ical firing attachments. 14608, 14 December 1944.)

Subchapter F-Marine Engineering

PART 52-CONSTRUCTION

CYLINDRICAL SHELLS

Section 52.2-3 is amended by changing the second item under "F=Factor of safety, which shall not be less than the following" in paragraph (a), and by changing the fourth item in the tabulation in paragraph (b), as follows:

§ 52.2-3 Computations and factors of safety. (a) . ٠

F=Factor of safety, which shall not be less than the following:

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4.25 for steam or water drums of seamless steel pipe or electric-resistance butt welded pipe not exceeding 18 inches in diameter not exposed to fire or products of combustion, and for

water drums of water tube boilers, other than fusion welded water drums.

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(b)

0.7 for shells of electric-resistance butt welded pipe.

Section 52.2-5 is amended to read as follows:

§ 52.2-5 Electric-resistance butt welded shells. Shells not exceeding 18 inches in diameter may be fabricated of electric-resistance butt welded pipe made of open-hearth or electric-furnace steel, as specified in §§ 51.11a-1 to 51.11a-19 or 51.11b-1 to 51.11b-19 of this chapter. The allowable working pressure and minimum thickness of the shells shall be computed by Formulas (1) and (2) § 52.2-3, using 0.7 as the value of E. Holes for tubes, nozzles, or other openings shall not be drilled in the weld. (9 F.R. 14608, 14 December 1944.)

PART 55-PIPING SYSTEMS

Section 55.19-3 is amended by the addition of a new paragraph (p) reading as follows:

§ 55.19-3 Detail requirements.

(p) Screwed bonnets, where permitted, shall be of the union bonnet type for Class I piping. (9 F.R. 14608. 14 December 1944.)

PART 56-FUSION WELDING

RULES FOR CONSTRUCTION OF FUSION WELDED DRUMS OR SHELLS OF MARINE BOILERS AND PRESSURE VESSELS

Sections 56.20-19 (g) (1) and (h) are amended to read as follows:

§ 56.20-19 Welded piping. * * (g) Stress relieving. (1) All piping, except high pressure, high temperature water lines used in tank cleaning operations, shall have all welded joints stress-relieved if the nominal pipe size exceeds 21/2 inches.

(h) Non-destructive tests. (1) All welded joints on pipe exceeding 21/2 inches nominal pipe size, except high pressure, high temperature water lines used in tank cleaning operations, shall be tested either by radiography or by paramagnetic powder dusted over the weld area to insure there are no cracks or other defects. If the quality of a weld is questioned by an inspector, the defect shall be cut out and the joint rewelded.

(2) All welds shall be of smooth contour and free of grooves, depressions and ripples. (9 F.R. 14609, 14 December 1944.)

Subchapter G—Ocean and Coastwise: General Rules and Regulations

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

Section 59.11 (d) is amended by changing the effective date in the sec-

ond sentence from January 1, 1945 to April 1, 1945 for approved compass and mounting. (9 F.R. 14343, 6 December 1944.)

Sections 59.61 (b) and (e) (5) are amended to read as follows:

§ 59.61 Line-throwing appliances. .

(b) Muzzle-loading guns. (1) The muzzle-loading gun shall not weigh over 200 pounds. The gun shall be provided with means allowing easy mounting and dismounting the barrel from the carriage. The gun shall be provided with means allowing the barrel to be fixed at various elevations up to 35 degrees. A mechanical firing attachment of an approved type shall be provided on all guns manufactured on and after April 1, 1944. On or before July 1, 1945, all guns shall be fitted with approved mechanical firing attachments.

(2) The barrel shall be of steel or bronze not less than 20 inches long and have a 21/2-inch smooth bore. It may be cast, forged, or otherwise acceptably formed. The use of core supporting pins extending into the wall of the gun during casting is not permitted. The barrel shall be mounted on a carriage by the use of trunnions or other suitable means.

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

Note: Approved muzzle-loading guns manufactured prior to April 1, 1944, and fitted with friction primer firing devices may be continued in use until July 1, 1945, if in serviceable condition but all replacement units shall be fitted with approved mechanical firing attachments.

٠ Line-carrying gun equip-(e) ment.

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(5) Primers. Primers used with breech-loading guns shall be of the percussion type. Primers used with the muzzle-loading gun shall be of the friction or percussion type. All muzzle-loading guns constructed on and after April 1, 1944, shall be provided with an approved mechanical firing attachment. On or before July 1, 1945, all muzzle-loading guns shall be provided with approved mechanical firing attachments. At least 25 primers shall be carried at all times. (9-F.R. 14609, 14 December 1944.)

PART 60-BOATS, RAFTS, BULKHEADS, AND

LIFESAVING APPLIANCES (COASTWISE) Section 60.9 (d) is amended by changing the effective date in the second sentence from January 1, 1945 to April 1, 1945 for approved compass and mounting. (9 F.R. 14343, 6 December 1944.)

Sections 60.54 (b) and (e) (5) are amended to read as follows:

§ 60.54 Line-throwing appliances. (See § 59.61 of this chapter, which is identical with this section.) (9 F.R. 14609, 14 December 1944.)

- Subchapter N-Explosives or Other Dangerous Articles or Substances, and Combustible Liquids on Board Vessels
- PART 146—TRANSPORTATION OR STORAGE OF EXPLOSIVES OR OTHER DANGEROUS ARTICLES OR SUBSTANCES, AND COM-BUSTIBLE LIQUIDS ON BOARD VESSELS

BARGES

Section 146.10-6 (a) is amended to read as follows:

\$ 146.10-6 Stowage of explosives.
(a) Barges having cargoes of permitted explosives and other dangerous articles are required to observe the provisions of the stowage and storage chart of explosives and other dangerous articles, \$ 146.10-50. (9 F.R. 14343, 6 December 1944.)

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

PART 155—LICENSED OFFICERS AND CER-TIFICATED MEN; REGULATIONS DURING EMERGENCY

MASTER OF OCEAN STEAM OR MOTOR VESSELS

By virtue of the authority vested in me by section 4405, R. S., as amended (46 U.S.C. 375), and Executive Order No. 9083 (7 F.R. 1609), the following amendments to the emergency regulations are prescribed, effective January 1, 1945:

Section 155.2 is amended so as to read as follows, but without repealing or amending footnotes 1 and 2 thereto:

§ 155.2 Master of ocean steam or motor vessels.¹² The following provisions are, during the emergency, applicable as alternative qualifying experience to that provided by §§ 36.3-1 and 62.30 of this chapter:

Length of serv- ice required	Vessel	Trade or other em- ployment	Lowest rank or capacity	While holding a license as—
1 year or 2 years	Steam or motordo	Ocean or coastwisedo	Chief mate Second mate	Chief mate. Do.
6r 6 months or 1 year	do	Coastwise	Master coastwise Master sail.	Master coastwise.
or 2 years	Steam or motor	Great Lakes	Master	Master Great Lakes

(9 F.R. 14785, 20 December 1944.)

PART 161-DECK OFFICERS, PROFI-CIENCY IN COMMUNICATIONS

CERTIFICATES OF INSPECTION

Section 161.1 Certificates of inspection of certain vessels deemed to include requirements of proficiency in communications is hereby amended by changing the phrase "Effective on and after January 1, 1945." to read "Effective on and after April 1, 1945."

(9 F.R. 14785, 20 December 1944.)

Waivers

TITLE 46-SHIPPING

Chapter I—Coast Guard: Inspection and Navigation

PART 31-INSPECTION AND CERTIFICATION

TOWING VESSELS TOWING TANK BARGES ON GULF INTRACOASTAL WATERWAY; WAIVER OF NAVIGATION AND VESSEL IN-SPECTION LAWS

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

It appearing upon investigation that the efficiency of transportation necessary in the conduct of the war is impaired by the application to certain vessels of some of the provisions of 45 CFR 31.4-2;

Now therefore, I hereby find it to be necessary in the conduct of the war that there be waived compliance with 46 CFR 31.4-2, in the case of vessels engaged in business connected with the conduct of the war, while operating on the Gulf Intracoastal Waterway and rivers and inland waters connected therewith lying within the limits of the Seventh and Eighth Naval Districts, to the following extent and subject to the following conditions:

To the extent necessary to permit any towing vessel so engaged and operating to tow tank barges which are not required to be manned, without complying with the requirements of 46 CFR 31.4-2 relating to the carrying of licensed officers or certificated tankermen in the regular complement of the towing vessel.

The waiver hereby effectuated is subject to the condition that there be on board the towing vessel and available at all times while so towing at least one licensed officer or certificated tankerman. (9 F.R. 13720, 16 November 1944.)

VESSELS ENGAGED IN BUSINESS CON-NECTED WITH CONDUCT OF WAR

WAIVER OF COMPLIANCE WITH VESSEL INSPECTION REGULATIONS

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, U. S. Coast Guard, shall find to be necessary in the conduct of the war; and

The United States Maritime Commission having indicated that the efficient prosecution of the war would be impeded by the application of certain inspection regulations in 46 CFR requiring the inspection, testing, and use of specified materials in construction of refrigeration equipment; general alarm bells; voice tubes or telephones between radio room and navigating bridge; spare bower anchor; and that the installation of berths be not more than one berth above another in crew quarters on Maritime Commission vessels, Designs C1-M-AV1 and R1-M-AV3:

Now, therefore, upon request of the U.S. Maritime Commission, 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 U.S. Coast Guard to the following extent:

Sections 52.2-4, 52.2-5, 54.18-12 and 56.20-14 to the extent necessary to permit the acceptance of refrigeration equipment supplied under USMC P. O. Nos. PD-MC-44-27076, PD-MC-44-34484A and PD-MC-45-35764B, Airtemp Construction Corporation and USMC P. O. No. PD-MC-45-34509A, General Electric Co., notwithstanding that the shells for condensers and receivers of the aforementioned refrigerating equipment are not fabricated, tested or marked in accordance with Marine Engineering regulations;

Section 62.20 to the extent necessary to permit the omission of general alarm bells in refrigerated cargo ice machine space and main engine room;

Section 63.11 (a) (3) to the extent necessary to permit the omission of a voice tube or telephone between radio room and navigating bridge;

Section 63.14 to the extent necessary to permit the omission of a spare bower anchor; and

Section 133.10 to the extent necessary to permit berths to be installed in crew quarters 3 tiers high; On all U. S. Maritime Commission vessels, designs C1-M-AV1 and R1-M-AV3. (9 F.R. 14681, 16 December 1944.)

Appendix A—Waivers of Navigation and Vessel Inspection Laws and Regulations

LIFE RAFTS ON CERTAIN ARMY SUPPLY VESSELS

Life rafts on United States Army 176-foot supply vessels, Design No. 381; United States Army 180-foot tankers, Design No. 294.

The Office of the Chief of Transportation, Army Service Forces, having determined that all Army vessels shall be operated in accordance with the safety standards provided by law for similar private American merchant vessels, notwithstanding that certain of such Army vessels are "public vessels" and, as such, are exempt from the navigation and vessel inspection laws and regulations; and the Coast Guard having agreed to assist the Office of the Chief of Transportation, Army Service Forces, in carrying out that program by according to such Army vessels, whether or not exempt as "public vessels", the same treatment with regard to the navigation and inspection laws and regulations as it accords to private American merchant vessels; and

Inasmuch as the Commandant. pursuant to that arrangement, has determined that, in circumstances where he would, under the order of the Acting Secretary of the Navy of 1 October 1942, (7 F.R. 7979), find it necessary in the conduct of the war to waive compliance with the navigation and vessel inspection laws with respect to private American merchant vessels, he will likewise waive compliance, pursuant to the aforementioned arrangement, with respect to Army vessels, whether exempt as "public vessels" or not, and will do so to like extent and under the same conditions; and

The Office of the Chief of Transportation having represented that the efficient prosecution of the war would be impeded by the application pursuant to the aforementioned arrangement, of certain inspection regulations, to wit 46 CFR 153.2 (b), to United States Army 176-foot Supply Vessels, Design No. 381, and United States Army 180-foot Tankers, Design No. 294;

Now therefore, I hereby find it to be necessary in the conduct of the war that there be waived compliance with 46 CFR 153.2 (b) and other navigation and vessel inspection regulations administered by the United States Coast Guard, and either applied to Army vessels by virtue of the aforementioned arrangement, or applicable by force of law, to the extent necessary to permit the United States Army 176-foot Supply Vessels, Design No. 381, and the United States Army 180foot Tankers, Design No. 294, to be certificated for ocean routes exceeding two hundred (200) miles offshore, with two (2) life rafts of not less than fifteen (15) persons capacity each: *Provided*, That in all cases there be sufficient life rafts to accommodate all persons on board; and

It is so ordered. (9 F.R. 14784, 20 December 1944.)

Subchapter K-Seamen

PART 138—RULES AND REGULATIONS FOR ISSUANCE OF CERTIFICATES AND CON-TINUOUS DISCHARGE BOOKS

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 the provisions of subsection (1) of section 4551 of the Revised Statutes, as amended (46 U.S.C. 643 (1)), and with paragraphs (i) and (j) of § 138.9 of the rules and regulations for issuance of certificates and continuous discharge books (46 CFR Part 138) as amended (9 F.R. 1826), relating to the reporting of the employment, discharge, or termination of the services of seamen on Coast Guard Form 735-T, in the case of vessels employed exclusively in trade on lakes (other than the Great Lakes), bays, sounds, bayous, canals, and harbors, and engaged in business connected with the conduct of the war. (9 F.R. 15006, 27 December 1944.)

Marine Inspection Memorandum No. 80

Account of Wages and Effects of Deserting or Deceased Seamen

UNITED STATES COAST GUARD, Washington 25, D. C., 24 November 1944.

1. In order to simplify current procedures involved in handling the wages and effects of deceased or deserting merchant seamen, a new form (NAVCG 1517) has been developed. This form consolidates the essential items of the following five forms which are hereby abolished:

Form Ncg 720—Account of wages and Effects of a Deceased Seaman.

Form Ncg 725—Account of Deserting Merchant Seaman's Wages and Effects.

Form Ncg 716—Certificate of Compliance with Law as to Wages and Effects.

Form Ncg 1021—Schedule of Wages and Effects turned over to District Court.

Form Ncg 724—Deserted Seaman's Account (No balance due).

2. Form NAVCG 1517, a snap-out type of form with preinserted carbon, is attached. The procedure for its use will be as follows:

a. The master will execute the form, listing the respective seamen and indicating whether they are deceased or are deserted;

b. The master will then sign the 4 copies of the form and turn them over to the Shipping Commissioner;

c. The Shipping Commissioner will examine the account and the log and, if he is satisfied with the facts shown, he will certify the 4 copies, which certification will include a receipt for the funds turned over to the Shipping Commissioner;

d. The Shipping Commissioner will detach the fourth copy of the account, and in the case of deceased seamen, execute the facsimile of the Certificate of Compliance and turn the entire fourth copy to the master;

e. The Shipping Commissioner will then take the remaining 3 copies of the account and turn them over to the appropriate District Court, together with the funds received from the master;

f. The District Court, on receipt of the funds, will receipt the 3 copies of the account, keep the original in its files and forward the duplicate and triplicate copies to the Shipping Commissioner;

g. The Shipping Commissioner will retain the duplicate copy and will forward the triplicate to Headquarters.

3. The major features of all of the forms thus consolidated have been embodied in the suggested form. It should be noted, however, that certain information is not retained—(a) date of engagement; (b) cause of death; (c) the detailed listing of deductions in the case of deceased seamen; (d) information as to the wills of the seamen; (e) the date wages began; (f) wages per month; (g) slops; and (h) fines. This information with the exception of (d) can in all cases be obtained from the shipping articles and official log of the vessel.

4. An initial supply of form NAVCG—1517 is being forwarded under separate cover. Supplementary supplies are available at Headquarters and should be requisitioned in the usual manner.

(Signed) R. R. WAESCHE, Commandant.

No. 81

Local notices to correct certain violations of navigation laws and regulations

UNITED STATES COAST GUARD, Washington 25, D. C., 1 December, 1944.

1. The District Coast Guard Officers shall take steps to assure that the functions outlined in this directive are understood by and properly discharged by all units performing boarding activities. This directive shall be effective 1 January 1945, or as soon thereafter as the forms (sample attached) are received from the Government Printing Office and distributed.

2. To the extent that the Coast Guard continues its normal activities of boarding smaller craft to assure compliance with the navigation laws, it does so with realization of the fact that there are a large number of motorboat owners and operators who are not intentional violators but are ignorant of the requirements of the law. It is the policy of the Coast Guard to obtain compliance from such persons by encouraging them to keep their boats safe rather than by threatening them with penalties. In this respect the policy is primarily corrective rather than punitive.

3. Coast Guard personnel engaged in boarding vessels, while alert to discharge their duties faithfully, should bear in mind their position as representatives of the Coast Guard having contact with the public, and should conduct themselves so as to reflect favorably upon the Coast Guard and strengthen its good will. On boarding the boat, the Coast Guard boarding officer should inquire for the owner or person in charge, and address him with an appropriate greeting. After completing the inspection he should thank the person in charge for his assistance and depart. If any violations are discovered the person in charge should be courteously informed of the irregularity or deficiency and if possible given advice as to its correction.

4. The procedure of having violations reported to the DCGO (on Form NAVCG 2636) and sending the first written notice to the offender from the District Office is hereby modified in part. In the case of violations listed in paragraph 7 the boarding officer will deliver to the person in charge of the boat being boarded the original portion of Form NAVCG 2808 "Notice of Motorboat Inspection." The yellow card carbon should be sent to the DCGO (omi) and the white carbon will be retained at the local unit.

5. The Notice advises that the Coast Guard assumes, unless the offender's record indicates otherwise, that the violation is inadvertent and will be promptly corrected. It requests the offender to make a report to the DCGO within two weeks of the corrective action taken. Of course the person involved may make a report stating that in his judgment there was no violation. The report will be considered by the DCGO in determining whether any further action will be taken. Although the Notice is not a forgiveness or exemption, since the DCGO may decide to assess a penalty as indicated in paragraph 8, it does state that, in general, penalties will not be imposed where the owner or operator is not a previous offender and he demonstrates that he is concerned with safety and compliance with law and is cooperating with the Coast Guard.

6. Even though the notice does not constitute an exemption it does create an expectancy of leniency and should not be used where the person involved is obviously a deliberate offender, or in case of an offense or group of offenses where the boat's condition constitutes a serious hazard to safety. It should not be used in the case of a violation by a motorboat carrying passengers for hire. Such violations should be handled as at present by a report of all the circumstances on Form 2636 to the DCGO, without indicating by a notice or otherwise that penalties may not be imposed.

7. The notice will be used only for violations of the following provisions of law.

Motorboat numbering law of 1918 46 U. S. C. 288). Applies to undocumented vessels (except those not exceeding 16 feet in length and public vessels) and requires obtaining of number by certificate of award; painting or attaching the number at least 3 inches in size to each bow so as to be distinctly legible; and reporting of destruction, abandonment, or change of ownership.

Motorboat Act of 1940 (46 U. S. C. 526-526t). Applies to motorboats as defined and certain other vessels. Requires lights after sunset, whistles, bells, life preservers, or similar devices, fire extinguishers. As for boats constructed after April 25, 1940, requires carburetor flame arrestors and ventilators to remove gases from bilges in engine and fuel compartments. The specific provisions are in Subchapter C of Regulations (46 CFR), "Motorboats, and certain vessels propelled by machinery other than by steam more than 65 feet in length."

8. The District Coast Guard Officer should use the yellow cards to follow up on the making of reports by offenders, within the 2-week period and a reasonable extension of grace. Where the violation has been corrected no further action should normally be taken by the DCGO. However, in other cases, the DCGO may appropriately take further action, sending Form 2767, setting up a case file, and following the procedure outlined in Marine Inspection Memorandum No. 74. Such cases would be these: (a) If no report is received from the offender; (b) if the offense was particularly serious, although it apparently did not seem so to the boarding officer who thought the notice procedure appropriate; or (c) if the person is a previous offender, even once previously in the case of violations relating to life preservers, fire extinguishers, running lights, or a repeated offender in the case of the other violations. None of these considerations are intended to indicate that the penalty should not eventually be remitted or mitigated. After disposition of the matter, the DCGO should make an entry in the name card file, provided for by paragraph 8 of Marine Inspection Memorandum No. 74, whether or not a case file is established. The yellow carbon card of Form 2808 may itself be inserted in the name card file, at least in the absence of another name card and a record of other violations for the same violator.

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

Navigation and Vessel Inspection Circular No. 54

Proficiency in signalling of U.S. licensed deck officers sailing on vessels documented under registry under the laws of the United States

UNITED STATES COAST GUARD, Washington 25, D. C., 18 December 1944.

- Ref: (a) Navigation and Vessel Inspection Circular No. 51 of 29 September 1944.
- Incl: (A) Copy of Amendment of Sec. 161.1, Title 46, CFR (9 F.R. 14785).

1. At the request of the Chief of Naval Operations, by Inclosure (A) the effective date of the emergency regulations relating to deck officers proficiency in communications has been changed from 1 January 1945 to 1 April 1945.

2. Reference (a) is amended accordingly.

3. The change in the effective date was made to prevent overloading existing facilities for instruction, examination, and certification, and to obviate the necessity for issuing numerous waivers immediately after 1 January 1945. However, it is desired that the program of certification proceed as rapidly as practicable, notwithstanding the change in the effective date.

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

Equipment Approved by the Commandant

BOILER

Marine type vertical boiler (Maximum working pressure not to exceed 30 pounds per square inch): 500 sq. ft, heating surface (Dwg. No. MB-3270, dated 17 February 1943, Rev. 7, dated 13 November 1944); 800 sq. ft. heating surface (Dwg. No. MB-3271, dated 9 February 1943, Rev. 7, dated 13 November 1944); 1,200 sq. ft. heating surface (Dwg. No. MB-3272, dated 9 March 1943, Rev. 7, dated 13 November 1944); 1,500 sq. ft. heating surface (Dwg. No. MB-3273, dated 7 April 1943, Rev. 6, dated 13 November 1944), submitted by York-Shipley, Inc., York, Pa. (9 F.R. 14571, 13 December 1944.)

CLEANING PROCESS FOR LIFE PRESERVERS

Allied cleaning process for kapok life preservers, submitted by Allied Cleaners, 969 Natoma Street, San Francisco 3, Calif.

CONTAINERS FOR EMERGENCY RATIONS

Emergency drinking water container (Dwgs. dated 7 September 1944 and Specification dated 12 September 1944), submitted by California Ration & Equipment Co., 1960 Carroll Avenue, San Francisco, Calif.

Emergency provisions container (Dwgs. dated 7 September 1944 and Specification dated 12 September 1944), submitted by California Ration & Equipment Co., 1960 Carroll Avenue, San Francisco, Calif. (9 F.R. 14571, 13 December 1944.)

Emergency provisions container (Dwg. No. 1776 dated 7 December 1944), submitted by L. A. Young Spring and Wire Corp., 900 High Street, Oakland, Calif. (9 F.R. 14707, 16 December 1944.)

CYLINDER FOR LIFEBOAT ANTENNA BALLOON

Helium cylinder for lifeboat antenna balloon, Type RM-35 (Helium capacity 38.5 cu. ft. at 2,000 pounds per square inch and 70° F; length (including valve) 21''; diameter (outside) $7\%_{16}$ ''; approximate weight, 35 pounds), submitted by Harrisburg Steel Corporation, 110 E. 42d Street, New York. (9 F.R. 14571, 13 December 1944.)

DAVITS

Gravity Davit, Type G. R. 27 (Arrangement Dwg. No. AA-122, dated May 1944) (Maximum working load of 13,500 pounds per arm. 27,000 pounds per set), submitted by Lane Lifeboat & Davit Corporation, Foot of 40th Road, Flushing, N. Y. (9 F.R. 14707, 16 December 1944.)

Schat Gravity Davit, Type G. R. 16 (Arrangement Dwg. No. AA-133, dated 4 October 1944) (working load of 8,000 pounds per arm, or 16,000 pounds per set), submitted by Lane Lifeboat and Davit Corp., Foot of 40th Road, Flushing, N. Y.

FIRE EXTINGUISHERS

Alfite Speedex-15, 15-pound carbon dioxide unit fire extinguisher with Navy type squeeze grip valve (Dwg. No. 28X-1576, dated 11 February 1943, Rev. D, dated 13 November 1944, Part No. 28X-840), submitted by American LaFrance Foamite Corp., Elmira, N. Y.

Alfite Model PSH Series 15N, 15pound carbon dioxide unit fire extinguisher with Navy type squeeze grip valve (Assembly Dwg. No. 28X-1576, dated 11 February 1943, Rev. D, 13 November 1944, and 28X-834, dated 27 May 1943), submitted by American LaFrance Foamite Corp., Elmira, N. Y.

Alfite Speedex-4, 4-pound carbon dioxide unit fire extinguisher with Navy type squeeze grip valve (Assembly Dwg. No. 28X-1570, dated 11 February 1943, Rev. B, 13 November 1944, Part No. 28X-843), submitted by American LaFrance Foamite Corp., Elmira, N. Y. (For use on all motorboats except those of over 15 gross tons, carrying passengers or freight for hire.) (9 F.R. 14415, 8 December 1944.)

FIRING ATTACHMENT

Firing attachment for line-throwing gun, cylindrical type, Model 2 (Dwg. No. FA 30, dated 27 November 1944), submitted by Columbia Appliance Corp., Long Island City, N. Y.

FIRST-AID KIT

First-aid kit, 24-unit, Model IW24B, submitted by Industrial Drug Supplies, Inc., 108 Greenwich St., New York 6, N. Y.

HAND DISTRESS SIGNAL

Hand distress signal, submitted by Cowdrey and Company, 17 Battery Place, New York 4, N. Y. (9 F.R. 14707, 16 December 1944.)

LIFEBOATS

28' x 9' x 4' metallic motor-propelled lifeboat, Design K104-M (600 cu. ft. gross capacity by .6 rule, 700 cu. ft. gross capacity by Stirling rule, 46-persons peacetime capacity, 40person wartime capacity) (General Arrangement Dwg. No. M-13, Alt. 2, dated 26 July 1944, Rev. F, dated 10 October 1944), submitted by Kargard Boat and Engine Company, Chicago, Ill.

22' x 7.5' x 3.167' metallic oar-propelled lifeboat (313 cu. ft. capacity by the .6 rule, 347 cu. ft. capacity by Stirling rule, 31-person peacetime capacity, 21-person wartime capacity) (General Arrangement Dwg. No. G-240-R, dated 26 June 1944), submitted by C. C. Galbraith & Son, Inc., New York, N. Y. (9 F.R. 14416, 8 December 1944.)

26' x $8'35_8''$ x $3'7\frac{1}{4}''$ metallic motor-propelled lifeboat with radio cabin (39-person peacetime capacity, 28person wartime capacity) (Construction and Arrangement Dwg. No. 2868-1, dated 31 July 1944, revision dated 30 November 1944, and Specifications dated 25 November 1944), submitted by Welin Davit & Boat Corp., Perth Amboy, N. J.

28' x 9'3'' x 3'10'' aluminum motorpropelled lifeboat (52-person peacetime capacity, 40-person wartime capacity) (General Arrangement Dwg. No. 2823, dated 26 September 1944, revised 6 December 1944), submitted by Lane Lifeboat & Davit Corp., Foot of 40th Road, Flushing, N. Y.

18' x 6' x 2'71/4'' aluminum oarpropelled lifeboat (18-person peacetime capacity, 13-person wartime capacity) (General Arrangement Dwg. No. 1816, dated 26 September 1944, revised 6 December 1944), submitted by Lane Lifeboat & Davit Corp., Foot of 40th Road, Flushing, N. Y.

LIFE PRESERVER

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-255, manufactured by Elvin Salow Company, 379-381 Atlantic Avenue, Boston 10, Mass. (for general use). (9 F.R. 14707, 16 December 1944.)

LIFE RAFTS

20-person improved type life raft, balsa wood and Styrofoam filled (Dwg. No. P-104, 18 November 1944), submitted by Roof Structures, Inc., 45 W. 45th Street, New York, N. Y.

20-person reversible improved type balsa wood life rafts (General Arrangement Dwg. No. G-333, Sheet 1, dated 15 December 1943, revised 4 November 1944), submitted by C. C. Galbraith & Son, Inc., 99 Park Place, New York, N. Y. (9 F.R. 14707, 16 December 1944.)

WINCHES FOR LIFEBOATS

Schat Type S. E. W. 10 lifeboat winch (Arrangement Dwgs. No. A. A. 130, dated 25 August 1944, A. A. 132, dated 17 September 1944, C. A. 388, dated 20 October 1943) (working load of 3,334 pounds at the drum, or 1,667 pounds per fall), submitted by Lane Lifeboat and Davit Corp., Foot of 40th Road, Flushing, N. Y.

Lifeboat winch for gravity davits, Type S. E. W. 19 (Arrangement Dwgs. No. AA 112, dated 6 January 1942, A. A. 120, dated 2 August 1944, B. A. 240, dated 11 December 1941) (working load of 9,500 pounds at the drum, or 4,750 pounds per fall), submitted by Lane Lifeboat and Davit Corporation, Foot of 40th Road, Flushing, N. Y.

TERMINATION OF APPROVAL

Coast Guard approval of the following item of equipment has been terminated as the manufacturer no longer produces the same:

BILGE PUMP FOR LIFEBOATS

Amity No. 2 bilge pump for lifeboats (U. S. C. G. No. 1) (Dwgs. 1543 and 1544, dated 9 December 1942), submitted by Amity Foundry and Machine Company, 224 Washington St., Perth Amboy, N. J. (Approved 13 January 1943, 8 F.R. 501.) Bilge pumps installed in lifeboats may be continued in service so long as in serviceable condition.

LINE-THROWING GUN

Shoulder line-throwing gun, submitted by Wm. F. Read & Sons, Inc., 364 Washington Street, Boston, Mass. (Approved 24 April 1919.) Shoulder line-throwing guns now in service may be continued in use so long as in serviceable condition. (9 F.R. 14707, 16 December 1944.)

Coast Guard approval of the following item of equipment has been terminated, because it is superseded by the approval published in the Federal Register, 28 November 1944, 9 F.R. 14094:

LINE-THROWING GUN

Shoulder line-throwing gun, submitted by Coston Supply Co., 31 Water Street, New York, N. Y. (Approved 24 April 1919.) Shoulder line-throwing guns now in service may be continued in use so long as in serviceable condition. (9 F.R. 14572, 13 December 1944.)

LUMINOUS MARKING

The October 1944 issue of the Proceedings of the Merchant Marine Council listed the types of luminous marking from which the Commandant had withdrawn approval. Only the following luminous markings as of December 31, 1944, are approved by the Commandant:

- Century Lighting Company, 419 W. 55th Street, New York 19, N. Y. Type C (9 F.R. 26 September 1944).
- Hall-Vesole Company, 2350 University Avenue, St. Paul, Minn. Everglow, Type A (9 F.R. 13 June 1944).

Everglow, Type B (9 F.R. 15 July 1944).

- Velvatone Company, 108 Davis Street, San Francisco 11, Calif. Velva-Glo, Type D-23 (9 F.R. 28 November 1944).
- E. P. Lynch, Inc., 92 Weybossett St., Providence, R. I.

Lytape (9 F.R. 27 December 1944).

CERTIFICATION OF ARTICLES OF SHIPS' STORES AND SUPPLIES

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

E-Ject-O Drain Opener, United Gilsonite Laboratories, Jefferson Avenue at New York St., Scranton, Pa. Certification No. 170, 25 August 1944.

Alken Certified Soot-Off, Alken-Murray Corporation, 1841 Broadway, New York 23, N. Y. Certification No. 175, 16 October 1944.

ITEMS SUITABLE FOR MERCHANT MARINE USE

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 October 16 to December 15, 1944, are as follows:

American District Steam Co., 40 Register Street, North Tonawanda, N. Y., steam separators.

C. A. Dunham Co., 450 East Ohio Street, Chicago 11, Ill., strainers.

Columbia Machine Works, Vancouver, Wash., flanges.

Lewin-Mathes Co., Chouteau Avenue at Twelfth Street, St. Louis 2, Mo., copper and brass tubing. Lindeman Power Equipment Co., P. O. Box 526, Yakima, Wash., pipe flanges.

McMahon & Smith, 533 West Spokane Street, Seattle, Wash., bronze valves and fittings.

Pacific Brass Foundry Co., 3421 13th Avenue, SW., Seattle, Wash., valves and manifolds.

Positive Closing Clapper Valve Co., 1024 Jefferson Street, Hoboken, N. J., positive closing clapper valves.

Purolater Products, Inc., Newark 5, N. J., strainers, filters and valves.

The Pittsburgh & Conneaut Dock Co., Conneaut, Ohio, flanges.

W. M. Dillon Co., 789 Tremont Street, Boston, Mass., valves.

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 October 16 to December 15. 1944, is as follows:

Farnan Brass Works Co., Cleveland, Ohio, heat Nos. 348 through 351.

Gibson & Kirk Co., Warner and Bayard Streets, Baltimore 30, Md., heat Nos. 3 and 4.

Wm. Powell Co., 2503–31 Spring Grove Avenue, Cincinnati 22, Ohio, heat No. 34.

STORM OIL CONTAINER

F. L. Woodward, 78 Pearl Street, New York 4, N. Y.

WELDING ELECTRODE

Westinghouse Electric & Mfg. Co., Trafford, Pa., Flexarc FP electrode, for all position welding with D. C. current where strength joints are not required.

PRESSURE VACUUM RELIEF VALVE

The Vapor Recovery System Co., 2820 North Alameda Street, Compton, Calif., Duplex Pressure and Vacuum Relief Valves with or without unloaders, figure Nos. 37, 37–A, 37–B (Dwg. No. C-495, dated 8 November 1944), for use with inflammable or combustible liquids of Grade A and lower grades on tank vessels subject to the jurisdiction of the Coast Guard.

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	par	eati ratu be c	s m	ay	Date of action	Manufacturer and description of equipment	pa	ratu be t		usy	Date
	a	0	c	d			a	8	c	d	
ppleton Electric Co., Chicago, Ill.:						Condi-Lite Corporation, New York, N. Y .:					
Junction box, marine type, with 34-inch hub cover, drawing No. 59599, alt. 1	1.2			1	11-27-44	Deck lighting fixture, vaporproof, with diffuser, 200 watts maximum, catalog No. 7070, drawing					
Junction box, marine type, watertight, drawing No.					1.1	No. 144-860-1 (no Alt, No.)	x	x	x	1.1.1	11-18
59678, alt. 1. Receptacle, duplex, nonwatertight, surface mount-	x	x	x	1.4.4	12-2-44	Lighting fixtures, nonwatertight, 50 watts per out- let, types E-13A, E-13B, E-13C, E-13D and E-					
ed, 15 amperes, 125 volts, catalog No. 71171, alt. 1,						13E, drawing No. K43-838-3 (no Alt. No.)	x	140		110	12-
drawing No. 58806, alt. 1 Receptacle, watertight, 10 amperes, 125 volts; draw-	x	-++	***		12-1-44	Galley range exhaust light, vaporproof, 60 watts maximum per unit; catalog Nos. 1782-1 Lite;					
ing No. 59459, alt. 2; 2-wire, catalog No. 70130, alt.					10000	1783-3 Lite, and 1783-4 Lite, drawing No. L40-					
2; 3-wire, catalog No. 70131, alt. 2. Receptacle and single pole switch, watertight, 10	x	x	x	+++	12-1-44	814-1, alt, 6-22-44 Conlan Electric Co., Brooklyn, N. Y.:	x	x			11-2
amperes, 125 volts, catalog No. 70140, alt. 1, draw-						Door switch, watertight, 15 amperes, 125 volts; 10					
ing No. 59472, alt. 1 Receptacle, duplex, and single pole switch, water-	x	x	x		12-1-44	amperes, 250 volts; catalog No. 1021, drawing No. 1021, alt. 1	x		x	1.1	11-2
tight, 10 amperes, 125 volts, catalog No, 70145,					Sec. Cash	Durkee Marine Products Corporation, Staten Island,	-	-	^		
drawing No. 59473, alt, 1.	x	x	x		12-1-44	N. Y.: Mechanical telegraph, boller room unit, no reply,					
Receptacle and single pole switch, angle type, water- tight, 10 amperes, 125 volts, catalog No. 71040,						drawing No. 67, rev. 0.	x	x		222	11-2
drawing No. 58744, alt. 1.	x	x	x		12-1-44	Ess Instrument Co., New York, N. Y.:	1.1		11	20	11
Receptacle, duplex, angle type, watertight, 2-wire, 10 amperes, 125 volts, catalog No. 71071, alt. 1,		1.5			144, 8190	Cargo light, 300 watts maximum, for use as a port- able cargo light only and not to be used as an only					
drawing No. 58773, alt. 1	x	x	x		12-1-44	source of illumination in a cargo space, drawing	1	2			10.1
Receptacle, complete with plug, 10 amperes, 125 volts, drawing No. 59682, alt. 1; 2-wire, catalog No.						No. CGL-101, alt. 3. Kearfott Engineering Co., New York, N. Y.:	x	x	+++	+++	12-1
80130, alt. 1; 3-wire, catalog No. 80131, alt. 1	x	x	x		12-2-44	Pendulum window wiper with "throw-out" type					10.1
Receptacle, duplex, flush mounted, nonwatertight, 15 amperes, 125 volts, catalog No. 71176, alt. 1,				1		plain arm, drawing No. KS-1385-WD, alt. 0 Pendulum airport wiper with automatic arm, draw-	x	x	x		12-1
drawing No. 60010, alt. 1	x		1.4.4	1.00	12-2-44	ing No. KS-1350, alt. 0	x	x	x	144	12-1
Receptacle, flush mounted, nonwatertight, 15 am- peres, 125 volts, catalog No. 71175, alt. 1, drawing						Pendulum window wiper with plain arm, drawing No. KS-1375-WD, alt. 0	x	x	x		12-1
No. 59043, alt. 1	x				12-2-44	Nemeo Electric Co., Scattle, Wash.:	1	-	-		
Switch, single pole and receptacle, 2-wire, complet e with plug, watertight, 10 amperes, 125 volts, draw-						Berth or mirror light, vaportight, 25 watts maxi- mum, drawing No. N-2436, rev. 7	x	x			11-2
ing No. 60001, alt. 1	x	x	x		12-2-44	Bracket fixtures, 60 watts maximum, drawing No.	12	~			
Switch, duplex, tumbler type, single pole, nonwater- tight, 10 amperes, 125 volts, catalog No. 71125, alt 1.						N-2440, rev. 5 Catalog No. N-2440, without guard	x				11-3
drawing No. 60007, alt. 1	x		1.40		12-2-44	Catalog No. N-2440-G, with guard, watertight	x	x	x		
Switch, 2-gang, single pole, watertight, 10 amperes, 250 volts, drawing No. 60009, alt. 1.	x	x	x		12-2-44	Deckhead fixtures, 60 watts per outlet maximum, types E-13A, E-13B, and E-13C, nonwatertight,					
Switch, 3-way, watertight, 10 amperes, 125 volts,	^	1	^			drawing No. N-2411, rev. 6	x	1.2			11-2
catalog No. 71110, alt. 1, drawing No. 60018, alt. 1. Switch, watertight, 10 amperes, 250 volts, drawing	x	x	x		12-2-44	Bulkhead fixture, nonwatertight, 60 watts maxi- mum, type E-13D, drawing No. 2415, rev. 5					11-3
No. 59456, alt. 2; single pole, catalog No. 70110, alt.		Ľ .				Berth light or desk light fixture, 25 watts maxi-	x				1000
2; double pole, catalog No. 70111; 3-way, catalog No. 70112, alt. 2	x	x	x		12-2-44	mum, nonwatertight, drawing No. N-2417, rev. 8.	x			+++	11-3
Lighting fixtures, watertight:	1	^	1		12-2-11	Snap switch, watertight, 10 amperes, 125 volts, drawing No. 2442, rev. 6.	x	x	x		11-3
Deck type, 200 watts maximum, catalog No.		x		1	12-1-44	Switch and receptacles, watertight, 10 amperes, 125 volts, drawing No. N-2443, rev. 6. Oregon Brass Works, Portland, Oreg.:	-				11-3
70232, alt. 1, drawing No. 60,000, alt. 1 Deck type with reflector, 200 watts maximum,	x		x		A DESCRIPTION OF	Oregon Brass Works, Portland, Oreg.:	x	x	x	***	11-5
drawing No. 59,150, alt. 1. Bulkhead type, 60 watts maximum, catalog No.	x	x	x		12-1-44	Terminal tubes, brass: 21/2-inch size, drawing No. OBW-940-030, dated		1			L
70040, alt. 1, drawing No. 59142, alt. 1.	x	x	x		12-2-44	10-6-44	x	x	x		11-3
Deck type, less guard, 60 watts maximum, drawing No. 59145, alt. 1.			-			3-inch size, drawing No. OBW-73-940-0A, dated					11-3
Bracket type, 60 watts maximum, catalog No.	x	177	1	1		10-18-44 Perkins Marine Lamp & Hardware Corporation,	x	x	x		
70040, ait. 1, drawing No. 59143, alt. 1 Deck type, 60 watts maximum, drawing No.	x	x	x	1.0.0	12-2-44	Brooklyn, N. Y.: Mast or signal light, fixture No. 403, types 3, 3A, and		1			
59146, alt. 1	x	x	x		12-2-44	3D, 60 watts maximum, drawing No. 403-3, alt. 1.			x		11-3
Deck type, 100 watts maximum, drawing No.					12-2-44	Victory Manufacturing Co., South Pasadena, Calif.:		E			
59147, alt. 1 Deck type, 60 watts maximum, drawing No.	x	x	x			Cable bushing for nonwatertight bulkheads, beams, etc., drawing of part No. 517667.	x	x			11-3
59144, alt. 1 Bracket type, 100 watts maximum, drawing	x	x	x		12-2-44	Wheeler Reflector Co., Boston, Mass.:	1	1			122.00
No. 59148, alt. 1	x	x	x		12-2-44	Deck lighting fixtures, watertight: Fixture No. 14152-10, 150 watts maximum,	1				E
Deck type with reflector, 100 watts maximum,	1.5		1.1		12-2-44	drawing No. SK-14152-10, alt. 14	x	x	x		11-3
drawing No. 59149, alt. 1. auth Electrical Specialty Co., Inc., New York, N. Y.:	x	x	x		12-2-11	Fixture No. 14152-11, 200 watts maximum, drawing No. SK-14152-11, alt. 14	x	x	x		n-
Lube oil or fuel oil filling alarm annunciator, catalog	-	1.			12-2-44	Fixture No. 14152-128, 200 watts maximum.				1	1.111
No. 578, drawing No. 51443, alt. 5. Running light supervisory panel, dripproof, for	x	x		1	12211	drawing No. SK-14205, alt. 7. Fixture No. 14152-13, 100 watts maximum, drawing No. SK-14152-13, alt. 9	x	x	x	1	11-
Running light supervisory panel, dripproof, for 115-volt, 60-cyclo, alternating current operation, catalog No. 6598-S, drawing No. 11444, sheets 1						drawing No. SK-14152-13, alt, 9	x	x	x		11-3
and 2, alt, 2	x	x			11-16-44	Fixture No. 14223, angle type, 200 watts maxi-	x	x	x		11-3
Running light supervisory and supply panel, six circuit and master combination, full automatic	1	17	1	1	1	Floodlights, weatherproof:	100	1	1	1	1
circuit and master combination, full automatic operation, drawing No. 12643-A, alt. 6.	x	x			11-24-44	Floodlights, weatherproof: No. S-2515, portable, 200 watts maximum, drawing No. SK-25762, alt, I.	x	x	x		11-
obergebout ground weat more art met gerrererer	1.00					No. 16746, short range, 500 watts maximum,	10			1	1
a. Passenger and crew quarters and public spaces.						drawing No. SK-16746, alt. 6	x	x	x		1-1

d. Pump rooms of tank vessels.

a. Passenger and crew quarters and public spaces. b. Machinery, cargo, and work spaces. c. Open decks. d. Pump rooms of tank vessels.

Merchant Marine Personnel Statistics

MERCHANT MARINE LICENSES ISSUED DURING NOVEMBER, 1944

DECK OFFICERS

					Мв	ster								-	Dhie	mat	Ø							54	econo	i mat	ter.			1
Region	00	an		ast- ise	Gr La	ent kes	B. S	i. & 	Riv	rers	00	ean		ast- ise	Gr	rent ikes	в.	8. & L.	Riv	rers	00	ean	Co	ast- ise	Gra	eat kes	B. S 1	. &	Riv	ers
	0	R	0	R	0	R	0	R	ò	R	0	R	0	R	0	R	0	R	0	R	0	R	0	R	0	R	0	R	0	R
Atlantic coast Gulf coast Great Lakes and rivers	57 14	99 18	5	8 2			6	57	1	3 3 10	77 19	12 3	1	2 1			1	12			171 20	17 2	*****		****			1		
Pacific coast	20	29					1	9			37	5					4	1			63	5		****						
Total	91	146	5	10		1	7	68	3	16	133	20	1	3			5	4	3	6	254	24						1		
					1	Chiro	1 mat	te				1	1			Pilo	ots				м	aster	mat	e	1		т	otal		
Region	0	sean		Coas			eat kes	B	. S L.	Sc	Riv	ers	C I	ireat		B. S. L.	. de	R	ivers	U	nins	pect high	ed ve seas	ssels	0	rigi-		Re-		and
	0	R	(0	R	0	R	0		R	0	R	0	1	2	0	R	0	R		0	R	0	R		nal	Be	swnl	to	tal
Atlantic coast	375 13	11			1										2	38 13	149 27				7 .		2			741	61-	363 59	1	, 10
Great Lakes and rivers Pacific coast	109	i					****	111	** **							11	30	34			2				-	41 247		43 80		8 32
Total	497	1:			1										2	64	213	34	1	8	9 .		2			1, 108	0	545	1 1	. 65

ENGINEER OFFICERS

1. T	Chi	ief engin	eer, stean	n	First assistant engineer steam				Secon		ant engi am	neer.	Third assistant engineer. steam				
Region	Ocean Inland		nd	Ocean		Inland		Ocean		Int	and	Oce	an	Inl	and		
	o	R	0	R	0	R	0	R	0	R	0	R	- o	R	0	R	
Atlantic coast Gulf coast Great Lakes and rivers. Pacific coast	47 11 1 25	95 13 6 27	2 4 3	25 9 11 1	79 19 2 55	37 4 2 9	2 1	4 6 6 3	147 44 2 70	24 4 1 10	i	1	443 19 1 136	19 3 2 3	i		
Total	84	141	9	46	155	52	3	19	263	39	1	1	599	27	1		

				Motor	vessels				τ	Ininspec	ted vesse	ls	Totals			
Region	Chief engineer		First assistant engineer		Second assist- ant engineer		Third assistant engineer		Chief engineer		Assista	ant en- eer	Orig-	Re-	Grand	
S	0	R	0	R	0	R	0	R	0	R	0	R	inal	newal	total	
Atlantic coast. Gulf coast. Great Lakes and rivers.	21 5	54 14	10	12	8 3	9 3	373 5	11		1			1,130 114 17	282 65 35 77	1,412	
Pacific coast	5	10	4	7	3	2	98		1			5	398	77	52 475	
Total	32	81	21	30	14	14	476	2	1	1		5	1,659	459	2,118	

ORIGINAL SEAMEN'S DOCUMENTS ISSUED, MONTH OF NOVEMBER 1944

Region	Con- tinu- ous dis- charge book	Certif- icate of iden- tity	A. B., green, 3 years	A. B., green 9 months, emer- gency 1	A. B., blue, 18 months, 12 months ¹	A. B., blue, 6 months, emer- gency ²	A. B., blue, 6 months, emer- gency ³	Lifeboat, 12-24 months (Life- boat, 6-12 months emer- gency ³	Q. M. E. D., 6 months	Q. M. E. D., emer- gency	Radio oper- ators	Certif- lcate of serv- ice	Tanker man	Staff officer	Total
Atlantic coast Gulf coast Pacific coast Great Lakes and	65 62 9	4, 776 981 1, 749	54 9 21	468 88 235	40 4 45	15 0 0	1 0 0	761 609 392	0 0 0	$230 \\ 51 \\ 132$	330 79 246	212 12 17	4, 778 684 1, 580	35 0	228 21 50	11, 963 2, 633 4, 470
rivers	418	180	10	19	15	14	0	38	0	46	- 59	1	583	6	2	1, 391
Total	554	7.686	94	810	104	29	1	1, 800	0	459	714	242	7,625	48	301	20, 46

Unlimited.

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

WAIVERS OF MANNING REQUIREMENTS FROM 1 NOVEMBER TO 30 NOVEMBER 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	Able sea- men sub- stituted for deck offi- cers	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 sub- stituted for deck officers	Total
Atlantic coast Gulf coast Pacific coast Great Lakes	517 118 258 227	267 47 82	326 63 104	33 12 7	855 242 463 448	65 26 21	83 14 157 128	17	29 3 3	1, 673 407 830 576
Total	1, 120	396	493	52	2,008	103	382	19	35	3, 488

CREW SHORTAGE REPORTS FROM 1 NOVEMBER TO 30 NOVEMBER, 1944

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

			Ratings in which shortages occurred													
Region	Num- ber of vessels	Chief mate	Second mate	Junior third mate	Radio	Able seamen	Ordi- nary seaman	Chlef en- gineer	First en- gineer	Second en- gineer	Third en- gineer	Qualified member engineer depart- ment	Wiper or coal passer	Total		
Atlantic coast Gulf coast	95	2	3			9	3		1	1		5	2	1		
Pacific coast Great Lakes	16 290	1	1	2 4		44 113	192		7	5	11	19 357	3 282	97		
Total.	320	* 4	5	6	2	170	200		8	6	11	382	287	1,08		