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# PROCEEDINGS OF THE
# MERCHANT MARINE COUNCIL
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*Proceedings of the*

# MERCHANT MARINE COUNCIL

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VICE ADMIRAL R. R. WAESCHE, U. S. C. G.
Commandant of the Coast Guard



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The Cover: Fire caused by the collision of two tankers in New York harbor is fought by a Coast Guard fireboat

# COUNCIL ACTIVITIES

THE Merchant Marine Council has taken under consideration specific proposals to effect the simplification of seamen's documents. The Merchant Marine Council held a public hearing upon this proposal 19 April 1945, at 42 Broadway, New York City. Notice of this public hearing has been published in the Federal Register and various interested persons have been notified by letter. The results of the hearing will be published in the May issue of the *Proceedings*.

The Merchant Marine Council, during the month of March, took action amending section 332.10a of the Western River Pilot Rules which requires an amber light that operates simultaneously and in conjunction with the whistle-sounding mechanism. The regulations, as amended, provide that the installation, use, or employment of the amber visual signal is optional in the case of vessels operating on the Gulf Intracoastal Waterway, in the case of vessels operating on the Mississippi River below mile 237, A. H. P., and in the case of newly constructed vessels while enroute from point of construction to a point in waters where the amber visual signal is not required.

In accordance with the announcement in the last issue of the *Proceedings* and as provided in Navigation and Vessel Inspection Circular No. 57, the appropriate sections of the various regulations pertaining to licensed officers and certificated men have been amended to provide that sea service as a member of the armed forces of the United States is to be accepted as qualifying experience for an original or raise in grade of license. This regulation also provides that the Officer-in-Charge, Marine Inspection, with the approval of the District Coast Guard Officer, will evaluate the nature of the duties and service of the applicant while with the armed forces to determine the extent to which such service is the fair and reasonable equivalent of the qualifying sea service otherwise required. It is to be noted that this regulation provides that where it is appropriate, intermediate grades may be skipped. Fuller particulars may be obtained on application to any Coast Guard marine inspection office.

Action was also taken amending the various sections of the regulations requiring that the holder of a merchant marine officer's license shall renew it within the twelve months' renewal period so that this 1 year's renewal period does not include the period of any licensee's military service as this term is defined in section 101, article 1 of the Soldiers and Sailors Civil Relief Act of 1940.

Section 138.9, paragraph (1) of the Rules and Regulations for Issuance of Certificates and Continuous Discharge Books on the Great Lakes, was amended by adding a new provision that when a vessel is employed exclusively in trade on the Great Lakes, the master shall submit Form 735 (T), properly executed, at the commencement of the season, or when the vessel is put into service. Thereafter at the end of each calendar month, the master is to submit a supplementary report on Form 735 (T) listing each seaman whose employment was terminated during the month and who was not reengaged on the vessel's next trip, and (2) each seaman engaged during the month who was not also employed on the vessel in the same capacity on her last trip preceding

the engagement. At the close of the season, or when the vessel is withdrawn from service, the master is to submit a final report on Form 735 (T) of each seaman who has not been previously reported discharged. This amendment was promulgated in order to make the requirements of the regulations conform in a more practical way with the operating conditions on the Great Lakes. It is anticipated that this amendment will relieve the masters and operators of a considerable burden of paper work.

In conjunction with this regulation a waiver of Revised Statutes 4551, subsection (1), as amended (46 U. S. C. 643 (i)) and section 138.9 (i) (j) was promulgated so that the masters will be relieved from the requirement of filing any particular report on Form 735 (T) on condition that that particular report, together with the required record of entry in the continuous discharge book or white copy of certificate of discharge for each seaman reported discharged, is filed with the owner of the vessel.

The Council made two important changes in the specifications for merchant vessel equipment. Pursuant to a request of the War Production Board, the Coast Guard Specification for Electrical Installations on Merchant Vessels, dated 31 August 1944 was revised 6 March 1945 to permit the use of an impervious sheath on electric cables in lieu of the lead sheath now required. Section 156.3 of the Emergency Regulations was amended accordingly. Approval of a revision of the Coast Guard specification and drawing for Coast Guard adult kapok life preserver, models 1, 2, and 3, was granted. This revision simplifies manufacturing technique by eliminating the special holes for reversibility of the body strap. Reversibility is achieved by running the body strap through the enlarged arm holes. Copies of these specifications may be obtained from the Commandant, U. S. Coast Guard, Washington 25, D. C.

Commodore Norman B. Hall, U. S. C. G., who developed the Coast Guard's port security program.

# Coast Guard Port Security Work

THE TERM "Captain of the Port" came into being during World War I, and Coast Guard officers with that title were designated in 10 ports of the United States for the performance of the duties contemplated by regulations issued by the Secretary of War pursuant to the Act of 4 March 1915, which authorized and directed the Secretary of War to define and establish anchorage grounds for vessels in harbors, rivers, etc., the Coast Guard being designated as the agency to enforce such regulations. Before 10 March 1941, the authority for designating an officer of the Coast Guard as captain of the port was vested in the Secretary of the Treasury. Since that date, the captain of the port has been designated by the Commandant of the Coast Guard.

At the outbreak of the present war, there was no military machinery in existence for the protection of vital waterfront facilities and vessels in port. There was therefore created a Waterborne Commerce Committee composed of representatives of the Coast Guard, the Army, the Navy, the Department of Justice, the Office of Defense Transportation, and other agencies interested in the prevention of injury or damage to American ports and to the vessels using them. While this committee had no statutory authority and its activities were limited in scope, it did afford some measure of protection to our ports and harbors, and the Coast Guard was of substantial benefit to the committee in the employment of such forces and equipment as were available at that time. Most of the activities of the Coast Guard in this connection were limited to the exercise of control over merchant shipping in our ports.

Recognizing the important role which would be played by American ports in the vital task of insuring the maintenance of a continuous flow of manpower and war materials to the forces overseas, the President of the United States on 25 February 1942, by Executive Order No. 9074, charged the Secretary of the Navy with the primary responsibility for safeguarding all ports, harbors, vessels, and waterfront facilities in the continental United States, and in Alaska, the Territory of Hawaii, Puerto Rico, and the Virgin Islands, from destruction, loss, or injury, from sabotage or other subversive acts, accident or other causes of a similar nature. Three days later the Secretary of the Navy delegated this responsibility to the Commandant of the Coast Guard, to be exercised under the supervision of the Commander in Chief of the United States Fleet and Chief of Naval Operations. The Coast Guard's port security program was inaugurated at that time and has since been molded into a coordinated national plan of broad scope and efficiency.

The responsibilities undertaken by the Coast Guard in the development of its port security program can be divided into four major categories. These are:

(*a*) The codification and enforcement of the following regulations for the protection of all ports and vessels therein:

(1) Regulations for Security of Ports and the Control of Vessels in the Navigable Waters of the United States.

(2) Regulations Governing the Use and Navigation of the Waters Emptying into the Gulf of Mexico by Vessels Having Explosives or Other Dangerous Articles on Board.

(3) Regulations Governing the Issuance of General Licenses.

(4) Regulations for the Security of Vessels in Port.

(5) Regulations for the Protection of Waterfront Facilities.

(6) Air Raid and Blackout Regulations for Vessels, Harbors, Ports, and Waterfront Facilities.

Commander Merle A. Gulick, U. S. C. G. R., present head of Port Security Division.

The loading of bombs in a merchant ship is closely watched by a Coast Guardsman detailed to port security.

(7) Regulations Governing the Transportation of Military Explosives on Board Vessels.

(*b*) The development and operation of a broad fire-prevention and fire-fighting program.

(*c*) The development and operation of a system of liaison and cooperation with government and municipal authorities and private organizations concerned with port-security problems and the delineation of responsibility and jurisdiction by them.

(*d*) The development and operation of Coast Guard port-security activities into a coordinated and uniform national plan rather than one of local cognizance.

The prime objective of the port security program was the establishment and operation of adequate machinery to provide maximum possible protection to all ports, harbors, vessels, and waterfront facilities from injury or loss from any cause whatsoever. To attain this objective, the Coast Guard, acting through its designated captains of the port, has instituted the following:

(*a*) Control of the anchorage and movement of all vessels in port.

(*b*) Issuance of Coast Guard identification cards and supervision of ingress and egress to vessels and waterfront facilities.

(*c*) Fire prevention measures, including inspections, recommendations, and enforcement.

(*d*) Fire-fighting activities, including the use of fireboats, trailer pumpers, and other extinguishing agents.

(*e*) Supervision of the loading and stowage of explosives and military ammunition.

(*f*) Boarding and examination of vessels in ports.

(*g*) Sealing of vessel's radios.

(*h*) Licensing of vessels for movement in local waters and departure therefrom.

(*i*) Guarding of important facilities.

(*j*) Enforcement of all regulations governing vessels and waterfront security.

(*k*) Maintenance of water patrols.

(*l*) General enforcement of Federal laws on navigable waters and other miscellaneous duties.

At the time responsibility for the protection of ports and vessels therein was delegated to the Coast Guard, personnel available to carry out these responsibilities was extremely limited, both in numbers and in qualifications for the job, although the numerical shortage was soon overcome. However, while every effort was made to include in the port security organization men from civilian life who were trained in fire prevention and fire-fighting, munitions loading, and police and guard work, it became necessary to establish a special port security school at the Coast Guard's Fort McHenry Training Station in Baltimore, Md. Thousands of officers and men have been indoctrinated at this school in the various phases of port security problems.

The tremendous expansion in the use of American ports was reflected in increased responsibilities of the Coast Guard at various ports, resulting in the designation by the end of the fiscal year 1943 of approximately 100 captains of the port and 150 assistant captains of the port, indicating 250 American locations in which port security organizations were established and operated.

The number of officers and enlisted men used in the performance of port-security activities underwent a tremendous expansion after the signing of Executive Order No. 9074. Reliable statistics as to personnel used in this function first became available in August 1942, at which time there were 675 commissioned officers engaged in port security activities. This figure reached a peak of 1,158 on 31 December 1943, and has since declined to 707 as of 31 December 1944. Enlisted personnel used on port security shore activities totaled 13,429 in August 1942, reached a peak of 31,274 on 28 February 1943, and has since declined to 13,589, as of 31 December 1944. Personnel assigned to captain of the port duties afloat declined from a top figure of approximately 10,000 men to 5,314 as of 31 December 1944. These reductions in personnel were brought about by the possibility of curtailing port security activities in minor ports, as the war progressed, and through the use of Temporary Reservists.

In order to meet increasing demands in connection with the Coast Guard's vessel-manning program and at the same time carry out its responsibilities in the field of port security, the Coast Guard conceived and established a Temporary Reserve organization composed of men and women who volunteer their services, without pay, for a minimum of 12 hours a week. Present enrollment of the Temporary Reserve organization approximates 50,000. Through the use of the Temporary Reservists, it has been possible to release many thousands of men for sea duty.

At the inception of the Coast Guard's port-security program, little or no fire-fighting equipment was available to provide adequate protection for the tremendously expanded shipping activities in our ports. While the municipal authorities in some ports maintained a fireboat and other fire-fighting implements, equipment available from this source was totally inadequate to provide the required degree of protection made necessary because of the increase in shipping. Accordingly the Coast Guard purchased 103 specially designed fireboats, and built or acquired over 150 fireboats of other types. The Coast Guard now mans and operates the world's largest fleet of fireboats, a total of over 250, each with a minimum pumping capacity of 2,000 gallons per minute. The Coast Guard also purchased approximately 340 specially designed trailer fire pumps, each having a capacity of 500 gallons per minute, for the purpose of providing mobile fire-fighting equipment which could quickly be towed to the scene of a fire.

To provide for the enforcement of the anchorage regulations and for the surveillance from the waterside of piers, wharves, and vessels, the Coast Guard has used thousands of patrol and picket boats, the maximum number employed being approximately 2,100 on 28 February 1943. At the present time, approximately 700 patrol and picket boats are being used for this function. A considerable number of the patrol and picket boats used to provide harbor protection are equipped with one or more auxiliary fire pumps.

During the year 1944, because of increased demands for personnel to man ships operated by the Coast Guard, and because of the satisfactory strategic situation, the Coast Guard has instituted a policy of curtailing its port security activities on the inland rivers, the Great Lakes, and in the relatively minor ports along the Atlantic and Gulf coasts, as well as in the Tenth Naval District. This policy does not constitute a lessening of the war effort, but merely reflects a change in emphasis and a concentration of activities in the major ports on the Atlantic and Gulf coasts. This action was also necessary to provide additional protection on the West coast where shipping destined for the Pacific theater of the war is constantly increasing.

As a result of this curtailment program, the Coast Guard now has only 50 captain of the port units and 16 assistant captain of the port units, and, as indicated above, officers and men engaged in port-security activities have shown substantial reductions from peak figures. Present port-security operations, except for the curtailment program effected in the smaller ports, are essentially the same as those instituted shortly after the signing of Executive Order No. 9074. However, during the current year, at the request of the Navy, the Coast Guard has assumed the responsibility for supervising the loading and stowage of vessels at naval shore establishments. Inasmuch as the purpose of the provisions of Executive Order No. 9074 is to safeguard American ports so that no injury or loss thereto will prevent the smooth and rapid flow of men and war materials overseas, it is doubtful whether there will be any substantial further curtailment in the Coast Guard's port-security activities until the cessation of hostilities.

The work of the Coast Guard's Port Security Division was recognized by the American Association of Port Authorities at its thirty-third annual convention by a special commendatory resolution. Hon. Schuyler Otis Bland, chairman of the House Merchant Marine and Fisheries Committee, and Senator Georga L. Radcliffe of the Senate Committee on Commerce took the occasion of the third anniversary of the port-security work to compliment the Coast Guard in the Congressional Record.

# Hearing Units

COAST GUARD Merchant Marine hearing units and details, during the month of February, 1945, handled cases involving 383 officers and 2,975 unlicensed men. In the case of officers, 3 were revoked, 28 were suspended, 73 were suspended on probation, 26 were voluntarily surrendered, 193 were admonitions, 60 were dismissed. Of the unlicensed men, 11 were revoked, 225 were suspended, 652 were suspended on probation, 199 were voluntarily surrendered, 1,650 were admonitions, 238 were dismissed.

# Certified Gas Chemists

IN the Federal Register for 12 January 1945, the Coast Guard published certain regulations which had been adopted after extensive discussion with all interested organizations and which had to do with repairs to tank vessels. These regulations, which were reprinted in the *Proceedings* for February, required that before undertaking any repairs of a fire-producing nature in the neighborhood of cargo spaces on tank vessels, the spaces in question should be certified by a qualified gas chemist as safe for such work. Wherever possible, the chemist was to be one certified by the American Bureau of Shipping. For information and ready reference there follows a list of such certificated gas chemists:

*Alabama*

Backes, James McM., 60½ North Royal Street, Mobile.
Miner, J. W., Pittsburgh Testing Laboratory, 921 5th Avenue N., Birmingham.
Mohr, Dr. C. A., 254 St. Anthony Street, Mobile 16.
Warren, Howard B., 61 Bradford Avenue, Mobile 19.

*California*

Allyn, Alvin L., 218 Thirty-fourth Street, Hermosa Beach.
Anderson, Duncan, c/o Smith-Emory Co., 651 Howard Street, San Francisco.
Anthony, Gordon C., 112A Carl Street, San Francisco 17.
Banner, John F., 708 Mountain Blvd., Oakland.
Beck, Duane S., Harbor Testing Laboratory, Post Office Box 703, Wilmington.
Beck, O. C., Harbor Testing Laboratory, Post Office Box 703, Wilmington.
Bonnickson, H. V., General Petroleum Co. of California, Pier and Ferry Streets, Oakland.
Brann, Henry G., Bethlehem Steel Co., Shipbuilding Division, Alameda.
Canning, Forman, Bethlehem Steel Co., Shipbuilding Division, San Francisco.
Carbone, Edmund G., 838 Church Street, San Francisco.
Cornish, Robert E., 743 Dwight Way, Berkeley.
Finn, John, 2035 Forty-sixth Avenue, San Francisco.
Foley, J. L., General Petroleum Co. of California, Box A, Terminal Island.
Griffith, Chas. D., General Petroleum Co. of California, 417 Montgomery Street, San Francisco.
Grillo, Jack, Pacific Chemical Laboratory, 617 Montgomery Street, San Francisco.
Hagan, P. K., c/o the Texas Co., Box 817, Wilmington.
Hastings, Robert, General Petroleum Co. of California, Box A, Terminal Island.
Haub, Carl G., Standard Chemical Co., 335 Fifteenth Street, Oakland.
Holmes, Charles W., c/o Frenco Labs., 3390A Long Beach Boulevard, Long Beach.
Hundley, Richard K., c/o Standard Chemical Co., 335 Fifteenth Street, Oakland.
Lathrop, C. A., Curtis & Tompkins, Ltd., 236 Front Street, San Francisco.
Loomis, John J., Richfield Oil Co., Post Office Box 787, Wilmington.
Lowy, Benno, Pacific Chemical Laboratories, 617 Montgomery Street, San Francisco.
Lynam, Charles H., Standard Oil Co., of California, Post Office Box 97, El Segundo.
McKinney, Joyce, Richfield Oil Co., 555 South Flower Street, Los Angeles.
Mullen, O. C., 3000 West Eighty-first Street, Inglewood.
Nagle, James J., c/o The Texas Co., Post Office Box 817, Wilmington.
Otto, Odin W., Bethlehem Steel Co., Shipbuilding Division, 2308 Webster Street, Alameda.
Press, Geo. P. Jr., the Texas Co., Post Office Box 817, Wilmington.
Seymour, Harold, General Petroleum Co. of California, Post Office Box A, Terminal Island.
Siefert, Herman G., H. G. Siefert Laboratories, 1117 Webster Street, Oakland.
Thomas, W. A., The Texas Co., Post Office Box 817, Wilmington.
Vollmar, Ralph C., Standard Oil Co. of California, Richmond.
Wong, P. K., Pacific Chemical Laboratories, 617 Montgomery Street, San Francisco 11.

*Connecticut*

Corcoran, J. E., c/o Electric Boat Co., Groton.

*Delaware*

Garbutt, Ira A., Dravo Corporation, Engineering Works Division, Wilmington.

*District of Columbia*

Worrell, W. Parker, 2414 Fourth Street, Washington, D. C., or 912 South Highland Street, Arlington, Va.

*Florida*

Altman, Bert, 1219 East Hanna Street, Tampa.

Gorham, Edward W., Biscayne Chemical Laboratories, 2207 Northeast Second Avenue, Miami.
Lyles, J. E., City Water Works, Tampa.
Pickren, J. H., Thornton & Co., 1022 Park Street, Jacksonville.
Stradford, C. J., Pittsburgh Testing Laboratory, 2729 College Street, Jacksonville.
Thornton, Charles C., Thornton & Co., 1022 Park Street, Jacksonville.
Thornton, Robert P., Thornton & Co., 1145 East Cass Street, Tampa 1.
Walker, Seth S., Thornton & Co., 1145 East Cass Street, Tampa 1.
Weaver, Allen J., Southern Analytical Laboratory, 128 Tallerwand Avenue, Jacksonville.
Wilder, Geo. W., Route 1, Post Office Box 163, Plant City.

*Georgia*

Shuey, Philip McG., Shuey & Co., 115 Bay Street, Savannah.

*Idaho*

Gavin, William B., Department of Public Works, Highway Department, Boise.

*Illinois*

Chamberlain, R. B., Interlake Iron Corporation, 11236 Torrence Avenue, Chicago 17.
Krause, Dr. W. F., Globe Oil & Refining Co., Lemont.
Parry, Clifford, Interlake Iron Corporation, 11236 Torrence Avenue, Chicago 17.

*Kentucky*

Sloan, Eldon, Ashland Oil & Refining Co., Ashland.
Janes, William E., Janes & Geiger, 817 West Market Street, Louisville.
Robertson, H. J., Broadway and Thirty-first Streets, Paducah.

*Louisiana*

Cuchinotto, Santo N., Danneker & Evans, Inc., 309 Camp Street, New Orleans 12.
Danneker, John M., Danneker & Evans, Inc., 309 Camp Street, New Orleans 12.
Evans, Hugh N., Danneker & Evans, Inc., 309 Camp Street, New Orleans 12.
Hightower, Chas. C., Mathieson Alkali Works, Inc., Lake Charles.
Holmes, E. O., Pittsburgh Testing Laboratory, 816 Howard Avenue, New Orleans 13.
Holt, Ralph S., Pittsburgh Testing Laboratory, 816 Howard Avenue, New Orleans 13.
Klein, G. L., Pittsburgh Testing Laboratory, 816 Howard Avenue, New Orleans 13.
McWaters, Lynn S., Danneker & Evans, Inc., 309 Camp Street, New Orleans 12.
Morrill, J. T., Post Office Box 502, Slidell.
Shilstone, Cecil M., Shilstone Testing Laboratory, 510 Gravier Street, New Orleans 12.
Shilstone, Dr. Herbert M., Shilstone Testing Laboratory, 510 Gravier Street, New Orleans 12.

*Maryland*

Broening, Joseph J., Penniman & Browne, 341 St. Paul Place, Baltimore 2.
Burkholder, Harry M., Penniman & Browne, 341 St. Paul Place, Baltimore 2.
Lawshe, Edwin I., Penniman & Browne, 341 St. Paul Place, Baltimore 2.

*Massachusetts*

McKittrick, Edward F., 25 Green Street, Woburn.
Robertson, Lawrence E., 149 Clinton Road, East Weymouth.
Waterhouse, Hiram Y., 24 Purchase Street, Boston.

*Michigan*

Erickson, Harry J., Aurora Gasoline Co., 15911 Wyoming Avenue, Detroit.
Greenlaw, Charles E., Detroit Testing Laboratory, 554 Bagley Avenue, Detroit.
Mazeika, Anthony H., Detroit Testing Laboratory, 554 Bagley Avenue, Detroit.

*Missouri*

Duncan, O. M., c/o Socony-Vacuum Oil Co., 4140 Lindell Avenue, St. Louis.
Hale, George M., 3516 Pine Street, St. Louis.
Hammerick, William P., c/o Socony-Vacuum Oil Co., 4140 Lindell Avenue, St. Louis.
Wiedemann, H. E., 1604 Chemical Building, St. Louis 1.

*New Jersey*

Berglund, John H., Standard Oil Co., Inspection Laboratory, Bayonne.
Bouma, Jay Peter, 18 East Thirty-fourth Street, Bayonne.
Carlson, Alfred B., Tidewater Oil Co., Bayonne.
Doscher, H. C., Standard Oil Co., Inspection Laboratory, Bayonne.
Earle, Mahlon O., 20 Morgan Place, North Arlington.
Edwards, W. E., Standard Oil Co., Inspection Laboratory, Bayonne.
Freeland, W. G., Tidewater Oil Co., Bayonne.
Juhas, Andrew J., Tidewater Oil Co., Bayonne.
Kerr, Frederick W., Standard Oil Development Co., Bayonne.
Nousbaum, C. A., Standard Oil Development Co., Bayonne.
Smith, Dr. Dudley C., Kimble Glass Co., Vineland.
Wilson, Paul K., Chas. Martin Co., South Front Street, Elizabeth.

*New York*

Bacon, Dr. Charles V., 117 Liberty Street, New York 6.
Bailey, Franklin E., 5662 Amboy Road, Princess Bay, Staten Island.
Brons, Harry F., 8509 One Hundred and Sixty-eighth Street, Jamaica.
Bussow, Carl S., c/o A. W. Dow & Co., Inc., 801 Second Avenue, New York.
Calef, George E., New York.
Carniaux, James T., Todd Erie Basin Dry Docks, Inc., Brooklyn 31.
Chorney, Harold, New York Testing Laboratory, 80 Washington Street, New York.
Collura, Vincent R., New York Testing Laboratory, 80 Washington Street, New York.
Cook, J. W., Socony-Vacuum Oil Co., 412 Greenpoint Avenue, Brooklyn.
Dean, Sheldon W., Socony-Vacuum Oil Co., 412 Greenpoint Avenue, Brooklyn.
Decker, William E., 46 Oakley Place, New Dorp, Staten Island.
Decker, Wilmot H., Bull & Roberts, 117 Liberty Street, New York.
Donovan, Wm. P., Todd Erie Basin Dry Docks, Inc., Brooklyn 31.
Ferris, Maurice J., Todd Erie Basin Dry Docks, Inc., Brooklyn 31.
Hall, Albert L., Buffalo Testing Laboratory, Buffalo.
Healy, Frank L., Todd Erie Basin Dry Docks, Inc., Brooklyn 31.
Horvitz, Gerald J., New York Testing Laboratory, 80 Washington Street, New York.
Marshall, Elliott S., Bull & Roberts, 117 Liberty Street, New York 6.
Massetti, Pio A., New York Testing Laboratory, 80 Washington Street, New York.
Mayer, Charles A., 801 Second Avenue, New York.
Peters, Walter W., 23 Lexington Avenue, New York 10.
Powers, Edward J., Todd Erie Basin Dry Docks, Inc., Brooklyn 31.
Purdy, Dr. A. C., Bull & Roberts, 117 Liberty Street, New York 6.
Roberts, Alfred E., Bull & Roberts, 117 Liberty Street, New York 6.
Ross, Henry L., 16 Metropolitan Oval, Parkchester, The Bronx.
Rubin, Samuel N., 222 East Sixty-eighth Street, New York.
Ryder, Leroy L., 93 Waldo Avenue, White Plains.
Sherman, Louis, New York Testing Laboratory, 80 Washington Street, New York.
Smith, A. J., Marine Office of America, 116 John Street, New York.
Stradar, George S., 540 East Twenty-second Street, Brooklyn.
Tarantino, Michael J., New York Testing Laboratory, 80 Washington Street, New York.
Tuttle, Frederick B., Polytechnical Preparatory School, Dyker Heights, Brooklyn.
Voorhis, Harold V. B., Bull & Roberts, 117 Liberty Street, New York 6.
White, Alfred E., 220 Broadway, New York 6.
White, Robert C., Bull & Roberts, 117 Liberty Street, New York 6.
Wilson, J. Lyell, American Bureau of Shipping, 47 Beaver Street, New York 6.

*Ohio*

Bowers, Rolland G., Sun Oil Co., Post Office Box 920, Toledo.
Broeman, Frank I., F. C. Broeman & Co., Third and Walnut Streets, Cincinnati.
Gallagher, Edward F., James H. Heron Co., 1360 West Third Street, Cleveland.
Holmberg, Edgar T., James H. Heron Co., 1360 West Third Street, Cleveland.
Merriam, Dr. E. S., 231 Fourth Street, Marietta.

*Pennsylvania*

Applyby, Walter M., Sun Shipbuilding & Drydock Co., Post Office Box 540, Chester.
Beltz, John H., Bell & Beltz, 3340 North Broad Street, Philadelphia 40.
Beltz, Marvin F., Bell & Beltz, 3340 North Broad Street, Philadelphia 40.
Bolton, Richard R., Sun Shipbuilding & Drydock Co., Chester.
Brewer, J. Edward, Brewer & Gardner, Eighteenth and Cherry Streets, Philadelphia.
Carlitz, Irwin H., 1509 Pastorius Street, Philadelphia.
Carlitz, J. S., 339 South Thirteenth Street, Philadelphia.
Gardner, George S., 8346 Roberts Road, Elkins Park.
Holden, James H., Pittsburgh Testing Laboratory, Post Office Box 1646, Pittsburgh 30.
Lachowski, M. M., Dravo Corporation, Engineering Works Division, Pittsburgh.

Limacher, Francis J., Cramp Shipbuilding Co., Philadelphia.
Malina, Louis E., Cramp Shipbuilding Co., Philadelphia.
Techton, John M., Sun Shipbuilding & Drydock Co., Chester.
Ziel, Ernest H., Pittsburgh Testing Laboratory, Post Office Box 1646, Pittsburgh 30.

*Rhode Island*

Luther, Earle F., Socony-Vacuum Oil Co., Riverside.

*South Carolina*

Schirmer, William, Parker Laboratory, 40 Broad Street, Charleston.
Wyman, Harry H., Parker Laboratory, 40 Broad Street, Charleston.

*Tennessee*

Woods, Dwight H., Nashville Gas & Heating Co., 901 Hancock Street, Nashville.

*Texas*

Axelrad, B. A., Freeport Sulphur Co., Freeport.
Bales, Wayne F., Galveston Laboratory, 305½ Twenty-second Street, Galveston.
Campbell, D. W., Southwestern Laboratories, 308½ Navarro Street, San Antonio.
Campoell, J. G., Houston Laboratory, 1206½ Preston Street, Houston 2.
DeVerter, Paul L., Post Office Box 11, Baytown.
Kennedy, Andrew B., Post Office Box 656, Galveston.
Paquin, Dr. Felix, Galveston Laboratories, 305½ Twenty-second Street, Galveston.
Robertson, F. R., Houston Laboratory, 1206½ Preston Avenue, Houston 2.
Shilstone, Herbert M. Jr., Shilstone Testing Laboratory, 301 M & M Bldg., Houston 2.
Sloan, J. Paul, Houston Laboratories, 1206½ Preston Street, Houston 2.
Valls, Frank W., 2211 Preston Avenue, Houston.

*Virginia*

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Dimm, Wayne T., Newport News Shipbuilding & Drydock Co., Newport News.
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Jones, Jesse C., Newport News Shipbuilding & Drydock Co., Newport News.
McDow, T. B., McCallum Inspection Co., 132 West Berkeley Avenue, Norfolk.
Mooza, Witaley R., Lt., War Department, Hampton Roads Port of Embarkation, Newport News.
Mundie, Bauman S., 285 La Salle Avenue, Hampton.
Parkins, John H., Norfolk Testing Laboratory, 288 Bank Street, Norfolk.
Umstead, Edwin V., Newport News Shipbuilding & Drydock Co., Newport News.

*Washington*

Holt, L. T., 1016 First Avenue, South, Seattle.
Kniseley, John M., Laucks Laboratory, Inc., 314 Maritime Building, Seattle.
Laucks, I. F., Laucks Laboratory, Inc., 314 Maritime Building, Seattle.
Owens, Francis P., Laucks Laboratory, Inc., 314 Maritime Building, Seattle.

*West Virginia*

Borradaile, T. A., 1035½ Fourth Avenue, Huntington.
Tracey, Benjamin F., Marietta Manufacturing Co., Point Pleasant.

*Foreign*

Brown, Rae D., Lago Oil & Transport Co., Ltd., Aruba, N. W. I.
Mason, Oren S., Port Royal Pulp & Paper Co., St. John, N. B., Canada.
Oland, Philip W., New Brunswick Breweries, Ltd., Fairville, St. John, N. B., Canada.
Owen, Gordon N., Lago Oil & Transport Co., Ltd., Aruba, N. W. I.
Taylor, Mark H., Lago Oil & Transport Co., Ltd., Aruba, N. W. I.
Tucker, Sydnor B., Lago Colony, Post Office Box 695, San Nicolas, Aruba, N. W. I.

# LESSONS FROM CASUALTIES

## Minor Collisions

A review of the comparatively minor collision cases involving American merchant vessels between 1 July 1943, and 1 October 1944, shows a total of 1,146 instances. Minor collisions, for this purpose are defined as collisions not involving total loss or heavy damage to either vessel. Further, all collisions due to military operations, including proceeding in convoy, have been excluded in order to limit the study to cases revolving wholly about the judgment and seamanship of the personnel involved.

By the exclusion of all convoy collisions it follows that the great majority of the collisions studied occurred in port. Only 55 of the 1,146 took place between ships proceeding independently at sea. Eight hundred and seventy-five involved collisions between two vessels in harbors and in 684 of these at least one of the two vessels was at anchor, and therefore not maneuverable. There were 216 cases of vessels striking shore structures with such force as to require repairs.

In attempting to evaluate the causes of these casualties necessarily many elements must be considered. It is recognized that even omitting military operations does not permit the casualties to be considered upon a purely peacetime basis, as they occurred in many ports which were abnormally congested and as frequently ships were under a time pressure to take up an anchorage or otherwise maneuver under unfavorable conditions.

Fifty-eight cases can be assigned to mechanical failures—steering gear, anchor engine, or the like. These mechanical failures, however, in most instances, stem from lack of care or tests or other personnel shortcomings. Eighty-four vessels were in the hands of foreign pilots and for these the responsibility is assumed to be the pilots. Of the balance, some 370 collisions could only be ascribed to error on the part of the master or officer in control of the navigation, including 64 cases where the Rules of the Road were violated.

Ninety-seven collisions were charitably ascribed to congested harbors, 499 to "wind, tides, etc.," and the balance to miscellaneous causes. Subject to the reservation already made that vessels have been obliged to enter or to anchor in overly congested harbors as a war measure, the fact still remains that the element of personnel and judgment must have been, in most cases, at fault. "Wind and tides" are always a part of the problems of a seaman, and must be taken into account by him.

It is recognized that this country's tremendous wartime shipbuilding program has necessitated diluting our limited supply of experienced shipmasters and the utilization of many who have not had the opportunity to develop seasoned judgment. Considering all things they have done well. But every accident requiring shipyard repairs takes the ship out of the war effort and throws that much more burden on the overworked repair yards. Every possible effort should be made to prevent this. No panacea is possible of suggestion but there are two thoughts of universal application: First, to take, in advance, every possible precaution that a collision will not occur, and, second, if in spite of best efforts it becomes inevitable handle the ship so as to minimize its effect.

# APPENDIX

## Amendments to Regulations

### TITLE 33—NAVIGATION AND NAVIGABLE WATERS

### Chapter III—Coast Guard: Inspection and Navigation

PART 332—PILOT RULES FOR WESTERN RIVERS

VISUAL SIGNAL IN CONJUNCTION WITH WHISTLE SIGNAL

By virtue of the authority vested in me by R.S. 4405, 4412, as amended (46 U.S.C. 375, 381), and Executive Order 9083, dated February 28, 1942 (7 F.R. 1609), § 332.10a (8 F.R. 12516), as amended (9 F.R. 14840), of the Inspection and Navigation Regulations, is further amended to read as follows:

§ 332.10a *Visual signal.* All whistle signals shall be further indicated by a visual signal consisting of an amber colored light so located as to be visible all around the horizon for a distance of not less than one mile. This light shall be so devised that it will operate simultaneously and in conjunction with the whistle sounding mechanism, and remain ignited or visible during the same period as the sound signal: *Provided,* That the installation, use, or employment of the amber visual signal required by this section shall be optional in the case of (a) vessels operating upon the Gulf Intracoastal Waterway; (b) vessels operating on the Mississippi River below mile 237 AHP (Belmont Landing) as set forth in map No. 40, "Maps of the Mississippi River, Cairo, Illinois, to the Gulf of Mexico, Louisiana (1944 ed.)", published by the Mississippi River Commission; (c) newly constructed vessels while enroute from point of construction to a point in waters where the aforementioned amber visual signal is not required; (d) motorboats of Class A and Class 1; and (e) motorboats of Class 2 and Class 3 not engaged in trade or commerce. (10 F.R. 2835, 15 March 1945.)

### TITLE 46—SHIPPING

### Chapter I—Coast Guard Inspection and Navigation

Subchapter D—Tank Vessels

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

Section 33.3-1 *Tank ship lifeboat equipment; ocean and coastwise—T/OC* is amended by changing the effective date in the second sentence of paragraph (d) from April 1, 1945 to January 1, 1946 for approved compass and mounting.

PART 36—LICENSED OFFICERS AND CERTIFICATED MEN

1. Section 36.1-13 is hereby amended by adding at the end of paragraph (a) the following: "In computing the 12 months' renewal period provided for herein, the period of any licensee's military service, as that term is defined in section 101 of Article I of the Soldiers' and Sailors' Civil Relief Act of 1940 (50 U.S.C. 511) shall not be included."

2. There is added after § 36.1-19 a new section reading:

§ 36.1-19a *Sea service as member of armed forces of United States as qualifying experience.* Sea service as member of the armed forces of the United States shall be accepted as qualifying experience for an original license or a raise in grade of license to the extent that the Officer in Charge, Marine Inspection, with the approval of the District Coast Guard Officer, finds such sea service is a fair and reasonable equivalent of the qualifying sea experience otherwise required. Where appropriate in this connection, intermediate grades may be skipped. (10 F.R. 2251, 27 February 1945)

Subchapter G—Ocean and Coastwise: General Rules and Regulations

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

Section 59.11 *Lifeboat equipment* is amended by changing the effective date in the second sentence of paragraph (d) from April 1, 1945 to January 1, 1946 for approved compass and mounting.

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

Section 60.9 *Lifeboat equipment* is amended by changing the effective date in the second sentence of paragraph (d) from April 1, 1945 to January 1, 1946 for approved compass and mounting.

PART 62—LICENSED OFFICERS AND CERTIFICATED MEN

1. Section 62.9 is hereby amended by adding at the end of the first paragraph thereof the following: "In computing the 12 months' renewal period provided for herein, the period of any licensee's military service, as that term is defined in section 101 of Article I of the Soldiers' and Sailors' Civil Relief Act of 1940 (50 U. S. C. 511) shall not be included."

2. There is inserted after § 62.15 a new section reading:

§ 62.15a *Sea service as member of armed forces of United States as qualifying experience.* Sea service as member of the armed forces of the United States shall be accepted as qualifying experience for an original license or a raise in grade of license to the extent that the Officer in Charge, Marine Inspection, with the approval of the District Coast Guard Officer, finds such sea service is a fair and reasonable equivalent of the qualifying sea experience otherwise required. Where appropriate in this connection, intermediate grades may be skipped.

3. There is inserted after § 62.111 a new section reading:

§ 62.111a *Sea service as member of armed forces of United States as qualifying experience.* Sea service as member of the armed forces of the United States shall be accepted as qualifying experience for an original license or a raise in grade of license to the extent that the Officer in Charge, Marine Inspection with the approval of the District Coast Guard Officer, finds such sea service is a fair and reasonable equivalent of the qualifying sea experience otherwise required. Where appropriate in this connection, intermediate grades may be skipped.

4. § 62.116 is hereby amended by adding at the end of paragraph (e) thereof the following: "In computing the 1 year's renewal period provided for herein, the period of any licensee's military service, as that term is defined in Section 101 of Article I of the Soldiers' and Sailors' Civil Relief Act of 1940 (50 U. S. C. 511) shall not be included."

5. There is inserted after § 62.204 a new section reading:

§ 62.205 *Sea service as member of armed forces of United States as qualifying experience.* Sea service as member of the armed forces of the United States shall be accepted as qualifying experience for an original license or a raise in grade of license to the extent that the Officer in Charge, Marine Inspection, with the approval of the District Coast Guard Officer, finds such sea service is a fair and reasonable equivalent of the

qualifying sea experience otherwise required. Where appropriate in this connection, intermediate grades may be skipped. (10 F. R. 2251, 27 February 1945.)

Subchapter H—Great Lakes: General Rules and Regulations

PART 78—LICENSED OFFICERS AND CERTIFICATED MEN

1. Section 78.9 is hereby amended so as to be identical with § 62.9 of this chapter as amended.

2. There is inserted after § 78.15 a new section reading:

§ 78.15a *Sea service as member of armed forces of United States as qualifying experience.* Sea service as member of the armed forces of the United States shall be accepted as qualifying experience for an original license or a raise in grade of license to the extent that the Officer in Charge, Marine Inspection, with the approval of the District Coast Guard Officer, finds such sea service is a fair and reasonable equivalent of the qualifying sea experience otherwise required. Where appropriate in this connection, intermediate grades may be skipped.

3. There is inserted after § 78.105 a new section reading:

§78.106 *Sea service as member of armed forces of United States as qualifying experience.* Sea service as member of the armed force of the United States shall be accepted as qualifying experience for an original license or a raise in grade of license to the extent that the Officer in Charge, Marine Inspection, with the approval of the District Coast Guard Officer, finds such sea service is a fair and reasonable equivalent of the qualifying sea experience otherwise required. Where appropriate in this connection, intermediate grades may be skipped. (10 F.R. 2251, 27 February 1945.)

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

PART 96—LICENSED OFFICERS AND CERTIFICATED MEN

1. Section 96.9 is hereby amended so as to be identical with § 62.9 of this chapter, as amended.

2. There is inserted after § 96.15 a new section reading:

§ 96.15a *Sea service as member of armed forces of United States as qualifying experience.* Sea service as member of the armed forces of the United States shall be accepted as qualifying experience for an original license or a raise in grade of license to the extent that the Officer in Charge, Marine Inspection, with the approval of the District Coast Guard Officer, finds such sea service is a fair and reasonable equivalent of the qualifying sea experience otherwise required. Where appropriate in this connection, intermediate grades may be skipped. (10 F.R. 2251, 27 February 1945.)

Subchapter J—Rivers: General Rules and Regulations

PART 115—LICENSED OFFICERS

1. Section 115.9 is hereby amended so as to be identical with § 62.9 of this chapter, as amended.

2. There is inserted after § 115.15 a new section reading:

§ 115.15a *Sea service as member of armed forces of United States as qualifying experience.* Sea service as member of the armed forces of the United States shall be accepted as qualifying experience for an original license or a raise in grade of license to the extent that the Officer in Charge, Marine Inspection, with the approval of the District Coast Guard Officer, finds such sea service is a fair and reasonable equivalent of the qualifying sea experience otherwise required. Where appropriate in this connection, intermediate grades may be skipped. (10 F.R. 2251–2252, 27 February 1945.)

Subchapter K—Seamen

PART 138—RULES AND REGULATIONS FOR ISSUANCE OF CERTIFICATES AND CONTINUOUS DISCHARGE BOOKS

MISCELLANEOUS AMENDMENTS

By virtue of the authority vested in me by R.S. 4551, as amended (46 U.S.C. 643), and Executive Order 9083, dated February 28, 1942 (7 F.R. 1609), paragraph (i), as amended (9 F.R. 1826), of § 138.9 of the rules and regulations for issuance of certificates and continuous discharge books (46 CFR, 138.9), is further amended as follows:

The third subparagraph (unnumbered) is amended by striking out the words "the Great Lakes,".

A new subparagraph (unnumbered) is inserted after the third subparagraph (unnumbered) reading as follows:

When a vessel is employed exclusively in trade on the Great Lakes, the master shall submit Form 735 (T) at the commencement of the season, or when the vessel is put into service, listing the names, as well as other information required by the form, with the exception of date and place of discharge, of each member of the crew. Thereafter at the end of each calendar month, the master shall submit a supplementary report on Form 735 (T) listing the names, as well as other information required by the form, or (1) each seaman whose employment was terminated during the month and who was not reengaged on the vessel's next trip, and (2) each seaman engaged during the month who was not also employed on the vessel in the same capacity on her last trip preceding the engagement. At the close of the season, or when the vessel is withdrawn from service, the master shall submit a final report on Form 735 (T) listing the names, as well as other information required by the form, of each seaman who has not been previously reported as discharged. (10 F.R. 2408, 1 March 1945.)

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

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

There is inserted after § 155.35 a new section reading:

§ 155.35a *Sea service as member of armed forces of United States as qualifying experience.* Sea service as member of the armed forces of the United States shall be accepted as qualifying experience for an original license or a raise in grade of license to the extent that the Officer in Charge, Marine Inspection, with the approval of the District Coast Guard Officer, finds such sea service is a fair and reasonable equivalent of the qualifying sea experience otherwise required. Where appropriate in this connection, intermediate grades may be skipped. (10 F.R. 2252, 27 February 1945.)

PART 156—INSPECTION AND CERTIFICATION

ELECTRICAL INSTALLATIONS

Section 156.3 is amended to read as follows:

§ 156.3 *Electrical installations.* The specification covering electrical installations titled "United States Coast Guard Specification for Electrical Installations on Merchant Vessels," dated August 31, 1944, revised March 6, 1945, is, during the emergency, applicable as alternative provisions to those contained in §§ 32.6–1 to 32.6–5 inclusive, 63.9, 79.9, 97.11 and 116.16 of this chapter. (10 F.R. 2976, 20 March 1945.)

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# Waivers

## TITLE 46—SHIPPING

### Chapter I—Coast Guard: Inspection and Navigation

APPENDIX A—WAIVERS OF NAVIGATION AND VESSEL INSPECTION LAWS AND REGULATIONS

MARITIME COMMISSION TANK VESSELS

INSPECTION OF MASTER CONTROL VALVE FOR STEAM SMOTHERING SYSTEM

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 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 United States Maritime Commission, Washington, D. C., having indicated that the efficient prosecution of the war would be impeded by the application to Maritime Commission tank vessels, design T2–SE–A1, of certain inspection regulations in 46 C. F. R., Part 34, requiring the location of the control valve for the steam smothering system to be housed in a fire-resisting compartment located in an accessible place on the weather deck;

Now, therefore, upon request of the United States Maritime Commission I hereby find it to be necessary in the conduct of the war that for tank vessels engaged in business connected with the conduct of the war there be waived compliance with the vessel inspection regulation in 46 C. F. R., 34.3–5 (b), to the extent necessary to permit the master control valve for the steam smothering system to be located in the engine room hatch off the upper deck, instead of in a fire-resisting compartment on the weather deck on Maritime Commission tank vessels, design T2–SE–A1.

Dated: February 23, 1945. (10 F.R. 2252, 27 February 1945.)

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### Vessels on Great Lakes

#### Certificates and Continuous Discharge Books

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 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 138.9 (i) and (j)), as amended, in the case of vessels employed exclusively upon the Great Lakes and engaged in business connected with the conduct of the war, to the extent necessary to relieve masters from the requirement of filing any particular report on Form 735 (T), on condition that that particular report, together with the required record of entry in continuous discharge book (Form 718–E) or white copy of certificate of discharge (Form 718–A, Revised) for each seaman reported discharged, is filed by the owner of the vessel.

Dated: February 27, 1945. (10 F.R. 2408, 1 March 1945.)

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### Non-Reversible Life Preservers for Military Personnel

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 find it to be necessary in the conduct of the war that there be waived compliance with the provisions of paragraph (1) (c) of Regulation XL of the International Convention for the Safety of Life at Sea, signed at London on May 31, 1929 (50 Stat. 1254) and with paragraph (f) of § 59.55 of the rules and regulations for Vessel Inspection, Ocean and Coastwise (46 CFR 59.55 (f) to the extent necessary to permit the use of non-reversible life preservers for military personnel.

Dated: February 28, 1945. (10 F.R. 2445–2446, 2 March 1945.)

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### Life Floats on Certain Maritime Commission Cargo 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 United States Maritime Commission, Washington, D. C., having indicated that the efficient prosecution of the war would be impeded by the application to Maritime Commission vessels, design C1–M–AV1, Maritime Commission hulls 2563–2588, inclusive, and 2470–2473, inclusive, constructed by the Consolidated Shipbuilding Company of California, of certain vessel inspection regulations in 46 CFR, requiring at least two 15-person life floats on each vessel;

Now, therefore, upon request of the United States Maritime Commission, I hereby find it to be necessary in the conduct of the war that for vessels engaged in business connected with the conduct of the war there be waived compliance with the vessel inspection regulation in 46 C. F. R., Cum. Supp. 153.25, to the extent necessary to permit the omission of two life floats on Maritime Commission vessels, design C1–M–AV1, Maritime Commission hulls 2563–2588, inclusive, and 2470–2473, inclusive. This waiver shall remain in effect for each vessel for a period of thirty days only after the certificate of inspection has been issued.

Dated: March 1, 1945. (10 F. R. 2480–2481, 3 March 1945.)

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### Maritime Commission Vessels

#### Inspection of Refrigeration Equipment, Etc.

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

The Commandant, United States Coast Guard, having by order dated 13 December, 1944 (9 F.R. 14681; F.R. Doc. 44–19021) pursuant to the authority of the order of the Acting Secretary of the Navy dated 1 October, 1942 (7 F. R. 7979; F. R. Doc. 42–9999) found necessary in the conduct of the war waiver or compliance with the vessel inspection regulations administered by the Coast Guard to the extent therein set forth, and finding the following amendment necessary in the conduct of the war; *It is ordered*, That said order dated 13 December 1944, be and it hereby is amended in the following respect:

1. The sixth unnumbered paragraph of said order, reading as follows: "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;", is deleted.

Dated: March 2, 1945. (10 F. R. 2523, 6 March 1945.)

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### Lifesaving Equipment on Certain Army Steam Tugs

Life rafts, lifeboats, and lifeboat equipment on United States Army 149 foot steam tugs, Design No. 254–S.

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 October 1, 1942 (7 F.R. 7979), finds 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, Army Service Forces, having represented that the efficient prosecution of the war would be impeded by the application pursuant to the aforementioned arrangement of certain navigation and vessel inspection laws and regulations to United States Army 149 foot steam tugs, design No. 254–S:

Now, therefore, I hereby find it to be necessary in the conduct of the war that there be waived compliance with certain navigation and vessel inspection laws and 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 any United States Army 149 foot steam tug, design No. 254–S, to be certificated for ocean routes without carrying an approved lifeboat when such steam tug carries two fully equipped life rafts of at least 20-person capacity each (one stowed port and the other starboard) and one unapproved 26-foot motor workboat (rated U. S. Army capacity 20 persons) carrying on board at least 130 quarts of water, six paddles, hand-and-motor-operated bilge pumps, boathook, bucket, three-inch liquid compass, flashlight, life preservers, painters, and other rope, as required by U. S. Army specifications, and the following lifeboat equipment stowed in a deck chest located on the steam tug as near to the workboat as possible:

(a) 1 bailer, 1 gallon capacity, with lanyard.

(b) 6 woolen blankets in waterproof covers.

(c) pilot chart in metal container.

(d) 4 self-contained daytime distress signals.

(e) 12 self-igniting red lights in watertight metal case (distress lights).

(f) 1 canvas ditty bag containing sailmaker's palm, sail twine, marline, and marline spike.

(g) 3 drinking cups graduated in one-half ounce graduations, at least two of which shall be of the well-bucket type with lanyard of rust resistant material.

(h) 1 first-aid kit in watertight container.

(i) 1 fishing kit.

(j) 1 approved flashlight in a portable watertight metal case with extra lamp and 3 extra three-cell batteries in waterproof package.

(k) 3 boxes of friction matches in watertight containers.

(l) 1 signal flag, yellow or bright orange.

(m) 2 signalling mirrors.

(n) 1 signal pistol outfit consisting of 1 pistol with lanyard attached and 12 parachute signal cartridges, both contained in a watertight metal case.

(o) 25 bullet-hole plugs soft-wood in canvas bag.

(p) provisions for 20 men consisting of 280 ounces each of type C, type I, or type IV (without salt topping) rations covered by U. S. Army specifications, pemmican, chocolate tablets and milk tablets.

It is so ordered.

Dated: March 13, 1945. (10 F. R. 2837, 15 March 1945.)

# Marine Inspection Memorandum No. 89

## Life Rafts; Correction of Defects in Launching Assembly

UNITED STATES COAST GUARD,
*Washington 25, D. C.*
*20 March, 1945.*

1. Recently a life raft releasing mechanism failed to operate on a vessel of the Victory type when under test. The raft launching cradle on this vessel is supported by a lever plate, one end of which engages a socket on the end of a transmission shaft which locks the plate into position. The release of the raft is effected by revolving the shaft similar to that of the Rottmer type lifeboat releasing mechanism. It was found that the engaging parts of this mechanism were poorly constructed as to size and shape, and very roughly finished. It was also noted that the bearings on shafting made of steel blocks were not fitted with brass sleeves or provided with means of lubrication and were frozen solid after the vessel had been at sea only a few months. Similar failures in operation have also been reported with respect to other types of releasing gears. These failures resulted from corrosion and lack of lubrication of the shaft bearings. They occurred both under test and while attempting to launch the rafts during a war casualty.

2. To insure positive action and ease of operation, marine inspectors should make a careful examination and working test of all life raft releasing mechanisms before the initial certification of a vessel and at the time of each annual inspection thereafter. Tests should also be carried out during reinspections when, upon examination, the inspector is in doubt as to this mechanism being in satisfactory operating condition. In making these tests the rafts should be properly secured on the skids by lashing or other means, unless it is found that their removal is necessary to make repairs or for some other purpose. Where it is found that working parts or construction are defective, the condition should be corrected. In order to avoid freezing of the working parts due to corrosion, means should be provided for effective lubrication.

3. Instances have also been called to the attention of Headquarters where, in spite of positive operation of the releasing mechanism, the launching of the rafts has failed. A recent letter received from a firm of attorneys in admiralty cites a report received from the seamen on a vessel in a foreign port. In this instance the necessity of cargo activities required that the rafts be removed from the skids. However, they were stuck to the skids by corrosion and paint to such an extent that a crane had to be employed and they were badly damaged by the force exerted in removing them from the skids. It is evident that these rafts could not have been launched; neither would they have floated free in the event the vessel had been rapidly sunk by enemy action. Rafts stuck to the skids, no matter how lightly, during a disaster, often fail to launch owing to the vessel suddenly listing away from the side where they are stowed.

4. Inspectors should at all times, when examining lifesaving equipment, satisfy themselves that the rafts or cradles are not stuck to the launching skids owing to corrosion or paint. If such a condition is found, the rafts should either be removed from the skids or moved sufficiently to make possible the coating of the bearing surfaces with slush or grease. Fuel oil should not be used for this purpose.

5. The horizontal stowage of rafts has been approved in some cases, due to the necessity of keeping the rafts stowed below the range of gunfire; however, the majority of rafts are stowed on inclined launching skids and the positive launching of the rafts is dependent upon the degree of inclination. It has been determined

that the most satisfactory angle for this type of launching skid is approximately 60°. Where raft launching skids were installed at an angle of approximately 45° they were found to be unreliable and not in accordance with the requirements. (See figure 28, Wartime Safety Measures.) Inspectors should order such installations changed to meet the requirements at the earliest practicable opportunity, consistent with the activities of the vessel in the war effort.

6. Vessel reports continue to indicate that life rafts are being lost overboard during periods of heavy roll. These losses are principally attributed to the rafts not being up in full stowage position on the skids and the retainer clips therefore not sufficiently engaged. An article in the October 1944 issue of the Proceedings of the Merchant Marine Council called attention to various unsatisfactory conditions with respect to the stowage, security and release of life rafts. Marine Inspection Memorandum No. 77 also included a paragraph on this subject.

7. It would seem that marine inspectors in many instances, irrespective of the importance of this equipment, have not given sufficient consideration to making the requirements necessary to assure that these rafts are in all respects properly stowed, ready for immediate release and positive launching. It also appears that this responsibility has been neglected by ship's personnel. Where the releasing gear is provided with a keeper or accidental release preventer for port use, masters and officers of vessels should be instructed that this be disengaged when the vessel proceeds to sea. Their attention should also be called to the fact that it is essential that the condition of all raft mechanisms and the skidways is such that the rafts can be positively launched in an emergency. They should be cautioned as to the serious consequence of any neglect of duty on their part in the proper maintenance of this equipment.

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

# Numbered and Undocumented Vessels

The table below gives the cumulative total of numbered but undocumented vessels in each Coast Guard district by Customs ports for the month of February 1945. Generally speaking, undocumented vessels are those of less than 5 net tons engaged in trade and those of less than 16 gross tons used exclusively as pleasure vessels. These vessels are required to be numbered under the provisions of the act of June 7, 1918, as amended (46 U. S. C. 288).

| Coast Guard district | Customs port | Total |
|---|---|---|
| 1 (Boston) | (4) Boston | 11,870 |
| | (1) Portland, Maine | 9,028 |
| | (2) St. Albans | 2,440 |
| | (5) Providence | 3,064 |
| | | 26,402 |
| 3 (New York) | (10) New York | 37,168 |
| | (6) Bridgeport | 7,016 |
| | | 44,184 |
| 4 (Philadelphia) | (11) Philadelphia | 17,833 |
| 5 (Norfolk) | (14) Norfolk | 17,495 |
| | (13) Baltimore | 18,619 |
| | | 36,114 |
| 6 (Charleston) | (16) Charleston | 1,496 |
| | (15) Wilmington, N. C. | 2,288 |
| | (17) Savannah | 2,274 |
| | | 6,058 |
| 7 (Miami) | (18) Tampa (part) | 14,852 |
| 8 (New Orleans) | (20) New Orleans | 15,110 |
| | (18) Tampa (part) | 947 |
| | (19) Mobile | 5,436 |
| | (21) Port Arthur | 3,338 |
| | (22) Galveston | 7,995 |
| | (23) Laredo | 1,585 |
| | (24) El Paso | 5 |
| | (43) Memphis (part) | 79 |
| | | 34,495 |
| 9 (Cleveland) | (41) Cleveland | 12,820 |
| | (7) Ogdensburg | 6,220 |
| | (8) Rochester | 8,183 |
| | (9) Buffalo | 7,880 |
| | (36) Duluth | 3,697 |
| | (38) Detroit | 24,340 |
| | (37) Milwaukee | 11,945 |
| | (39) Chicago | 7,211 |
| | | 82,296 |
| 9 (St. Louis) | (45) St. Louis | 17,836 |
| | (12) Pittsburgh | 3,717 |
| | (34) Pembina | 110 |
| | (35) Minneapolis | 8,168 |
| | (40) Indianapolis | 4,957 |
| | (42) Louisville | 3,487 |
| | (43) Memphis (part) | 7,864 |
| | (44) Vacant (Des Moines). | 201 |
| | (46) Omaha (part) | 744 |
| | | 47,084 |
| 10 (San Juan) | (49) San Juan | 231 |
| | (51) St. Thomas | 66 |
| | | 297 |
| 11 (Long Beach) | (27) Los Angeles | 6,031 |
| | (25) San Diego | 1,160 |
| | (26) Nogales | 48 |
| | | 7,239 |
| 12 (San Francisco) | (28) San Francisco | 17,955 |
| | (47) Denver | ..... |
| | | 17,955 |
| 13 (Seattle) | (30) Seattle | 26,143 |
| | (29) Portland, Oreg. | 8,906 |
| | (33) Great Falls | 597 |
| | (46) Omaha (part) | 2 |
| | | 35,648 |
| 14 (Honolulu) | (32) Honolulu | 1,639 |
| 17 (Ketchikan) | (31) Juneau | 5,585 |
| Grand total | | 377,681 |

# Equipment Approved by the Commandant

### CONTAINER FOR EMERGENCY RATIONS

Emergency provisions container (Dwg. No. 15, dated 20 February 1945), submitted by Coston Supply Co., Inc., 31 Water Street, New York, New York. (10 F.R. 3162, 24 March 1945.)

### DAVITS

Schat low type davit, Type S. S. L. 10.5–11.5 (Arrangement Dwg. No. B. A. 421, dated 18 December, 1944) (Working load of 5,250 pounds per arm, or 10,500 pounds per set), submitted by Lane Lifeboat and Davit Corp., Foot of 40th Road, Flushing, New York.

Steward Mechanical Davit, Size 3–A–6–6 (General Arrangement Dwg. No. 101, dated 29 December, 1944) (Working load of 6,000 pounds per arm, or 12,000 pounds per set), submitted by C. C. Galbraith and Son, Inc., 99 Park Place, New York, New York. (10 F.R. 3002, 20 March 1945.)

### GAS RANGE

Gas range, Garland Type 83–24, for use with propane gas only (Dwg. dated 28 February 1945), submitted by Detroit-Michigan Stove Co., 6900 Jefferson Avenue East, Detroit 31, Michigan. (10 F.R. 3162, 24 March 1945.)

### LIFEBOATS

24' x 7.75' x 3.33' metallic oar-propelled lifeboat (37-person peacetime capacity, 24-person wartime capacity) (General Arrangement Dwg. No. G–126–G, dated 22 February 1945), submitted by C. C. Galbraith & Son, Inc., 99 Park Place, New York, N. Y. (Supersedes approval 17 October 1944, 9 F.R. 12622.)

24' x 8' x 3.5' metallic oar-propelled lifeboat (40-person peacetime capacity, 26-person wartime capacity) (General Arrangement Dwg. No. G–126–I, dated 12 February 1945), submitted by C. C. Galbraith & Son, Inc., 99 Park Place, New York, N. Y. (Supersedes approval 17 October 1944, 9 F.R. 12622.) (10 F.R. 3162, 24 March 1945.)

### LIFE PRESERVERS

Army-Navy Yoke Type adult kapok life preserver (Navy Department, Bureau of Ships Dwg. Nos. S3306–736709, S3306–736710, and S3306–736711 and Bureau of Ships Ad Interim Specification 23P15 (INT)), Approval No. B–257, for use of military personnel, submitted by Office of Chief of Transportation, Army Service Forces, Washington, D. C. (10 F.R. 2463, 2 March 1945.)

Army-Navy Yoke Type adult kapok life preserver (Navy Department, Bureau of Ships Dwg. Nos. S3306–

736709, S3306–736710, and S3306–736711 and Bureau of Ships Ad Interim Specification 23P15 (INT)) Approval No. B–263, for use of military personnel, manufactured by H. D. Gihon, Inc., 21 Muirhead Avenue, Trenton, New Jersey. (10 F.R. 2598, 7 March 1945.)

#### LIFE RAFTS

20-person improved type life raft, wood construction reinforced with metal straps and rods (Dwg. No. B–1145, dated 5 September 1944, revised), constructed by the New Orleans Life Raft Company, New Orleans, La., for the Bell Lumber Co., Bell, California. (10 F.R. 2490, 3 March 1945.)

20-person improved type life raft with insulating board cork and balsa wood filler (Dwg. No. P–106, dated 1 March, 1945), submitted by Roof Structures, Inc., 45 West 45th Street, New York, N. Y.

20-person improved type life raft with cork wood and balsa filler (Dwg. No. P–107, dated 28 February, 1945), submitted by Roof Structures, Inc., 45 West 45th Street, New York, N. Y. (10 F.R. 2821, 14 March 1945.)

#### LIFESAVING NET

Lifesaving net (Dwg. No. LA, 48, dated 2 March 1945), submitted by Coldwell Lawn Mower Co., Newburgh, New York. (10 F.R. 2821, 14 March 1945.)

#### LUMINOUS MARKING FOR INTERIOR ACCOMMODATIONS

Luminous marking, Type 14L, with adhesive attached, submitted by Charles F. Heaphy Co., 420 Lexington Ave., New York 17, N. Y.

Luminous marking, Type 12L, with adhesive attached, submitted by Charles F. Heaphy Co., 420 Lexington Ave., New York 17, N. Y.

Luminous marking, Type 562 with MIKAH Rosyn adhesive No. 2241, submitted by Luminescent Products Co., 1110 Industrial Trust Building, Providence 3, R. I.

Luminous marking, Type 548 with MIKAH Rosyn adhesive No. 2241, submitted by Luminescent Products Co., 1110 Industrial Trust Building, Providence 3, R. I. (10 F.R. 3162, 24 March 1945.)

#### SEA ANCHOR

Sea anchor, Type 7, submitted by Craftsman Sail Makers Co., 806 Third Avenue, Brooklyn 32, New York. (10 F.R. 3002, 20 March 1945.)

#### WINCH

Schat hand boat winch, Type H. W. 10.5 (Dwg. No. B. A. 419, dated 24 January, 1945) (Working load of 3,500 pounds at the drum, or 1,750 pounds per fall), submitted by Lane Lifeboat and Davit Corp., Foot of 40th Road, Flushing, New York. (10 F.R. 3002, 20 March 1945.)

## TERMINATION OF APPROVAL

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

#### LIFE PRESERVER

Yoke Type adult kapok life preserver (Dwg. T. S. 24–1, dated 12 October, 1944 and specification dated 19 October, 1944), Approval No. B–251, for use of military personnel on board vessels operated by or for the U. S. Army and during assault and landing operations, submitted by Office of Chief of Transportation, Army Service Forces, Washington, D. C. (Approved November 14, 1944, 9 F.R. 13613). (10 F.R. 2463, 2 March 1945.)

## CORRECTION

In the listing of approval of equipment in Federal Register document 44–18521 published in the Federal Register on December 8, 1944 (9 F.R. 14415), the listing under "Fire Extinguishers" for the Alfite model PSH Series 15N, 15-pound carbon dioxide unit fire extinguisher submitted by American LaFrance Foamite Corp., shall be corrected by changing the Assembly Drawing No. "28X–1576, dated 11 February, 1943, Rev. D, 13 November, 1944", to "28X–1558, dated 1 June, 1943, Rev., 14 July, 1943." (9 F.R. 14415, 8 December 1944.) (Corrected: 10 F.R. 2901, 16 March 1945.)

## 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:

Velocity Power Driver, Mine Safety Appliances Co., Braddock, Thomas and Meade Streets, Pittsburgh 8, Pa. Certification No. 177, 12 March 1945.

Velocity Power Cable Cutter, Swinging Breech Type, Mine Safety Appliances Co., Braddock, Thomas, and Meade Streets, Pittsburgh 8, Pa. Certification No. 178, 12 March 1945.

Velocity Power Pipe Bonding Press, Mine Safety Appliances Co., Braddock, Thomas, and Meade Streets, Pittsburgh 8, Pa. Certification No. 179, 12 March 1945.

Velocity Power Rivet Remover, Mine Safety Appliances Co., Braddock, Thomas, and Meade Streets, Pittsburgh 8, Pa. Certification No. 180, 12 March 1945.

Velocity Power Wire Rope Press, Model SA–2, Mine Safety Appliances Co., Braddock, Thomas, and Meade Streets, Pittsburgh 8, Pa. Certification No. 181, 12 March 1945.

Velocity Power Electric Cable Press, Model 1C, Mine Safety Appliances Co., Braddock, Thomas, and Meade Streets, Pittsburgh 8, Pa. Certification No. 182, 12 March 1945.

## AFFIDAVITS

It is required by the Marine Engineering Regulations that manufacturers submit affidavits before they manufacture items of equipment in accordance with these regulations for use on vessels subject to inspection by the Coast Guard. These affidavits are kept on file at Coast Guard Headquarters and a list of approved manufacturers is published for the information of all parties concerned. The affidavits received and accepted during the period from 16 February 1945 to 16 March 1945, are as follows:

*Everett Pacific Shipbuilding & Dry Dock Co.*, Everett, Washington, fabricated fittings.

*Farrell-Check Steel Co.*, Sandusky, Ohio, steel castings.

*Fischer Casting Co.*, North Plainfield, N. J., valves.

*G. A. Henrickson Co.*, Cleveland, Ohio, valves, fittings, and flanges.

*National Steel Fabricators*, San Francisco, Calif., fabricated fittings.

*A. Schrader's Son Division*, Brooklyn, N. Y., valves and fittings.

Since the Interlake Engineering Co. and the G. A. Henrickson Co. have consolidated, the name of the former is to be removed from the list of approved manufacturers of valves and fittings.

# 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.**

| Manufacture and description of equipment | Location apparatus may be used | | | | Date of action |
|---|---|---|---|---|---|
| | *a* | *b* | *c* | *d* | |
| Bendix Aviation Corporation, Brooklyn, N. Y.: | | | | | |
| Rudder angle indicator equipment, 115 volts, alternating current, 60 cycles, single phase: | | | | | |
| Indicator, 16", bulkhead mounted, drawing No. CAL-4545-2A/2B, alteration 0 | x | x | --- | --- | 2-19-45 |
| Transmitter, synchronous generator type A, 9" lever, drawing No. CAL-1114-6a, alteration 0 | x | x | --- | --- | 2-19-45 |
| Transmitter, synchronous generator type A, 12" lever, drawing No. CAL-1114-6b, alteration 0 | x | x | --- | --- | 2-19-45 |
| Transmitter, synchronous generator type A, 18" lever, drawing No. CAL-1114-6c, alteration 0 | x | x | --- | --- | 2-19-45 |
| The Brown Instrument Co., Philadelphia Pa.: Pyrometer equipment, drawings Nos. 1C-A-74, revision 0; 82-S-67, revision 0; 75-S-95-B, revision 2; and 75-S-95-E, revision 3 | x | x | --- | --- | 2-17-45 |
| Conlan Electric Corporation, Brooklyn, N. Y.: | | | | | |
| Lighting fixtures, watertight, 60 watts maximum: | | | | | |
| Pendent type, catalog No. 153, drawing No. C-1006, alteration 0 | x | x | x | --- | 2-24-45 |
| Deck type, catalog No. 152, drawing No. C-1005, alteration 0 | x | x | x | --- | 2-24-45 |
| Bulkhead type, key, catalog No. 151, drawing No. C-1007-S, alteration 1 | x | x | x | --- | 2-24-45 |
| Bulkhead type, catalog No. 151-A, drawing No. C-1007, alteration 1 | x | x | x | --- | 2-24-45 |
| Crouse-Hinds Company, Syracuse, N. Y., FS Series, watertight conduletes: | | | | | |
| Switches, single gang, 10 amperes, 250 volts: | | | | | |
| Catalog No. FS011, 1-pole | x | x | x | --- | 2-28-45 |
| Catalog No. FS012, 2-pole | x | x | x | --- | 2-28-45 |
| Catalog No. FS013, 3-way | x | x | x | --- | 2-28-45 |
| Switches, 2-gang, 10 amperes, 250 volts: | | | | | |
| Catalog No. FS0211, 2 1-pole | x | x | x | --- | 2-28-45 |
| Catalog No. FS0222, 2 2-pole | x | x | x | --- | 2-28-45 |
| Catalog No. FS0233, 2 3-way | x | x | x | --- | 2-28-45 |
| Catalog No. FS0213, 1 1-pole and 1 3-way | x | x | x | --- | 2-28-45 |
| Switches, 3-gang, 10 amperes, 250 volts: | | | | | |
| Catalog No. FS03111, 3 1-pole | x | x | x | --- | 2-28-45 |
| Catalog No. FS03222, 3 2-pole | x | x | x | --- | 2-28-45 |
| Catalog No. FS03333, 3 3-way | x | x | x | --- | 2-28-45 |
| Catalog No. FS03113, 2 1-pole and 1 3-way | x | x | x | --- | 2-28-45 |
| Receptacles, single gang, 10 amperes, 125 volts: | | | | | |
| Catalog No. FS0946, 2-wire | x | x | x | --- | 2-28-45 |
| Catalog No. FS0957, 3-wire | x | x | x | --- | 2-28-45 |
| Catalog No. FS0945, 2-wire | x | x | x | --- | 2-28-45 |
| Receptacles, 2-gang, 10 amperes, 125 volts: | | | | | |
| Catalog No. FS0944, 2 2-wire | x | x | x | --- | 2-28-45 |
| Catalog No. FS0958, 2 3-wire | x | x | x | --- | 2-28-45 |
| Catalog No. FS0943, 2 2-wire | x | x | x | --- | 2-28-45 |
| Catalog No. FS0968, 1 2-wire and 1 3-wire | x | x | x | --- | 2-28-45 |
| Receptacles, 3-gang, 10 amperes, 125 volts: | | | | | |
| Catalog No. FS0948, 3 2-wire | x | x | x | --- | 2-28-45 |
| Catalog No. FS0947, 3 2-wire | x | x | x | --- | 2-28-45 |
| Catalog No. FS0969, 3 3-wire | x | x | x | --- | 2-28-45 |
| Catalog No. FS0970, 2 2-wire and 1 3-wire | x | x | x | --- | 2-28-45 |
| Catalog No. FS0971, 1 2-wire and 2 3-wire | x | x | x | --- | 2-28-45 |
| Switches and receptacles, 2-gang, 10 amperes, 125 volts: | | | | | |
| Catalog No. FS0215, 1-pole switch and 2-wire receptacle | x | x | x | --- | 2-28-45 |
| Catalog No. FS0225, 2-pole switch and 2-wire receptacle | x | x | x | --- | 2-28-45 |
| Catalog No. FS0235, 3-way switch and 2-wire receptacle | x | x | x | --- | 2-28-45 |
| Catalog No. FS0226, 2-pole switch and 3-wire receptacle | x | x | x | --- | 2-28-45 |
| Catalog No. FS0236, 3-way switch and 3-wire receptacle | x | x | x | --- | 2-28-45 |
| Catalog No. FS0219, 1-pole switch and 2-wire receptacle | x | x | x | --- | 2-28-45 |
| Catalog No. FS0229, 2-pole switch and 2-wire receptacle | x | x | x | --- | 2-28-45 |
| Catalog No. FS0239, 3-way switch and 2-wire receptacle | x | x | x | --- | 2-28-45 |
| Switches and receptacles, 3-gang, 10 amperes, 125 volts: | | | | | |
| Catalog No. FS03115, 2 1-pole switches and 1 2-wire receptacle | x | x | x | --- | 2-28-45 |
| Catalog No. FS03225, 2 2-wire switches and 1 2-wire receptacle | x | x | x | --- | 2-28-45 |
| Catalog No. FS03155, 1 1-pole switch and 2 2-wire receptacles | x | x | x | --- | 2-28-45 |
| Crouse-Hinds Company, Syracuse, N. Y.—Continued. | | | | | |
| Switches and receptacles, 3-gang, 10 amperes, 125 volts:—Continued. | | | | | |
| Catalog No. FS03355, 1 3-way switch and 2 2-wire receptacles | x | x | x | --- | 2-28-45 |
| Catalog No. FS03226, 2 2-pole switches and 1 3-wire receptacle | x | x | x | --- | 2-28-45 |
| Catalog No. FS03206, 1 2-pole switch and 2 3-wire receptacles | x | x | x | --- | 2-28-45 |
| Catalog No. FS03119, 2 1-pole switches and 1 2-wire receptacle | x | x | x | --- | 2-28-45 |
| Catalog No. FS03229, 2 2-pole switches and 1 2-wire receptacle | x | x | x | --- | 2-28-45 |
| Catalog No. FS03199, 1 1-pole switch and 2 2-wire receptacles | x | x | x | --- | 2-28-45 |
| Catalog No. FS03299, 1 2-pole switch and 2 2-wire receptacles | x | x | x | --- | 2-28-45 |
| Catalog No. FS03399, 1 3-way switch and 2 2-wire receptacles | x | x | x | --- | 2-28-45 |
| Pilot light, catalog No. FS018-J1 | x | x | x | --- | 2-28-45 |
| Pilot lights and switches, 2-gang, 10 amperes, 250 volts: | | | | | |
| Catalog No. FS028-J1, 2 pilot lights | x | x | x | --- | 2-28-45 |
| Catalog No. FS0281-J1, 1 pilot light and 1 1-pole switch | x | x | x | --- | 2-28-45 |
| Catalog No. FS0282-J1, 1 pilot light and 1 2-pole switch | x | x | x | --- | 2-28-45 |
| Catalog No. FS0283-J1, 1 pilot light and 1 3-way switch | x | x | x | --- | 2-28-45 |
| Pilot lights and switches and receptacles, 3-gang, 10 amperes, 125 volts: | | | | | |
| Catalog No. FS038-J1, 3 pilot lights | x | x | x | --- | 2-28-45 |
| Catalog No. FS03881-J1, 2 pilot lights and 1 1-pole switch | x | x | x | --- | 2-28-45 |
| Catalog No. FS03811-J1, 1 pilot light with 2 1-pole switches | x | x | x | --- | 2-28-45 |
| Catalog No. FS03813-J1, 1 pilot light and 1 1-pole switch and 1 3-way switch | x | x | x | --- | 2-28-45 |
| Catalog No. FS03815-J1, 1 pilot light and 1 1-pole switch and 1 2-wire receptacle | x | x | x | --- | 2-28-45 |
| Catalog No. FS03835-J1, 1 pilot light and 1 3-way switch and 1 2-wire receptacle | x | x | x | --- | 2-28-45 |
| Plug, 2-wire, 10 amperes, 125 volts, catalog No. JP20 | --- | --- | --- | --- | 2-28-45 |
| Plug, 3-wire, 10 amperes, 125 volts, catalog No. JP30 | --- | --- | --- | --- | 2-28-45 |
| The Dayton Manufacturing Co., Dayton, Ohio: Ceiling fixture, watertight, 100 watts maximum, drawing No. 1841, revision 9 | x | x | x | --- | 2-19-45 |
| Edwards & Co., Inc., Norwalk, Conn.: | | | | | |
| Power failure alarm annunciator, dripproof, for engine room telegraph system and rudder angle indicator system, catalog No. MD2629, plan No. 7017, alteration 1 | x | x | --- | --- | 2-19-45 |
| Power failure alarm annunciator, watertight, for engine room telegraph system and rudder angle indicator system, catalog No. MD2630, plan No. 7018, alteration 1 | x | x | x | --- | 2-19-45 |
| Henschel Corporation, Amesbury, Mass.: | | | | | |
| Contact maker, low level fuel oil, 2 amperes, 115 volts, alternating current, drawing No. 60-128-2, alteration 2 | x | x | x | --- | 2-20-45 |
| Engine order telegraph equipment, 115 volts, 60 cycle, alternating current: | | | | | |
| Transfer relay, 2-pole, double-throw, watertight, drawing No. 60-169, alteration 1 | x | x | x | --- | 2-20-45 |
| Transmitter-indicators, 12": | | | | | |
| Double-face, single-engine, drawing No. 10-1042, alteration 1 | x | x | --- | --- | 3-15-45 |
| Double-face, single-engine, drawing No. 10-1042-1, alteration 1 | x | x | --- | --- | 3-15-45 |
| Double-face, single-engine, drawing No. 10-1043, alteration 1 | x | x | --- | --- | 3-15-45 |
| Double-face, single-engine, drawing No. 10-1043-1, alteration 1 | x | x | --- | --- | 3-15-45 |
| Double-face, single-engine, drawing No. 10-1043-2, alteration 1 | x | x | --- | --- | 3-15-45 |
| Double-face, single-engine, drawing No. 10-1043-3, alteration 1 | x | x | --- | --- | 3-15-45 |
| Single-face, drawing No. 10-1044, alteration 1 | x | x | --- | --- | 3-15-45 |
| Single-face, drawing No. 10-1044-1, alteration 1 | x | x | --- | --- | 3-15-45 |
| Single-face, drawing No. 10-1050, alteration 1 | x | x | --- | --- | 3-15-45 |

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

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.

| Manufacture and description of equipment | Location apparatus may be used | | | | Date of action |
|---|---|---|---|---|---|
| | *a* | *b* | *c* | *d* | |
| Henschel Corporation, Amesbury, Mass.—Continued. | | | | | |
| Engine order telegraph equipment, etc.—Continued. | | | | | |
| Transmitter-indicators, 12"—Continued. | | | | | |
| Single-face, drawing No. 10-1073, alteration 4 | x | x | | | 3-15-45 |
| Double-face, single-engine, drawing No. 1080, alteration 2 | x | x | | | 3-15-45 |
| Double-face, single-eingne, drawing No. 1081, alteration 1 | x | x | | | 3-15-45 |
| Double-face, single-engine, drawing No. 10-1083, alteration 1 | x | x | | | 3-15-45 |
| Single-face, drawing No. 10-1084, alteration 1 | x | x | | | 3-15-45 |
| Constant ringing relay panel, drawing No. 60-159, Alteration 3 | x | x | | | 3-15-45 |
| Running light panels, non-automatic (not for use with dimmer rheostats), 115 volts, direct current: | | | | | |
| Assembly, 5- to 11-circuit panel, drawing No. 40-010-5, alteration 4 | x | x | | | 2-19-45 |
| Assembly, 2- to 11-circuit panel, drawing No. 40-010-7, alteration 3 | x | x | | | 2-19-45 |
| Assembly, 2- to 11-circuit panel, drawing No. 40-010-8, alteration 3 | x | x | | | 2-19-45 |
| Assembly, 6-circuit panel, special, drawing No. 40-010-18, alteration 3 | x | x | | | 2-19-45 |
| Assembly, 6-circuit panel, special, drawing No. 40-010-24, alteration 0 | x | x | | | 2-19-45 |
| Running light panels, non-automatic (for use with dimmer rheostats), 115 volts, direct current: | | | | | |
| Assembly, 6-circuit, panel watertight, pedestal mounted, drawing No. 40-010-20, sheets 1 and 2, alteration 3 | x | x | x | | 2-19-45 |
| Assembly, 6-circuit panel, watertight, pedestal mounted, drawing No. 40-010-20-1, sheets 1 1 and 2, alteration 3 | x | x | x | | 2-19-45 |
| Henschel Corporation, Amesbury, Mass.—Continued. | | | | | |
| Running light panels, etc.—Continued. | | | | | |
| Assembly, 12-circuit panel, drawing No. 40-010-22, alteration 0 | x | x | | | 2-19-45 |
| Kearfoot Engineering Co., New York, N. Y., pendulum airport wiper with special ballistic cover arm, drawing No. KS-1365-BP, revision 0 | x | x | x | | 2-28-45 |
| The Kindorf Company, San Francisco, Calif., cable hanger devices, drawings Nos. H-1, H-2, H-3, H-4, H-5, H-6, H-7, H-8, H-9, S-1, and L-1 | x | x | x | | 2-21-45 |
| McNab of Bridgeport, Inc., Bridgeport, Conn., salinity indicator equipment: | | | | | |
| Cabinet and cover details, drawing No. 11089-K-A, dated 2-4-45 | x | x | | | 3-15-45 |
| Wiring diagram, drawing No. 11089-K-1, dated 3-11-45 | | | | | 3-15-45 |
| Murlin Manufacturing Co., Philadelphia, Pa.: | | | | | |
| Ceiling light, non-watertight, 50 watts maximum, fixture No. 315-2, alteration 1 | x | | | | 2-20-45 |
| Ceiling lights, less box, non-watertight: | | | | | |
| Fixture No. 522, 1 40-watt lamp maximum | x | | | | 3-1-45 |
| Fixutre No. 523, 2 60-watt lamps maximum | x | | | | 3-1-45 |
| Partrick & Wilkins Co., Philadelphia, Pa. Bells and buzzer, watertight, 3", 4", 6", 8" and 10"; 6, 12, 20, 24 and 115 volts, direct current; 115 volts, alternating current: catalog No. 8000-R, drawings Nos. 800-A (no alteration No.), and 801-A (no alteration No.) | x | x | x | | 3-10-45 |
| Wheeler Reflector Co., Boston, Mass. Portable cargo reflector for 5 100-watt rough service lamps, drawing No. SK-15251-3, alteration 7 | x | x | | | 3- 8-45 |
| Williams Dimond & Co., San Francisco, Calif., Plantmills direction indicator for engine order telegraph, drawing No. 152, revision 0 | x | x | | | 2-17-45 |

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

# Merchant Marine Personnel Statistics

## ORIGINAL SEAMEN'S DOCUMENTS ISSUED, MONTH OF FEBRUARY 1945

| Region | Continuous discharge book | Certificate of identity | A. B., green, 3 years [1] | A. B., green, 9 months emergency [1] | A. B., blue, 18 months, 12 months [1] | A. B., blue, 6 months emergency [2] | A. B., blue, 6 months emergency [3] | Lifeboat, 12-24 months [4] | Lifeboat, 6-12 months emergency [4] | Q.M.E.D., 6 months | Q.M.E.D., emergency | Radio operators | Certificate of service | Tankerman | Staff officer | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Atlantic coast | 73 | 3,383 | 67 | 602 | 46 | 41 | 2 | 1,687 | 0 | 225 | 623 | 266 | 2,526 | 9 | 325 | 9,875 |
| Gulf coast | 73 | 682 | 9 | 119 | 11 | 0 | 1 | 561 | 0 | 41 | 188 | 6 | 490 | 25 | 22 | 2,228 |
| Pacific coast | 93 | 3,478 | 51 | 238 | 57 | 0 | 0 | 432 | 0 | 151 | 418 | 27 | 3,209 | 2 | 112 | 8,268 |
| Great Lakes and rivers | 164 | 375 | 19 | 14 | 18 | 12 | 0 | 47 | 0 | 76 | 116 | 19 | 433 | 22 | 5 | 1,320 |
| Total | 403 | 7,918 | 146 | 973 | 132 | 53 | 3 | 2,727 | 0 | 493 | 1,345 | 318 | 6,658 | 58 | 464 | 21,691 |

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

NOTE.—There were 434 Panamanian Employment Cards issued.

## WAIVERS OF MANNING REQUIREMENTS FROM 1 FEBRUARY TO 28 FEBRUARY, 1945

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

| Region | Number of vessels | Deck officers substituted for higher ratings | Engineer officers substituted for higher ratings | Able seamen substituted for deck officers | Ordinary seamen substituted for able seamen | Qualified members of engine department substituted for engineer officers | Wipers or coal passers substituted for qualified members of engine department | Wipers, coal passers, or cadets substituted for engineer officers | Ordinary seamen or cadets substituted for deck officers | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| Atlantic coast | 527 | 243 | 347 | 22 | 781 | 52 | 18 | 17 | 37 | 1,617 |
| Gulf coast | 84 | 49 | 56 | 6 | 99 | 11 | 19 | 1 | 1 | 242 |
| Pacific coast | 344 | 167 | 177 | 17 | 712 | 61 | 301 | 4 | 15 | 1,454 |
| Great Lakes | 1 | | | | 2 | | | | | 2 |
| Total | 956 | 459 | 580 | 45 | 1,594 | 124 | 438 | 22 | 53 | 3,315 |

# CREW SHORTAGE REPORTS FROM 1 FEBRUARY TO 28 FEBRUARY, 1945

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

| Region | Number of vessels | Ratings in which shortages occurred | | | | | | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Chief mate | Second mate | Third mate | Radio | Able seamen | Ordinary seamen | Chief engineer | First engineer | Second engineer | Third engineer | Qualified member engine department | Wiper or coal passer | |
| Atlantic coast | 10 | ..... | 3 | 1 | ..... | 10 | 4 | ..... | ..... | ..... | ..... | 3 | 1 | 22 |
| Gulf coast | 8 | ..... | 1 | ..... | ..... | ..... | 2 | ..... | 1 | ..... | ..... | 4 | 1 | 9 |
| Pacific coast | 25 | ..... | 1 | 1 | ..... | 39 | 10 | ..... | 1 | ..... | 1 | 20 | 3 | 76 |
| Great Lakes | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Total | 43 | ..... | 5 | 2 | ..... | 49 | 16 | ..... | 2 | ..... | 1 | 27 | 5 | 107 |

# MERCHANT MARINE LICENSES ISSUED DURING FEBRUARY 1945

### DECK OFFICERS

| Region | Master | | | | | | | | | | Chief mate | | | | | | | | | | Second mate | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Ocean | | Coastwise | | Great Lakes | | B. S. & L. | | Rivers | | Ocean | | Coastwise | | Great Lakes | | B. S. & L. | | Rivers | | Ocean | | Coastwise | | Great Lakes | | B. S. & L. | | Rivers | |
| | O | R | O | R | O | R | O | R | O | R | O | R | O | R | O | R | O | R | O | R | O | R | O | R | O | R | O | R | O | R |
| Atlantic coast | 17 | 81 | ..... | 7 | ..... | 2 | 6 | 54 | 2 | 4 | 115 | 7 | ..... | 3 | ..... | ..... | 2 | 4 | ..... | ..... | 220 | 6 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Gulf coast | 8 | 17 | ..... | 5 | ..... | ..... | 1 | 3 | 1 | 6 | 33 | 3 | ..... | 1 | ..... | ..... | ..... | ..... | 2 | 2 | 44 | 2 | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... |
| Great Lakes and rivers | ..... | 14 | ..... | ..... | 21 | 37 | ..... | 1 | 7 | 15 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | 8 | ..... | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Pacific coast | 30 | 48 | 1 | 4 | ..... | 6 | 5 | 13 | ..... | ..... | 90 | 7 | ..... | 1 | ..... | ..... | 7 | 8 | ..... | 1 | 141 | 3 | ..... | 2 | ..... | ..... | ..... | ..... | ..... | ..... |
| Total | 55 | 160 | 1 | 16 | 21 | 45 | 12 | 71 | 10 | 25 | 238 | 17 | ..... | 6 | ..... | ..... | 9 | 12 | 2 | 11 | 405 | 13 | ..... | 2 | ..... | ..... | ..... | 1 | ..... | ..... |

| Region | Third mate | | | | | | | | | | Pilots | | | | | | Master mate | | | | Total | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Ocean | | Coastwise | | Great Lakes | | B. S. & L. | | Rivers | | Great Lakes | | B. S. & L. | | Rivers | | Uninspected vessels, high seas | | | | Original | Renewal | Grand total |
| | O | R | O | R | O | R | O | R | O | R | O | R | O | R | O | R | O | R | O | R | | | |
| Atlantic coast | 334 | 6 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 21 | 135 | 1 | ..... | ..... | 3 | ..... | ..... | 718 | 312 | 1,030 |
| Gulf coast | 11 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 11 | 30 | 2 | 1 | ..... | ..... | ..... | ..... | 113 | 73 | 186 |
| Great Lakes and rivers | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | 3 | 56 | 74 | 18 | 19 | ..... | ..... | ..... | ..... | 104 | 174 | 278 |
| Pacific coast | 66 | 5 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 39 | 66 | ..... | 1 | ..... | 8 | ..... | ..... | 379 | 174 | 553 |
| Total | 411 | 13 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | 4 | 127 | 305 | 21 | 21 | ..... | 11 | ..... | ..... | 1,314 | 733 | 2,047 |

### ENGINEER OFFICERS

| Region | Chief engineer, steam | | | | First assistant engineer, steam | | | | Second assistant engineer, steam | | | | Third assistant engineer, steam | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Ocean | | Inland | | Ocean | | Inland | | Ocean | | Inland | | Ocean | | Inland | |
| | O | R | O | R | O | R | O | R | O | R | O | R | O | R | O | R |
| Atlantic coast | 67 | 40 | 24 | 18 | 113 | 14 | ..... | 6 | 306 | 13 | ..... | 1 | 375 | 16 | ..... | ..... |
| Gulf coast | 18 | 13 | 1 | 8 | 22 | 9 | 1 | 4 | 32 | 4 | ..... | ..... | 13 | 2 | ..... | ..... |
| Great Lakes and rivers | 2 | 16 | 16 | 94 | 1 | 11 | 43 | 45 | 4 | 18 | 67 | 16 | 8 | 4 | 6 | 2 |
| Pacific coast | 40 | 42 | 6 | 7 | 87 | 10 | ..... | ..... | 128 | 10 | ..... | ..... | 30 | 2 | ..... | ..... |
| Total | 127 | 111 | 47 | 127 | 223 | 44 | 44 | 55 | 470 | 45 | 67 | 17 | 426 | 24 | 6 | 2 |

| Region | Motor vessels | | | | | | | | Uninspected vessels | | | | Totals | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Chief engineer | | First assistant engineer | | Second assistant engineer | | Third assistant engineer | | Chief engineer | | Assistant engineer | | Original | Renewal | Grand total |
| | O | R | O | R | O | R | O | R | O | R | O | R | | | |
| Atlantic coast | 12 | 23 | 5 | 6 | 12 | 2 | 304 | 3 | ..... | 2 | ..... | ..... | 1,218 | 144 | 1,362 |
| Gulf coast | 4 | 4 | 5 | 2 | 4 | 1 | 5 | ..... | ..... | ..... | ..... | ..... | 105 | 47 | 152 |
| Great Lakes and rivers | 2 | 13 | 4 | 4 | 1 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | 154 | 225 | 379 |
| Pacific coast | 15 | 27 | 7 | 12 | 10 | 2 | 9 | 4 | ..... | 2 | ..... | ..... | 332 | 118 | 450 |
| Total | 33 | 67 | 21 | 24 | 27 | 7 | 318 | 7 | ..... | 4 | ..... | ..... | 1,809 | 534 | 2,343 |

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