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The Cover: Coast Guardsmen landing a crew member from a stranded ship.

COUNCIL ACTIVITIES

DURING the month of May, members of the Merchant Marine Council twice met with various members of industry. On May 11, 1945, representatives of the Council met with representatives of operators on the Gulf Intracoastal Waterway in New Orleans, La. The principal topic of discussion was a proposal by the operators for legislation seeking to remove the confusion of pilot rules presently existing on the Gulf Intracoastal Waterway. At the present time various parts of this waterway are governed by Western River Rules and other parts by the Inland Rules.

The proposal by the industry members would make the Inland Rules, with a few minor modifications, effective upon all rivers, harbors, and inland waters in the Gulf Coast area, except the Mississippi River system and its tributaries and the rivers emptying into Mobile Bay.

On May 15, 1945, the western rivers panel of the Merchant Marine Council held a meeting in St. Louis. As a result of this meeting recommendations involving changes in the regulations and the procedure governing marine inspection and pilot rules on the western rivers are being submitted to the Commandant, United States Coast Guard. In the morning, the panel met in executive session, and in the afternoon, Coast Guard representatives from headquarters, the St. Louis district, the Cleveland district, and the New Orleans district were present.

Among other matters discussed was the requirement that all movable equipment of the vessel be painted with the name of the vessel on which it is used. It was proposed, for dis-

cussion, that only the lifeboats and workboats be marked.

With relation to sanitation the panel considered the regulation requiring that toilet rooms be separate from the wash rooms. It was pointed out that this requirement is not generally held to be necessary as a matter of sanitation.

The Pilot Rules were discussed at length. A recommendation that fog signals be changed from blasts of 4 to 6 seconds to short blasts of 1 second duration was considered. It was likewise pointed out that present Pilot Rules do not specify the distance at which a signal shall be audible. It was proposed that a study of this subject be made.

In discussing the question of examination questions given to applicants for licenses on western rivers, Capt. Ross G. Willoh, assistant district Coast Guard officer, St. Louis district, advised the panel that a committee of three Coast Guard officers have spent several months reviewing all examinations of various grades of licensed officers seeking to eventually eliminate obsolete questions and to revise the examinations on a practical and uniform basis.

There was considerable discussion with respect to securing uniformity of enforcement of regulations on the rivers. This was conceived to be of great importance by all present.

Panel members who attended the meeting were:

Chester C. Thompson, chairman;
Capt. George T. Griffiths;
Capt. William B. Rodgers;
Capt. W. S. Chandler;
Howard G. King;
Munger T. Ball;
Capt. Joseph L. Streckfus;

Capt. Aubrey D. Haines II;
John I. Hay; and
Henry M. Baskerville.

Continuing the policy announced by the Commandant, United States Coast Guard, that all wartime regulations and restrictions will be removed so soon as military necessity will permit, the Council approved an amendment to the Motorboat Regulations removing the wartime requirement that motorboats on the Atlantic and Gulf coasts, Great Lakes, and inland waters have their undocumented number painted in large numbers on bow and topside. This amendment provides that numbers on these vessels shall be at least 3 inches in height as required by the Motorboat Act. Motorboats on the navigable waters of the Pacific coast and its tributaries continue to be governed by the wartime regulations. The amendment is set forth in full in the appendix.

The Council is engaged at the present time in making a study of Subchapter O, Emergency Regulations, which may be removed as the necessity for them becomes nonexistent due to the success of the military program. It is intended that by making this study at this time, the Council will be able to immediately recommend removal of wartime requirements as soon as the responsible military commanders indicate that the military situation is such that this can be done with safety.

In an effort to eliminate work which does not substantially contrib-

ute to greater safety, the Council approved an amendment to the regulations abolishing the necessity of conducting preliminary investigations in minor physical injury cases or minor casualties where the approximate damage is \$500 or less unless such casualties involve:

- (1) Serious bodily injury or loss of life;
- (2) Apparent negligence, misconduct, incompetency, unskillfulness, or other similar fault, on the part of merchant marine personnel licensed or certificated by the Coast Guard;
- (3) Grounding or stranding of the vessel; or
- (4) The seaworthiness of the vessel or its equipment in any material respect.

Regulations were likewise amended removing the necessity for giving immediate notice to local or district offices of the United States Coast Guard or Coast Guard headquarters in marine casualty accidents involving minor physical injury or minor casualties involving approximately \$500 or less. Coast Guard forms NAV CG2692 or NAV CG24 (e) continue to be required in every marine casualty or accident.

The regulations pertaining to the flashlights on lifeboats have been amended to require a flashlight in conformance with current United States Coast Guard specifications for flashlights on and after September 1, 1945. The Council likewise approved a new Coast Guard specification for such flashlights, requiring a water-

tight three-cell flashlight for lifeboats.

The emergency flashlights for officers required by sec. 153.13 has been amended, requiring a watertight two-cell flashlight in accordance with the Coast Guard specification. Flashlights on board vessels prior to September 1, 1945, may remain in service provided they are in good and serviceable condition.

Action was taken amending sec. 59.11a of the Ocean and Coastwise Regulations with respect to radios and searchlights on motor lifeboats on passenger vessels. Wartime subchapter O regulations stipulate that lifeboats shall have radios in accordance with Federal Communications Commission specification for this purpose. Section 59.11a requires a lifeboat radio installation which is below the standard of the emergency radio installation required by the Federal Communications Commission specification. Section 59.11a (c) was amended likewise to require that radios installed on motor lifeboats on passenger vessels shall comply with the requirements of the Federal Communications Commission.

Sec. 59.11a (b) was amended to require the searchlight on motor lifeboats on passenger vessels to be capable of operating the light intermittently for a period of 6 hours and continuously for a period of 3 hours. The power for the radio and searchlight is not required to be derived from the same source, but if it is, this source is to be sufficient to provide for the adequate working of both appliances.

The Council took routine action recommending for approval and termination of approval miscellaneous items of safety equipment. In taking this action the Council recommended with respect to embarkation ladders that the specifications be amended to permit wire rope as well as chain.

Waivers issued during the month of May may be found in the appendix.

The Eve Method of Artificial Respiration

THE Eve method of artificial respiration was described in the October 1944 issue of the *Proceedings*. This method, developed by Dr. F. C. Eve of Hull, England, and adopted by the Royal Navy involves placing the patient face down upon a board and rocking the board so as to make the patient's abdominal organs alternately push and pull upon the diaphragm. In the published account the Eve method was stated as effective but still secondary to the Schafer prone pressure method, due chiefly to possible delay in procuring and setting up the necessary apparatus.

On the basis of a special study made by Dr. John C. Grier, United States Public Health Service under the direction of Assistant Surgeon General Carl Michel, the Eve method is considered as definitely superior where equipment permitting its application is available. Such equipment can nearly always be improvised, but pending its availability the Schafer method should be immediately employed and continued in cadence while transferring to the Eve method.

The procedure to be followed in the Eve method is as follows:

1. The patient is laid face down on a plank, litter, or other suitable object, arms stretched overhead.
2. The ankles and wrists are secured to the plank.
3. The plank is placed upon something which will serve as a fulcrum.

4. If it has not already been done, water should be drained from the patient by a head-down tilt until no more water runs out.

5. The plank or litter is then tilted alternately 45° or 50° on a 6-second cycle

(10 double rocks a minute) until normal breathing is restored or until the patient is pronounced dead by a medical officer.

6. Keep the patient warm and institute treatment for shock when respiration has started.



Improved apparatus for artificial respiration by Eve method.

Line-Throwing Appliances

THE history of line-throwing appliances, for rescue purposes, dates back over 150 years. In 1791, a Lieutenant Bell of the British Royal Artillery experimented with a mortar firing a 60-pound ball to which a line was attached. He succeeded in attaining a range of 400 yards but experienced difficulty in the attachment of the line to the cannon ball. Capt. G. W. Mandy of the Royal Navy continued the work, experimenting with an iron rod let into the shot to keep the line from burning and also with various shaped shots for securing increased range. He also seems to have devised a grapnel projectile which could attach itself to a wreck. For night-firing he fitted fuses in holes in the rear of his shell so that its flight could be followed, thus creating the forerunner of the tracer bullet.

In the meantime the British Army had developed and were using in battle self-propelled rockets of considerable range. Their military effectiveness does not seem to have been very great—they were employed without much result at the Battle of New Orleans—but they offered a substitute for the line-carrying projectile that had to be shot from a gun, since their initial velocity, and hence impact on the line, was less and their trajectory was flatter. As a result rockets were extensively used for lifesaving purposes in the British Isles in preference to mortars.

In the United States, for lack of a Federal agency charged with responsibility for lifesaving and rescue work, experiments with line-carrying devices did not begin until 1877, when the Army loaned Lt. D. A. Lyle to the United States Revenue Marine, as the Coast Guard was then called. Lieutenant Lyle developed the type of mortar which bears his name and which is still used, substantially without change, by Coast Guard lifesaving stations and as required equipment on board ship.

Shortly after Lyle's experiments, one E. S. Hunt patented a projectile which carried its own line, paying it out in flight, like a guess-warp. The projectile was made of a short, heavy shot and a long hollow case, open at the mouth and in which the line was compactly coiled. The obvious advantages were that a line box was unnecessary and that range was greater, since the shot did not have to pull an increasing amount of line in its flight. However, only a very light line could be used and in the small shell case the friction of this line was considerable. The Hunt shell was never used in service.

While a mortar with line-carrying shot is standard equipment for shore-based Coast Guard rescue parties experienced in its use, the value of such

a device on board ship, specifically for passing a line to another vessel, is somewhat less demonstrable. The fact that other means of passing the line are precluded and that a gun must be resorted to, indicates serious weather conditions and generally assumes that one craft is disabled. Under such circumstances the relative drift of the two craft may result in bringing too heavy a strain upon the messenger before a hawser can be gotten across. Comments of experienced shipmasters are to the general effect that floating down the hawser by lifeboat or other buoyant means would offer the best chance of success.

Shoulder guns, firing a metal slug

attached to a small cotton line, were in use before the war and have been extensively used by vessels underway for passing messages or to make the first connection for a breeches buoy or fueling operation. In such cases, however, both vessels are under control so that the distance between them is slight and constant. The British Board of Trade requirements specify line-carrying rockets with a range of 200 yards in calm weather, but the line to be carried is only one-half inch in circumference, about the same as that for a shoulder gun. The use of nylon lines will result in a gain of strength in a small line, but whether this will be sufficient to offset the practical difficulties involved in getting a towing hawser to a disabled ship in a heavy sea is open to question.



Coast Guard line-throwing gun, shell, and line-box.

Preliminary Work on Safety Convention

In connection with the proposed conference for revising the International Safety Convention of 1929 and in addition to the work that is being done towards an American draft by committees in this country, liaison is being maintained with British and Canadian authorities for the purpose of exchanging views informally on various matters to be dealt with.

Commodore H. C. Shephard, United States Coast Guard Reserve, Chief, Marine Inspection Division, is now in London on his second visit in this connection. He expects to return in the near future to report on the progress being made in Great Britain. He has, of course, advised the British authorities as to the procedures followed here. Mr. Gibson Graham, of the Ministry of War Transport, has also

twice come to this country and conferred at Coast Guard headquarters on various points raised in his country.

A small delegation composed of Rear Admiral J. F. Farley, United States Coast Guard, Capt. E. M. Webster, United States Coast Guard, Capt. R. T. Merrill, United States Coast Guard Reserve and Lt. J. R. Monroe, United States Coast Guard Reserve, recently visited Montreal and met with representatives of the Canadian Government and shipping industry, advising them fully of the views of the United States' committees, insofar as they had been crystallized. The purpose of all of these informal discussions is to bring, as far as possible, the views of the principal maritime nations into general agreement in advance of the actual conference.

Commandant Addresses Maritime Law Association

On May 4, Admiral R. R. Waesche, Commandant of the Coast Guard, addressed the Maritime Law Association of the United States at its annual dinner meeting in New York. This was the first public appearance of the Commandant since his promotion to the rank of full admiral, the first officer ever to hold such rank in the Coast Guard. Excerpts of Admiral Waesche's address follows:

It is now 16 years since the last International Safety Conference was held, and, in the meantime, notable advances have been made in the scientific fields affecting safe navigation. The present war with its emphasis on electronics and its other developments has given added impetus to progress in the field of marine safety. If much of this progress is not to be lost through economic pressure in the postwar period, it behooves us to take steps now that will insure that the merchant fleets of the world may take advantage of new safety measures and still compete on an equal basis.

At the outset I want you to know that when the president of your association, Mr. Betts, invited me to address this annual dinner meeting I felt highly complimented; also, that I accepted with eagerness because it seemed to me that this would be an excellent opportunity to discuss with you some matters of common interest and to attempt to bring about a meeting of the minds on some subjects of mutual concern. I hope that you have not expected me to devote my time this evening to relating war stories and anecdotes illustrative of Coast Guard combat activities, because I do not intend to do so. I shall take it for granted that you are aware that Coast Guard men are doing their duty in the combat theaters, and I shall address myself to a few Coast Guard problems that concern you in your professional relations with the maritime industry.

One of the suggestions concerns a permanent secretariat of safety of life at sea. It is hardly necessary to remind you gentlemen that international conferences, with their diplomatic etiquette and protocol, their stiff formality, and the difficulty and inconvenience inherent in getting them under way, are a most cumbersome means of bringing about continued cooperation and agreement in any particular field of endeavor. To try internationally to regulate maritime safety by diplomatic conferences every 15 years is like trying to run interstate commerce among the 48 States by holding constitutional conventions every decade or so. In a growing and dynamic field, such as the one in which we are interested, it is necessary that some organization be instituted to provide continuity, to receive and explore new proposals, to make studies on how the requirements established by the high contracting powers are being met and how they are working out in practice. These would be some of the functions of the secretariat. It would also provide an establishment for giving various services to maritime nations such as hydrographic, meteorological, and navigational information.

I am convinced that by providing some continuing organization for keeping the

field constantly under review and for receiving proposals and circulating them among the contracting powers the proposed international convention can make significant contribution to the maritime world.

There has been no thought of placing in the proposed Secretariat any power to amend the convention. Neither is it anticipated that the convention provisions will be amended by less than the unanimous consent of the high contracting powers. There are certainly grave constitutional questions, so far as the United States is concerned, that such procedures could be adopted, even were they deemed desirable.

I have been asked several times what connection, if any, is envisaged between the proposed Secretariat and any world organization that may eventually result from the San Francisco meeting. That is a question that can be answered, of course, only when the pattern adopted at San Francisco becomes more clear, but I believe we can all agree that a service bureau such as we have been discussing might fit in very well with a world organization which would probably contain several similar offices in different and related fields.

We are all aware that the great growth of modern economic and social machinery, with its accompanying augmentation of complexities, has created a demand on governments for a type of control that is flexible and based on specialized information. The democratic nations of the world have answered that demand with specialized administrative agencies operating under a standard established by the democratic legislature. No one can question the value or desirability of this system when the procedures and processes followed by the agencies are in keeping with fair play.

In rule-making activities, fair play requires that there be provision for consultation with affected members of the industry and opportunity for full discussion. The powers of administrative agencies over private enterprise are immense, and sound reason dictates that before subjecting persons to requirements that may have great economic repercussions the affected parties should be heard, not only to protect their own interests, but in order that the administrative body may function as it is intended, that is, with special knowledge of the circumstances. Anyone with government experience in the last 2 decades knows how often untold damage and embarrassment can result from ill-advised or ill-considered administrative action. It was largely for the purpose of providing a forum for consultation and discussion that we created the Coast Guard Merchant Marine Council. This body is made up of the chief officers of the Coast Guard charged with responsibility in connection with merchant-marine activities. It meets weekly and sometimes more often. Prior to the issuance of important new rules and regulations, affecting the industry, it is the policy to provide for notice and open hearing before the council. In this way, parties in interest can present their views to the Coast Guard officers most concerned with their problems. At any time,

any person in the maritime industry can petition for, and secure, a hearing with regard to his particular problems as affected by the existing rules and may request modification and amendments of the rules.

The marine-inspection field is one of many in which the Congress has found it necessary to vest in an administrative agency both rule-making powers and decision-making powers—that is, both kinds of authority ordinarily exercised by agencies making and enforcing administrative law. It has been suggested to me, from time to time, that a military organization is not properly geared to carry out administrative law functions. This attitude seems to stem from a suspicion of what is often called the military attitude and of the ideas of rank and military command. My answer has always been that the Coast Guard is an organization that for generations has been carrying on civil functions and which, in time of peace, operates not under the military branches of the Government but under a civil branch, the Department of the Treasury. All its primary functions are civil in nature, and it is organized on military lines because it is an enforcement agency and because in time of war it must fit into the naval organization in order to carry out its civil functions under naval supervision and control. If military organization in itself is an obstacle to efficient and proper administration of civil functions, then the whole theory of a Coast Guard is wrong and has been wrong for over a hundred and fifty years.

We have already had over 3 years of experience in administering the merchant marine inspection functions, and from that experience, I am convinced that the time has come when we must give serious thought and study to the future status of the organization and personnel of the Bureau of Marine Inspection and Navigation. The uncertainty inherent in the present situation does not make for good administration. I think that as practical men you can visualize the difficulty that arises, under those circumstances, in any attempt properly to integrate the marine inspection activities with the rest of the Coast Guard.

The Congress has been conscious of this difficulty and of the unsatisfactory results that spring therefrom. Only recently, the House Committee on Appropriations in its report on the Navy Department appropriation bill included a statement that I feel I should read to you:

"With respect to the Coast Guard, it is the sense of the committee that there is considerable room for improvement in the organization and administrative procedures of the Merchant Marine Inspection Service, which temporarily has become a part of the Coast Guard under the direction of the Executive. The committee's complaint no doubt results from the temporary nature of Coast Guard jurisdiction, because if such organization, the committee feels certain, had permanent supervision, there early would have been applied the efficient methods and procedures which long have been Coast Guard virtues. If the Merchant Marine Inspection Service is to remain permanently under the Coast Guard, there should be early legislation for effecting the transfer, because inefficiency very likely will continue under a temporary arrangement."

LESSONS FROM CASUALTIES

Improper Maintenance of Equipment

Whenever a vessel's lifesaving equipment is overhauled it is the responsibility of the ship's officers to examine carefully every detail of the finished job, and in many instances, the procedure employed by the workers, in order to insure against careless workmanship. Every seaman fully realizes that paint is an essential requisite for the preservation of any ship as well as its equipment from the destructive effects of corrosion or decay due to the sea and weather. However, experience has shown that many persons, either through indifference or ignorance, carelessly paint important items of equipment such as valve stems, davit screws, fire extinguisher name plates, sprinkler heads, and lately the bolts and butterfly nuts for securing the watertight access panels of the lifeboat and life raft compartments which creates an extremely serious situation should such over-painted equipment be hurriedly called upon.

A recent sinking of a merchant cargo ship in the North Atlantic vividly illustrates the dangerous outcome of improper and slipshod maintenance of lifesaving equipment.

During a period of overhaul, the men detailed to painting carelessly slushed paint on the bolts and butterfly nuts which secure the access pan-

els of the lifeboat and life-raft watertight compartments wherein the first-aid kit as well as other vital supplies are housed. Several days out from port the ship was torpedoed and sunk, and 16 men, some of whom were critically injured, were compelled to spend several hours on two life rafts before rescue operations were fully completed. Immediately after boarding the rafts it became imperative to procure the first-aid kit from its compartment in order to administer necessary relief to the suffering injured. However, due to the thick coating of paint covering the threads of the bolts and butterfly nuts, the compartment was veritably sealed and thereby rendered inaccessible. Were it not for one of the ship's lifeboats coming alongside in answer to their hail and passing a first-aid kit to the unfortunate men on the rafts, the fate of these men, the uninjured as well as the injured, might have made the outcome of the disaster more tragic.

That the life-raft watertight compartments containing vital supplies were sealed with paint was subsequently revealed in the following survivor's statement:

The compartments on the life rafts containing fresh water, medical supplies, food rations, and blankets could not be opened. The only reason we could open the compartment in the lifeboat was because I went through the lifeboats four days before and opened the compartments to put cigarettes in them. I had

to use a hammer and tap them first. I broke the paint off by tapping and working them back and forth.

The foregoing statement indicates the indifferent attitude of many seamen who neglect to recognize their responsibility for maintaining their vessel in shipshape condition at all times by intelligent and diligent performance of their duties. Thus, in this instance, when the above quoted seaman first discovered the improperly painted condition of the lifeboats and life rafts, he should have immediately drawn it to the attention of his superiors and this hazardous condition could have been easily rectified by chipping the crusted paint off and thoroughly greasing the threaded bolts to permit free movement of the butterfly nuts.

Whenever life rafts, lifeboats, or other vital equipment, are to be painted, the ship's officers should see to it beforehand that all movable parts, such as the bolts and butterfly nuts which secure the watertight compartments, are carefully wrapped to protect them from the painter's brush or spray gun. As soon as the painting is completed, the finished job should be carefully and critically examined to insure the free movement of movable parts, and all such parts should be thoroughly greased to make certain that they will function efficiently under actual service conditions.

Hearing Units

Coast Guard Merchant Marine hearing units and details investigated a total of 3,890 cases during the month of February 1945. From this number, hearings resulted involving 139 officers and 976 unlicensed men. In the case of officers 4 licenses were revoked, 29 were suspended, 72 were suspended on probation, 6 were voluntarily sur-

rendered, 7 hearings were closed with admonitions, and 27 cases were dismissed. Of the unlicensed personnel 21 certificates were revoked, 337 were suspended, 541 were suspended on probation, 246 were voluntarily surrendered, 26 hearings were closed with admonitions, and 64 cases were dismissed.

Correction

In the March 1945 edition of Tank Vessel Regulations a typographical error was made in section 33.3-1 (d) on page (D-27) which consisted of printing the date, January 1, 1936, instead of the correct date, January 1, 1946, when the new type compass and mounting will be required for new installations or replacements in lifeboats on merchant tank vessels navigating the ocean and coastwise waters.

APPENDIX

Amendments to Regulations

TITLE 46—SHIPPING

Chapter I—Coast Guard: Inspection and Navigation

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

PART 29—ENFORCEMENT

Section 29.8 (10 F.R. 4266) is amended by changing subparagraphs (3) and (4) of paragraph (f) to read as follows:

§ 29.8 Procedure relating to numbering of motorboats. * * *

(f) * * *

(3) The number shall be painted parallel with the waterline and the distance between the waterline and the bottom of the number shall not be less than the minimum height of the number. The width of the characters of the number on all numbered vessels and the thickness of the individual numbers shall be in accordance with accepted engineering practices. The height of the number on all undocumented vessels found on the navigable waters of the Atlantic Coast, Gulf Coast, Great Lakes, inland lakes, and on their connecting or tributary waters, and the Red River of the North, shall be not less than three inches and shall be displayed on each bow in accordance with the requirements of the Act of June 7, 1918, as amended (46 U.S.C. 288). The height of the number on all undocumented vessels found on the navigable waters of the Pacific Coast and its tributary waters, except inland lakes and their connecting waters, shall be in accordance with the following scale:

Length of vessel:	Height in inches
Under 20'0"-----	6-8
20'0" and under 40'0"-----	10
40'0" and under 60'0"-----	18
60'0" and over-----	24

(4) On all undocumented vessels found on the navigable waters of the Pacific Coast and its tributaries, except inland lakes and their connecting waters, if the construction of the boat permits, the number shall also be painted on a conspicuous part of the top side for the purpose of aerial identification. The number shall be placed athwart ships or fore and aft, depending upon which of these two areas is the larger, and shall be painted in a color which contrasts to the color of the top side and the size of the individual numbers shall be in proportionate ratio to the scale set forth in the preceding paragraph. The undocumented vessels

found on the navigable waters of the Atlantic Coast, Gulf Coast, the Great Lakes, inland lakes, and their connecting and tributary waters, and the Red River of the North, are not required to have the number painted on the top side for the purpose of aerial identification.

Subchapter D—Tank Vessels

PART 33—LIFESAVING APPLIANCES

EQUIPMENT; LIFEBOATS, LIFE RAFTS, AND BUOYANT APPARATUS

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

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

(h) Flashlight. On and after September 1, 1945, one approved type I, size No. 3 flashlight complying with current U. S. Coast Guard Specification for Flashlights, Electric, Hand.¹ No battery cell shall remain in the flashlight beyond the serviceability date appearing on the cell or its jacket. A flashlight which obtains its source of energy from other than dry cells may be used provided such flashlight has been approved by the Commandant, United States Coast Guard. Approved flashlights not conforming to the above referred to specification which are on board vessels prior to September 1, 1945 may be continued in service provided they are in good and serviceable condition; when replacement of these flashlights is effected, said flashlights shall comply with the requirement contained in this regulation.

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

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

(f) Flashlight. (Optional, see Distress Lights.) On and after September 1, 1945, one approved type I, size No. 3 flashlight complying with current U. S. Coast Guard Specification for Flashlights, Electric, Hand.¹ No battery cell shall remain in the flashlight beyond the serviceability date appearing on the cell or its jacket. A flashlight which obtains its source of energy from other than dry cells may be used provided such flashlight has been approved by the Commandant, United States Coast Guard. Approved flashlights not conforming to the above referred to specification which are on board vessels prior to September 1, 1945, may be continued in service provided they are in good and serviceable condition; when replacement

of these flashlights is effected, said flashlights shall comply with the requirement contained in this regulation. (10 F.R. 6122-6123, 26 May 1945.)

Subchapter G—Ocean and Coastwise: General Rules and Regulations

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

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

§ 59.11 Lifeboat equipment. * * *

(i) Flashlight. On and after September 1, 1945, one approved type I, size No. 3 flashlight complying with current U. S. Coast Guard Specification for Flashlights, Electric, Hand.¹ No battery cell shall remain in the flashlight beyond the serviceability date appearing on the cell or its jacket. A flashlight which obtains its source of energy from other than dry cells may be used provided such flashlight has been approved by the Commandant, United States Coast Guard. Approved flashlights not conforming to the above referred to specification which are on board vessels prior to September 1, 1945, may be continued in service provided they are in good and serviceable condition; when replacement of these flashlights is effected, said flashlights shall comply with the requirement contained in this regulation.

Section 59.11a is amended by deleting the third undesignated subparagraph of paragraph (b) and by deleting paragraph (c) and substituting the following in lieu thereof:

§ 59.11a Motor lifeboat equipment. * * *

(b) Searchlight. * * *

The source of power for the searchlight shall be capable of operating the light intermittently for a period of 6 hours and continuously for a period of 3 hours. Where the power for the radio equipment and the searchlight are derived from the same source, this shall be sufficient to provide for the adequate working of both appliances.

(c) Radio installation. The radio installation shall comply with the requirements of the Federal Communications Commission for this purpose.

¹ A copy of the specifications is on file in the office of the FEDERAL REGISTER, and copies may be obtained upon request from the Commandant (EMM), United States Coast Guard Headquarters, Washington 25, D. C., or any District Coast Guard Officer.

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

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

§ 60.9 *Lifeboat equipment.* (See § 59.11, as amended, which is identical with this section.) (10 F.R. 6123, 26 May 1945.)

Subchapter H—Great Lakes: General Rules and Regulations

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

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

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

(f) *Flashlight.* (Optional, see paragraph (e) of this section.) On and after September 1, 1945, one approved type I, size No. 3 flashlight complying with current U. S. Coast Guard Specification for Flashlights, Electric Hand.¹ No battery cell shall remain in the flashlight beyond the serviceability date appearing on the cell or its jacket. A flashlight which obtains its source of energy from other than dry cells may be used, provided such flashlight has been approved by the Commandant, United States Coast Guard. Approved flashlights not conforming to the above referred to specification which are on board vessels prior to September 1, 1945 may be continued in service provided they are in good and serviceable condition; when replacement of these flashlights is effected, said flashlights shall comply with the requirement contained in this regulation. (10 F.R. 6123, 26 May 1945.)

Subchapter K—Seamen

PART 136—"A" MARINE INVESTIGATION
BOARD RULES

TEMPORARY WARTIME RULES GOVERNING
INVESTIGATIONS OF ACCIDENTS AND
CASUALTIES

Section 136.103 (a) is amended to read as follows:

§ 136.103 *Notice of casualty and voyage records.* (a) Whenever a marine casualty or accident occurs, except in minor physical injury cases or minor marine casualties of approximately \$500 or less, the master, owner, charterer, or agent of the vessel or vessels involved shall, as soon as possible, give notice thereof to the nearest local or district office of the United States Coast Guard or to Coast Guard Headquarters, Washington, D. C. This notice, when required is in addition to the filing of Coast Guard Forms NAVCG 2692 or NAVCG 924e required in every marine casualty or accident. Notices received in local or district offices shall be transmitted to Head-

quarters immediately. Such notice shall name the vessel involved and the owner or agent thereof, and shall state the nature and cause of the casualty or accident, the locality in which it occurred, and the extent and nature of injuries to persons and damage to property resulting therefrom. Such notice shall be in addition to any other notice required to be given by law or regulation. Any officer or employee of the United States or any other person having material knowledge or information concerning a marine casualty or accident shall immediately bring such information to the attention of the United States Coast Guard. Communications in regard to casualties shall be handled with caution in order that information with respect thereto may not fall into the hands of the enemy.

The master, owner, charterer, or agent of any vessel involved in a marine casualty or accident shall, as soon as practicable after such casualty or accident, prepare and file an original and three copies of a report of such casualty or accident with the District Coast Guard Officer of the district in which the casualty or accident occurred or in which the vessel first arrives after such casualty or accident. The report of a personal accident not involving loss of life shall be made on Coast Guard Form NAVCG 924e. The report of a marine casualty or accident involving loss of life shall be made on Coast Guard Form NAVCG 2692. If not readily available, the completion of Coast Guard Form NAVCG 2692 with respect to estimated value of vessel and cargo and the amount of insurance on the vessel and cargo may be dispensed with. These forms (NAVCG 2692 and NAVCG 924e) need not be executed under oath.

Section 136.104 (a) is amended to read as follows:

§ 136.104 *Preliminary investigations.* (a) As soon as possible after receiving notice of a marine casualty, other than a casualty resulting from enemy action, the District Coast Guard Officer in whose jurisdiction the casualty occurs, or in cases involving casualties occurring on the high seas, to whose jurisdiction the personnel of the vessel or vessels involved first return shall cause a preliminary investigation of such casualty to be made: *Provided*, That no preliminary investigation need be made in minor physical injury cases or minor marine casualties where the approximate damage is \$500 or less, unless such casualties involve: (1) serious bodily injury or loss of life; (2) apparent negligence, misconduct, incompetency, unskillfulness, or other similar fault, on the part of merchant marine personnel licensed or certificated by the Coast Guard; (3)

grounding or stranding of the vessel; or (4) the seaworthiness of the vessel or its equipment in any material respect. (10 F.R. 4720, 1 May 1945.)

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

PART 153—BOATS, RAFTS, AND LIFESAVING APPLIANCES; REGULATIONS DURING EMERGENCY

Section 153.6a (a) (5) is amended to read as follows:

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

(5) *Flashlight and batteries.* On and after September 1, 1945, one approved type I, size No. 3 flashlight complying with current U. S. Coast Guard Specification for Flashlights, Electric, Hand,¹ and three extra sets of approved battery cells in a waterproof package. No battery cell shall remain in the flashlight or waterproof package beyond the serviceability date appearing on the cell or its jacket. A flashlight which obtains its source of energy from other than dry cells may be used provided such flashlight has been approved by the Commandant, United States Coast Guard. Approved flashlights not conforming to the above referred to specification which are on board vessels prior to September 1, 1945 may be continued in service provided they are in good and serviceable condition; when replacement of these flashlights is effected, said flashlights shall comply with the requirement contained in this regulation.

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

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

(o) *Flashlight and battery.* On and after September 1, 1945, one approved type I, size No. 3 flashlight complying with current U. S. Coast Guard Specification for Flashlights, Electric, Hand,¹ and one extra set of approved battery cells in a waterproof package. No battery cell shall remain in the flashlight or waterproof package beyond the serviceability date appearing on the cell or its jacket. A flashlight which obtains its source of energy from other than dry cells may be used provided such flashlight has been approved by the Commandant, United States Coast Guard. Approved flashlights not conforming to the above referred to specification which are on

¹A copy of the specifications is on file in the office of the FEDERAL REGISTER, and copies may be obtained upon request from the Commandant (EMM), United States Coast Guard Headquarters, Washington 25, D. C., or any District Coast Guard Officer.

board vessels prior to September 1, 1945 may be continued in service provided they are in good and serviceable condition; when replacement of these flashlights is effected, said flashlights shall comply with the requirement contained in this regulation.

Section 153.13 is amended to read as follows:

§ 153.13 *Emergency flashlights.* On and after September 1, 1945, there shall be provided for each licensed officer and for each person while on watch in the engine-room department on ocean and coastwise vessels one approved type I, size No. 2 flashlight complying with current U. S. Coast Guard Specification for Flashlights, Electric, Hand.¹ A flashlight which obtains its source of energy from other than dry cells may be used provided such flashlight has been approved by the Commandant, United States Coast Guard. Approved flashlights not conforming to the above referred to specification which are on board vessels prior to September 1, 1945, may be continued in service provided they are in good and serviceable condition; when replacement of these flashlights is effected, said flashlights shall comply with the requirement contained in this regulation. (10 F.R. 6123, 26 May 1945.)

Effective June 1, 1945, § 153.14a is amended in the first undesignated paragraph by changing the fifth item in the articles required in the abandon-ship kit and by changing the "Directions for using Tannic Acid Jelly" to read as follows:

§ 153.14a *Abandon-ship kit.* * * *
20 three-fourth ounce tubes of Foille or 20 three-fifth ounce tubes of boric acid ointment 5 percent.²

DIRECTIONS FOR USING FOILLE OR BORIC ACID OINTMENT

If Foille is used, shake well before using.

Apply Foille or boric acid ointment liberally to scalded or burned area; apply gauze dressing and hold in place with a bandage. Keep the burn moist with frequent applications. On small burns the Foille or boric acid ointment may be applied without dressing, if

desired. When it is necessary to change the dressing and there is a tendency to stick, soak the compress in fresh or sea water to loosen it and prevent further injury to the scalded or burned area.

Waivers

TITLE 46—SHIPPING

Chapter I—Coast Guard: Inspection and Navigation

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

24-FOOT METALLIC LIFEBOATS (COAST GUARD BUILT-IN-TANK TYPE) MANUFACTURED BY GLOBE AMERICAN CORPORATION

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 U. S. Coast Guard in the case of any vessel engaged in business connected with the conduct of the war to the extent and in the manner that the Commandant, U. S. Coast Guard, shall find to be necessary in the conduct of the war; and

The United States Maritime Commission, Washington, D. C., having

indicated that the efficient prosecution of the war would be impeded by the application of certain vessel inspection regulations in 46 CFR, Parts 37, 59, and 60, which require that metallic lifeboats be constructed of steel having a minimum tensile strength of not less than 50,000 pounds per square inch and that the keel shall be in one length when such lifeboats are to be used on vessels engaged in business connected with the conduct of the war;

Now, therefore, upon request of the United States Maritime Commission, I hereby find it to be necessary in the conduct of the war that the vessel inspection regulations in 46 CFR 37.1-1, 37.2-1 to 37.2-19, inclusive, 59.13, 59.15, 60.10, and 60.12 be waived to the extent necessary to permit the use on board vessels connected with the conduct of the war of certain 24-foot metallic lifeboats, Numbers 6062 to 6211, inclusive, manufactured by the Globe American Corporation, Kokomo, Indiana, when lifeboats 6062 to 6211, inclusive, are made in certain parts with 14 gage U. S. S. steel sheets having a minimum thickness of .072 inch and an average tensile strength of 42,000 pounds per square inch and lifeboats 6132 to 6211, inclusive, having the keel made of two steel bars welded together with a double "V" full butt weld, as follows:

Boat serial No. and units affected	Materials permitted
6062-6103, incl.; 42	No. 2 sheet bow, port; No. 2 sheet stern, starboard; 2 steel sheets per unit.
6104-6196, incl.; 93	Nos. 1, 2, and 3 sheets bow and stern, port and starboard; 12 steel sheets per unit.
6197-6211, incl.; 15	Nos. 1, 2, 3, and 4 sheets, bow and stern, port and starboard; 16 steel sheets per unit.
6132-6211, incl.; 80	Keels may be in 2 lengths when welded together in the center by qualified welders using a double "V" full butt weld and approved deep penetrating welding electrodes.

The changes in construction requirements for these lifeboats shall not alter any tests that may be given such lifeboats by the Coast Guard during inspection at the plant or on shipboard.

Dated: April 27, 1945. (10 F.R. 4666, 28 April, 1945.)

ACID-BESSEMER STEEL PIPE

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 U. S. Coast Guard in the case of any vessel engaged in business connected with the conduct of the war to the extent and in the manner that the Commandant, U. S. Coast Guard, shall find to be necessary in the conduct of the war; and

The United States Maritime Commission, Washington, D. C., having indicated that the efficient prosecution

of the war would be impeded by the application of certain vessel inspection regulations in 46 CFR, Part 51, which requires that pipe fabricated from steel manufactured by the acid-bessemer process shall not be used for installations on vessels subject to the jurisdiction of the Coast Guard, when such pipe is bent, coiled, flanged, or otherwise worked cold.

Now, therefore, upon request of the United States Maritime Commission, I hereby find it to be necessary in the conduct of the war that the vessel inspection regulations in 46 CFR, 51.11a-2 (a) be waived to the extent necessary to permit the installation of pipe manufactured from acid-bessemer steel, cold bent, for medium and low pressure piping on U. S. Maritime Commission Hulls 2354-2373 and 2388-2392 (25 hulls), *Provided*, That acid-bessemer steel pipe, cold bent, shall not be permitted for high pressure feed piping, steam to soot blowers and high pressure drains.

¹ A copy of the specifications is on file in the office of the FEDERAL REGISTER, and copies may be obtained upon request from the Commandant (EMM), United States Coast Guard Headquarters, Washington 25, D. C., or any District Coast Guard Officer.

² Abandon-ship kits which were placed on merchant vessels on or before May 30, 1945, and contain 5 four-ounce tubes of 5 percent sulfadiazine—tannic acid 10 percent jelly and the directions for using such tannic acid jelly may be continued in use until replacement is necessary, at which time the kit shall be equipped in compliance with the provisions of section 153.14a, as amended. (10 F. R. 4720-4721, 1 May 1945.)

Dated: May 9, 1945. (10 F.R. 5424-5425, 11 May 1945.)

MARINE ENGINEERING AND MATERIAL SPECIFICATIONS; FLANGES FOR CLASS II PIPING

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

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 U. S. Coast Guard in the case of any vessel engaged in business connected with the conduct of the war to the extent and in the manner that the Commandant, U. S. Coast Guard, shall find to be necessary in the conduct of the war; and

The United States Maritime Commission, Washington, D. C., having indicated that the efficient prosecution of the war would be impeded by the application of certain vessel inspection regulations in 46 C. F. R., Part 151, as amended, which requires that certain flanges used in connection with installation of Class II piping on vessels subject to jurisdiction of the Coast Guard shall, when shipped from point of manufacture, be accompanied by an affidavit that such flanges comply with the regulations, which affidavit is to be kept on file by the shipbuilder or repair yard for examination and checking by the inspectors;

Now, therefore, upon request of the United States Maritime Commission, I hereby find it to be necessary 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. 151.23 (d) to the extent necessary to permit the installation of flanges used in connection with Class II piping only, which are not accompanied by the affidavits required by this section, on U. S. Maritime Commission vessels of designs EC2-S-C1, Z-EC2-S-C5, EC2-S-AW1, VC2-S-AP2, C1-M-AV1, Mod., VC2-S-AP3, and VC2-S-AP5, provided that such flanges are found by Coast Guard inspectors to be suitable in all other respects.

Dated: May 22, 1945. (10 F.R. 5961, 24 May 1945.)

MARINE ENGINEERING AND MATERIAL SPECIFICATIONS; SIX-WAY VALVES CONTAINING CAST IRON IN PIPING TO HYDRAULIC STEERING GEAR

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

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 U. S. Coast Guard in the case of any vessel engaged in business connected with the

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

The United States Maritime Commission, Washington, D. C., having indicated that the efficient prosecution of the war would be impeded by the application of certain vessel inspection regulations in 46 C. F. R., Part 55, as amended, which prohibits the use of cast iron in the construction of valves and fittings for working pressures exceeding 125 pounds per square inch on vessels subject to the jurisdiction of the Coast Guard;

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 regulations in 46 C.F.R. 55.19-3 (1) to the extent necessary to permit the installation of cast iron six-way valves in the piping to the hydraulic steering gear on U. S. Maritime Commission vessels of designs VC2-S-AP2, VC2-S-AP3, and VC2-S-AP5.

Dated: May 22, 1945. (10 F.R. 5961, 24 May 1945.)

Navigation and Vessel Inspection Circular No. 60

Defective Carbon Steel Castings; Repair of

UNITED STATES COAST GUARD,
Washington 25, D. C.,
9 May 1945.

1. The procedure outlined herein is intended to apply to minor and major repairs and the inspection thereof of carbon steel castings, such as valve bodies, pipe fittings, channels, covers, manifolds and other pressure-containing appliances.

2. *Defects.*—(a) Minor defects are undersized areas resulting from oxyacetylene cutting, grinding, or chipping during cleaning operation, surface sand or slag defects or other slight surface defects except cracks or cold shuts. The excavated depth of a minor defect shall not exceed 20 percent of the wall thickness or one inch, whichever is the lesser. No lineal dimension shall exceed four times the wall thickness or be greater than 6 inches, whichever is the lesser.

(b) All defects exceeding the depth or size given in section 2 (a) shall be considered a major defect, which shall

be repaired in the same manner as a minor defect. Major repairs shall be nondestructively tested as required by section 6 (a) herein.

3. *Removal of defects.*—(a) Prior to any welding, all defective material shall be removed until the base metal is shown to be sound. Defective areas of castings may be removed by chipping, grinding, drilling, or oxyacetylene grooving to a sufficient depth to insure that the remaining base metal is shown to be sound by acid etching, radiography or magnetic particle testing. The latter method of testing is preferred. Any slag remaining after oxyacetylene grooving shall be completely removed by chipping or grinding.

(b) When defects are removed by drilling, the resulting hole shall be countersunk to a depth of at least 25 percent of the metal thickness with a bevel of the included angle being not less than 45°.

4. *Preheat and postheat.*—(a) Prior to welding, the cavity and the adjoining area shall be preheated to a temperature of from 350° to 450° F. Castings shall be preheated to the foregoing temperatures when lugs, supports, ribs, or bosses are to be welded thereto.

(b) Castings, other than those which have been repaired for minor surface defects, shall be stress relieved in a furnace to a temperature of from 1150° to 1250° F. for 1 hour per inch of maximum thickness and allowed to slowly cool in the furnace to 500° F. before removal.

5. *Electrodes and welders.*—(a) Filler metal used in the repair of defective steel castings shall be electrodes of approved manufacture meeting the chemical and physical properties of the base metal.

(b) The defective material removed shall be replaced using pipe welders qualified in accordance with Qualification Test No. 4 for the position in which the welding is to be done as given in section 56.20-3.

6. *Tests.*—(a) Completed welds shall be inspected for cracks and other defects by magnetic particle testing and in the case of major repairs, the welded area shall be examined by radiography if the casting is to be used in steam lines subject to boiler pressure, boiler feed, or blow-off lines. Prior to the use of magnetic particle inspection, the welds shall be made smooth and free of grooves or depressions.

(b) After repair of defectives castings has been completed, a hydrostatic test as outlined in table P-10 or P-11 of section 55.19-8 based upon the primary service pressure rating shall be applied.

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

Equipment Approved by the Commandant

BOILER

Waste heat vertical heating boiler, sizes 20, 21, 22, 24, and 27 (drawing No. 1975, dated 10 April 1945), submitted by Engineering Specialties Co., Inc., 39 Cortlandt St., New York, N. Y. (10 F. R. 5055, 5 May 1945.)

CLEANING PROCESS FOR LIFE PRESERVERS

Sullivan cleaning process for kapok life preservers, submitted by Sullivan Awning Co., 409 South Van Ness St., San Francisco, Calif. (10 F. R. 4777, 1 May 1945.) (Corrected 10 F. R. 5055, 5 May 1945.)

DAVIT

Gravity davit, type B-1 (drawing No. D-2572, dated 10 February 1945) (working load of 7,000 pounds per arm, 14,000 pounds per set), submitted by Modern Boat & Engineering Co., Chicago, Ill.

FIRE EXTINGUISHER

Ajax, Model FU-M, marine type 40-gallon foam fire extinguisher (drawings Nos. 2000 and 2029), submitted by the Safety Fire Extinguisher Co., 291-293 7th Ave., New York, N. Y. (10 F. R. 5569, 15 May 1945.)

FIRING ATTACHMENT FOR LINE-THROWING GUN

Firing attachment for line-throwing gun, designated VK-M24 (drawing No. VK-M24, dated 10 April 1945), submitted by Van Karner Chemical Arms Corp., 202 East 44th St., New York 17, N. Y. (10 F. R. 5569, 15 May 1945.)

FIRE-INDICATING AND ALARM SYSTEM

Automatic supervisory fire alarm annunciator, M. D. 2373, plan No. 6998, sheet 1, alteration 3, sheet 2, alteration 4, sheet 3, alteration 3, and sheet 4, alteration 3; manual fire alarm station, plan No. 6962, alteration 3; battery charging panel, plan No. 7064, sheet 1, alteration 2, and sheet 2, alteration 0, submitted by Edwards & Co. Inc., Norwalk, Conn. (10 F. R. 5055, 5 May 1945.)

LIFEBOATS

26' x 8.75' x 3.75' metallic oar-propelled lifeboat (50-person peacetime capacity, 37-person wartime capacity) (general arrangement drawing No. G-344, revised 23 April 1945), submitted by C. C. Galbraith & Son, Inc., 99 Park Place, New York. (10 F. R. 5055, 5 May 1945.)

24' x 8' x 3'8 1/4" motor-propelled lifeboat (29-person wartime capacity, 35-person peacetime capacity) (gen-

eral arrangement drawing No. K-106-2, dated 20 January 1945, alteration 2), submitted by Kargard Boat & Engine Co., Marinette, Wis. (10 F. R. 5569-5570, 15 May 1945.)

18' x 5'10" x 2'7" metallic oar-propelled lifeboat (12-person wartime capacity, 16-person peacetime capacity) (construction and arrangement drawing No. 2940, dated 11 January 1945), submitted by Welin Davit & Boat Corp., Perth Amboy, N. J.

28' x 9'3" x 3'10" aluminum motor-propelled lifeboat (54-person peacetime capacity, 40-person wartime capacity) (general arrangement drawing No. 2823, dated 26 September 1944, revised 21 April 1945), submitted by Lane Lifeboat & Davit Corp., foot of Fortieth Road, Flushing, N. Y. (Supersedes approval 27 December, 1944, 9 F. R. 15029.) (10 F. R. 5851, 22 May 1945.)

16' x 5.7' x 2.42' metallic oar-propelled lifeboat (12-person peacetime capacity, 8-person wartime capacity) (general arrangement drawing No. G-362, dated 2 March 1945), submitted by C. C. Galbraith & Son, Inc., 99 Park Place, New York, N. Y.

20' x 6' x 2.6' metallic oar-propelled lifeboat (18-person peacetime capacity, 12-person wartime capacity) (general arrangement drawing No. G-130-1, dated 4 May 1945), submitted by C. C. Galbraith & Son, 99 Park Place, New York, N. Y.

LIFE FLOATS

15-person, solid rectangular balsa wood life float (drawing No. F-15, dated 7 April 1945), submitted by Modcraft Co., Inc., 300 Wyckoff Ave., Brooklyn 27, N. Y.

25-person rectangular balsa wood life float (drawing No. 200, dated 26 March 1945, revised 13 April 1945), submitted by American Life Float Corp., Newberg, Oreg. (10 F. R. 4777, 1 May 1945.)

LIFE PRESERVER

Army-Navy yoke type adult kapok life preserver (Navy Department, Bureau of Ships drawing Nos. S3306-736709, S3306-736710, and S3306-736711 and Bureau of Ships Ad Interim Specification 23P15 (INT)), Approval No. B-265, for use of military personnel, manufactured by Seaway Manufacturing Co., 213 N. Peters Street, New Orleans, La. (10 F. R. 5851, 22 May 1945.)

LIFE RAFTS

Twenty-person improved type life raft, plywood, steel reinforced construction, filled with Styrofoam and balsa wood (general arrangement drawing No. LR 1-45-6-S, dated 24 March 1945), submitted by Barry Manufacturing Co., 44 West 63rd Street, New York, N. Y.

Twenty-person improved type life raft, plywood construction, filled with Foamglas (general arrangement drawing No. B-20, dated 13 March 1945, revision 5), submitted by Colvin-Slocum Boats, Inc., Portland, Oreg.

Twenty-person improved type life raft, 3/4" construction, filled with Foamglas (general arrangement drawing No. B-1194, dated 20 April 1945), submitted by Bell Lumber Co., Bell, Calif.

Fifteen-person improved type life raft, plywood construction, filled with Foamglas (general arrangement drawing No. 8064-D, dated 11 April 1945), submitted by Colvin-Slocum Boats, Inc., Amesbury, Mass. (10 F. R. 4777, 1 May 1945.)

Twenty-person improved type life raft, plywood construction with metal air tanks and Foamglas filled (general arrangement drawing No. 104, dated 5 May 1945), submitted by Craftsman Equipment Co., 41 Utica Avenue, Brooklyn 13, N. Y.

Twenty-four-person improved type life raft, wood construction filled with Foamglas (general arrangement drawing No. B-1145, dated 5 September 1944, revised), submitted by Bell Lumber Co., Bell, Calif.

Twenty-person improved type life raft, wood construction with metal air tanks (general arrangement drawing No. B-1145, dated 3 February 1943, revised), constructed by Gordon & Company, Inc., Water Street, Mantoloking, N. C., for the Bell Lumber Co., Bell, Calif.

Twenty-person and 24-person improved type life rafts, wood construction with metal air tanks (general arrangement drawing No. B-1145, dated 5 September, 1944, revised), constructed by W. H. Sands & Co., Towson, Md., for the Bell Lumber Co., Bell, Calif. (The approval of the 20-person improved type life raft shall be effective as of September 25, 1944.) (10 F. R. 5851, 22 May 1945.)

Twenty-person improved type life raft, plywood construction filled with Foamglas, model No. FG-6 (drawing No. 105-1, sheet No. 1, dated 18 May 1945), submitted by Craftsman Equipment Co., 41 Utica Avenue, Brooklyn 13, New York, N. Y.

Twenty-person improved type life raft, metal and plywood construction, Foamglas and Styrofoam filled (General arrangement drawing No. LR-20, alteration 0, dated 15 May, 1945), constructed by Gordon & Co., Mantoloking, N. C., for Leyde & Leyde, Falls Church, Va.

"Viking" wire rope safety multiple steel lifesaving net (drawing No. 561-S1604-11, dated 23 February 1945, revised 15 May 1945), manufactured by Viking Marine Co., 253 Colman Building, Seattle 4, Wash.

PARACHUTE FLARE

Parachute cartridge flare, aluminum shell, submitted by Hitt Fireworks Co., 5234 Thirty-seventh Avenue South, Seattle, Wash. (10 F. R. 5055, 5 May 1945.)

TELEPHONE SYSTEMS

Sound powered telephone assembly, Model 101, splashproof, bulkhead mounted (without sound powered telephone handset) (drawing No. 101-S. C., alteration C); sound powered telephone assembly, splashproof, bulkhead mounted (drawing No. SPS-201, alteration 2); sound powered telephone assembly, watertight, bulkhead mounted (drawing No. WTB-202, alteration 2), submitted by Reukauf Engineering Co., 23 Flatbush Avenue, Brooklyn 17, N. Y.

Sound powered telephones, watertight aluminum cases; bulkhead mounted, model MD-102, alteration 36; pedestal mounting, model MD-103, alteration 36 (each telephone without sound powered telephone handset) (drawing No. MD-1023, alteration 38, dated 22 March, 1945), submitted by Reukauf Engineering Co., 23 Flatbush Avenue, Brooklyn 17, N. Y. (10 F. R. 4777, 1 May 1945.)

Sound powered telephone system, waterproof, bulkhead mounted (drawing No. WTB-207, alteration 0); sound powered telephone system, waterproof, pedestal mounted (drawing No. WTP-208, alteration 0); (for use during the period of the national emergency only), submitted by Alwin Products Corp., 161 Van Wagenen Avenue, Jersey City, N. J. (10 F. R. 5851, 22 May 1945.)

WINCH

Lifeboat winch for gravity davits, type WH-3407 (drawing No. WH-3407, dated 11 January 1945) (working load of 3,500 pounds per fall, 7,000 pounds at the drums), submitted by Modern Boat & Engineering Co., Chicago, Ill.

TERMINATION OF APPROVAL

Coast Guard approval of the following items of equipment has been terminated as the manufacturer no longer produces the same, and any items of equipment now in service may be continued in use so long as in serviceable condition:

EMBARKATION-DEBARKATION LADDER

Flexible embarkation-debarkation ladder (drawing No. 2, dated 12 October 1944), for use on vessels other than tank vessels, submitted by Fred A. Taubele, Portland 2, Oregon. (Approved 11 April 1945, 10 F. R. 3937.) (10 F. R. 5851, 22 May 1945.)

LIFE FLOATS

Twenty-five-person rectangular solid balsa wood life float (drawing No. 138, dated 14 September 1943), manufactured by Cornwall Shipbuild-

ing Co., Inc., Cornwall Landing, N. Y. (approved 8 F. R. 13752, 7 October 1943.)

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

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

Twenty-five-person, reversible rectangular solid balsa wood life float (drawing No. F. 2, dated 15 November 1943), manufactured by Walter Siebje, Richmond Hill, Long Island, N. Y., in conjunction with Mayer Lumber & Millwork Corp., Richmond Hill, Long Island, N. Y. (Approved 8 F. R. 17286, 23 December 1943.) (10 F. R. 5055, 5 May 1945.)

Fifteen-person A. B. C. type float, manufactured by American Balsa Co., Long Island City, N. Y. (Approved 20 January 1919.)

Life floats, types A and B, manufactured by Mr. A. B. Court, naval inspector, Philadelphia Navy Yard, Philadelphia, Pa. (Approved 5 April 1919.)

Carley life float, manufactured by C. C. Galbraith & Son, 99 Park Place, New York 7, N. Y. (Approved 1901.)

Fourteen-person Sweeney life float, manufactured by Herreshoff Mfg. Co., Bristol, R. I. (Approved 27 May 1918.)

Ten, twenty, forty, and sixty-person life floats, manufactured by Lane Lifeboat & Davit Corp., foot of Fortieth Road, Flushing, N. Y. (Approved 18 February 1933.)

Fifteen and twenty-five-person life floats, manufactured by Lane Lifeboat & Davit Corp., foot of Fortieth Road, Flushing, N. Y. (Approved 1 April 1929.)

Sixteen, eighteen, twenty-five, and thirty-eight-person Cambridge life floats, manufactured by T. J. Flynn Metal Works, 40 Court Street, Boston, Mass. (Approved 1 June 1918.)

LINE-THROWING GUN

45/70 Bridger shoulder line-throwing gun, manufactured by Naval Co., 3419 Richmond Street, Philadelphia, Pa. (Approved 1924.)

MOTION-PICTURE PROJECTORS

Kodascope, model A, submitted by Eastman Kodak Co., Rochester 4, N. Y. (Approved 1930.)

Kodascope, models B and C, submitted by Eastman Kodak Co., Rochester 4, N. Y. (Approved 1931.)

Kodascope, model K-75, submitted by Eastman Kodak Co., Rochester 4, N. Y. (Approved 1934.)

New premier pathoscope, 16 mm. model, submitted by Pathoscope Co.,

of America (Inc.), New York, N. Y. (Approved 1922.)

Victor Cine projectors, models 3, 3G, and 5, submitted by Victor Animatograph Corp., Davenport, Iowa. (Approved 1931.)

Visionola sound motion-picture projector, radio model C-60, submitted by Visionola Manufacturing Corp., New York, N. Y. (Approved 1931.) (10 F. R. 4777, 1 May 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 April 16, 1945, to May 15, 1945, are as follows:

American Engineering Co., Philadelphia, Pa., valves and fittings.

Henry Valve Company, Inc., 3260 West Grand Ave., Chicago 51, Ill., fittings.

Pick Manufacturing Co., West Bend, Wis., valves and fittings.

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:

Seabrite, R G A Laboratories, 145 West Forty-fifth Street, New York 19, N. Y. Certification No. 183, 12 May 1945.

ITEMS SUITABLE FOR MERCHANT MARINE USE

ACCEPTABLE FUSIBLE PLUGS

The Marine Engineering Regulations require that fusible plug manufacturers who desire to have their products approved for marine service shall submit samples for testing from each heat to the Commandant. If the sample fusible plugs pass the test satisfactorily, the manufacturer is notified and then the plugs may be used on vessels subject to inspection by the Coast Guard. If the sample fusible plugs submitted do not pass the test, a fee of \$20 for each sample submitted is required and must be paid to the National Bureau of Standards, Washington, D. C. For the information of all parties concerned, a list of approved heats which have been tested and found acceptable during the period from April 16, 1945, to May 15, 1945, is as follows:

M. Greenberg's Sons, San Francisco, Calif., heat Nos. 144, 145, 146, and 147.
The Lunkenheimer Co., Cincinnati, Ohio, heat No. 213.
Magnus Metal Division, National Lead Co., Albany, N. Y., heat No. 3.
H. B. Sherman Manufacturing Co., Battle Creek, Mich., heat Nos. 485, 487,

488, 491, 492, 493, 494, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, and 510.

AMENDMENT OF PRIOR DOCUMENT

In F. R. Doc. 44-19423, published in the Federal Register dated Decem-

ber 27, 1944, on page 15029, the listing of approval under "Lifeboats" of the 18' x 6' x 2'7 1/4" lifeboat submitted by the Lane Lifeboat & Davit Corp. is amended by changing the revised date of general arrangement drawing No. 1816 from 6 December 1944 to 21 April 1945.

ELECTRICAL APPLIANCES

For the use of Coast Guard personnel in their work of inspecting merchant vessels, the following items of electrical equipment have been examined. This list is not intended to be an all-inclusive list of miscellaneous electrical equipment; accordingly, items not included may also be satisfactory for marine use.

Manufacturer and description of equipment	Location apparatus may be used				Date of action	Manufacturer and description of equipment	Location apparatus may be used				Date of action
	a	b	c	d			a	b	c	d	
Auth Electrical Specialty Co., Inc., New York, N. Y.: Cow bell, watertight, 3 1/2- by 5-inch size, 20 and 120 volts, direct and alternating current, catalog No. 1748-S, drawing No. 121544, alteration 1.	x	x	x		5-11-45	Henschel Corp., Amesbury, Mass.—Continued. Shaft speed indicator equipment—Continued. Indicator with counter, drawing No. 10-1057, alteration 2.	x	x			5-9-45
Bells, watertight, 2 1/2- to 12-inch sizes, and buzzer; 12, 20, 120 volts, direct current; 20 and 120 volts alternating current, catalog No. 1748-S, drawing No. 4741, alteration 1.	x	x	x		4-23-45	Indicator without counter, drawing No. 1057, alteration 2.	x	x			5-9-45
Bendix Aviation Corp., Brooklyn, N. Y.: Engine order wrong direction warning signal, bulkhead mounting, 115 volts, alternating current, drawing No. 116538, alteration 0.	x	x			5-11-45	Filterette, drawing No. 60-160, alteration 2.	x	x			5-9-45
Mechanical telegraph indicator, with reply, 8-inch.	x	x			5-11-45	Vibrating bells, for mounting on electric engine order telegraph, 115 volts, alternating current, drawing No. 20-156-1, alteration 0.					4-26-45
The Brown Instrument Co., Philadelphia, Pa.: Pyrometer, marine type, model 103017, drawings Nos. 10-A-08, issue 8, and S. P. 1001-N, and specification dated Mar. 17, 1943, issue 3.	x	x			5-9-45	Vibrating bells, splashproof, 6-, 8-, 10-, and 12-inch sizes; 6, 12, 20, and 115 volts, direct current; 115 volts, alternating current, drawing No. 20-157, alteration 1.	x	x	x		4-26-45
Crouse-Hinds Co., Syracuse, N. Y.: Switch and receptacle conduits, interlocked, drawing No. 2588-C4.	x	x			5-9-45	Vibrating bells, watertight, 3-, 4-, 6-, and 8-inch bells and buzzer; 6, 10, 24, 80 and 115 volts direct current, drawing No. 20-017, alteration 14.	x	x	x		4-17-45
Catalog No. MSR2251, 2-pole switch and 3-wire receptacle, 10 amperes, 125 volts.	x	x			4-28-45	Vibrating bells, watertight, 3-, 6-, and 8-inch sizes, 115 volts, direct current, with one dial light indicator, drawing No. 10-580-6, alteration 0.	x	x	x		4-17-45
Catalog No. MSR2262, 2-pole switch and 2-pole, 3-wire receptacle, 10 amperes, 125 volts.	x	x			4-28-45	Vibrating bells, watertight, 3-, 6-, and 8-inch sizes, 115 volts, direct current and alternating current, with 1 dial light indicator, drawing No. 10-750-5, alteration 0.	x	x	x		4-17-45
Type FS nonwatertight switches and receptacle conduits:						Vibrating bells, splashproof, 6-, 8-, 10-, and 12-inch sizes; 6, 12, 20, and 115 volts, direct current; 115 volts alternating current, drawing No. 20-157, alteration 1.	x	x	x		4-17-45
Switches, single gang, catalog Nos.:						Vibrating bells, splashproof, 3-, 6-, 8-inch, 1 buzzer; 115 volts, direct current and alternating current, drawing No. 20-156, alteration 0.	x	x	x		4-17-45
FS0611, 1-pole, 10 amperes, 125 volts.	x				4-27-45	Vibrating bells, watertight, 6-, 8-, 10-, and 12-inch sizes; 6, 12, 20, and 115 volts, direct current; 115 volts, alternating current, drawing No. 20-147, alteration 0.	x	x	x		4-17-45
FS0711, 1-pole, 10 amperes, 125 volts.	x				4-27-45	Lightoller, New York, N. Y., Lighting fixtures, ceiling type, nonwatertight, drawing No. L-1012, sheets 1, 2 and 3, alteration 0:					5-11-45
FS0612, 2-pole, 10 amperes, 125 volts.	x				4-27-45	Types 1 and 1F, 50 watts maximum.	x				
FS0712, 2-pole, 10 amperes, 125 volts.	x				4-27-45	Types 2 and 2F, with shield, 50 watts maximum.	x				
FS0613, 3-way, 10 amperes, 125 volts.	x				4-27-45	Types 3 and 3F, with guard, 50 watts maximum.	x				
FS0713, 3-way, 10 amperes, 125 volts.	x				4-27-45	Types 4 and 4F, with reflector, 40 watts maximum.	x				
FS0614, 4-way, 5 amperes, 125 volts.	x				4-27-45	Types 5 and 5F, with reflector and guard, 50 watts maximum.	x				
FS0714, 4-way, 5 amperes, 125 volts.	x				4-27-45	Types 6 and 6F, with reflector, 50 watts maximum.	x				
Switches, 2-gang, catalog Nos.:						Types 7 and 7F, with reflector, 50 watts maximum.	x				
FS0621, 2 1-pole, 10 amperes, 125 volts.	x				4-27-45	Types 8 and 8F, with reflector, 50 watts maximum.	x				
FS0721, 2 1-pole, 10 amperes, 125 volts.	x				4-27-45	The Oakford Co., Inc., New York, N. Y.: Lighting fixture, deck type, nonwatertight, 60 watts maximum, catalog No. 530, drawing No. 2167, alteration 4.	x				4-18-45
FS0622, 2 2-pole, 10 amperes, 125 volts.	x				4-27-45	Lighting fixture, desk type, nonwatertight, 60 watts maximum, catalog No. 773, drawing No. 2195, alteration 4.	x				4-18-45
FS0722, 2 2-pole, 10 amperes, 125 volts.	x				4-27-45	Signal light, types 3 and 3D, watertight, catalog No. 470, drawing No. 2171, alteration 4.	x	x	x		4-18-45
FS06213, 1 1-pole and 1 3-way, 10 amperes, 125 volts.	x				4-27-45	Patrick & Wilkins Co., Philadelphia, Pa.: Annunciator, marine type, with relay, nonwatertight, 6 to 120 volts, direct current, 2 to 20 drops, drawing No. 740-A, revision 49, catalog No. 2200.	x				5-14-45
FS07213, 1 1-pole and 1 3-way, 10 amperes, 125 volts.	x				4-27-45	Russell & Stoll Co., Inc., New York, N. Y.: Lighting fixture, bulkhead type, for mounting in pump room bulkhead, 100 watts maximum, catalog No. 950, drawing No. B-6744, alteration 1.	x	x	x		5-11-45
FS06214, 1 1-pole (10 amperes, 125 volts) and 1 4-way (5 amperes, 125 volts).	x				4-27-45	Lighting fixture, gangway, watertight, 100 watts maximum, catalog No. 451, F-7971, alteration 2.	x	x	x		5-11-45
FS07214, 1 1-pole (10 amperes, 125 volts) and 1 4-way (5 amperes, 125 volts).	x				4-27-45	Blinker key, watertight, drawing No. D-6605, alteration 2.	x	x	x		5-3-45
Switches, 3-gang, catalog Nos.:											
FS0631, 3 1-pole, 10 amperes, 125 volts.	x				4-27-45						
FS0731, 3 1-pole, 10 amperes, 125 volts.	x				4-27-45						
FS0632, 3 2-pole, 10 amperes, 125 volts.	x				4-27-45						
FS0732, 3 2-pole, 10 amperes, 125 volts.	x				4-27-45						
FS06113, 2 1-pole and 1 3-way, 10 amperes, 125 volts.	x				4-27-45						
FS07113, 2 1-pole and 1 3-way, 10 amperes, 125 volts.	x				4-27-45						
FS06114, 2 1-pole (10 amperes, 125 volts) and 1 4-way (5 amperes, 125 volts).	x				4-27-45						
FS07114, 2 1-pole (10 amperes, 125 volts) and 1 4-way (5 amperes, 125 volts).	x				4-27-45						
Receptacles, 15 amperes, 125 volts, catalog Nos.:											
FS0615, single gang.	x				4-27-45						
FS0715, single gang.	x				4-27-45						
FS0625, two gang.	x				4-27-45						
FS0725, two gang.	x				4-27-45						
The Dayton Manufacturing Co., Dayton, Ohio: Chronometer box light, catalog No. B-5496, drawing No. 1696-1, revision 1.	x				4-24-45						
Henschel Corp., Amesbury, Mass.: Shaft speed indicating equipment: Transmitter with 8-figure counter, drawing No. 10-1001-1, alteration 2.	x	x			5-9-45						

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

ELECTRICAL APPLIANCES—Continued

Manufacturer and description of equipment	Location apparatus may be used				Date of action	Manufacturer and description of equipment	Location apparatus may be used				Date of action
	a	b	c	d			a	b	c	d	
Sea Emergency Devices Co., New York, N. Y.: Cargo light, 300 watts maximum, Acme Model C, for use as a portable cargo light only and not to be used as an only source of illumination in a cargo space, drawing No. 115, alteration A.....	x	x			5-3-45	Zinsmeyer Co., Los Angeles, Calif.: Navigation light panel, with dimmers, 115 volts, direct current, drawing No. MT-62, alteration 0.....	x	x			5-8-45
The Simes Co., Inc., New York, N. Y.: Cargo light, 300 watts maximum, for use as a portable cargo light only and not to be used as an only source of illumination in a cargo space, drawing No. 42126, revised 4-4-45.....	x	x			5-3-45	Running light panel, with dimmers, watertight, pedestal mounted, drawing Nos. MT-46, alteration 0 and MT-49, alteration 0.....	x	x	x		4-16-45
						Running light tell-tale and dimmer panel, drawing No. 47, alteration 0 and MT-49, alteration 0.....	x	x			4-16-45
						Transfer switch unit in dripproof case, drawing No. MT-48, alteration 0.....	x	x			4-16-45

a. Passenger and crew quarters and public spaces.

b. Machinery, cargo, and work spaces.

c. Open decks.

d. Pump rooms of tank vessels.

Merchant Marine Personnel Statistics

MERCHANT MARINE LICENSES ISSUED DURING APRIL 1945

DECK OFFICERS

Region	Master										Chief mate										Second mate									
	Ocean		Coast-wise		Great Lakes		B. S. & L.		Rivers		Ocean		Coast-wise		Great Lakes		B. S. & L.		Rivers		Ocean		Coast-wise		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.....	18	70	2	13			4	34		8	109	18		5			1	4			247	15	1							
Gulf coast.....	4	11		4			3	1	6	22				2						2	27	1								
Great Lakes and rivers.....				2	2	63		2	4	11		1		1		2	2	5												
Pacific coast.....	16	41	2	4			3	16			72	4		1		6	3				129	11								
Total.....	38	122	4	23	2	63	7	55	5	25	203	23		9		1	7	9	2	7	403	27	1							

Region	Third mate										Pilots						Master mate				Total		
	Ocean		Coast-wise		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.....	294	16											41	118	3	7			4		720	312	1,032
Gulf coast.....	24	3											14	27							92	59	151
Great Lakes and rivers.....		1									18	76	7	28	20	18					53	211	264
Pacific coast.....	115	7										1	19	65					5	1	363	158	521
Total.....	433	27									18	77	81	238	23	25			9	1	1,228	740	1,968

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.....	82	105	4	52	114	24	1	9	309	28		5	411	15		2
Gulf coast.....	18	19	1	14	27	8		3	38	3			19	8		
Great Lakes and rivers.....	1	15	10	62		12	40	4	6	9	15		10	1	4	1
Pacific coast.....	39	51	2	2	73	11		2	135	5			122	7		
Total.....	140	190	17	130	214	50	13	54	486	42	9	20	562	31	4	3

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.....	25	69	20	19	19	7	319	3		1		1	1,304	340	1,644
Gulf coast.....	9	15	2	3	3		5	2					122	75	197
Great Lakes and rivers.....	3	15	1	6		1	1						55	169	224
Pacific coast.....	8	36	8	14	14	2	99	3	2	1	1		503	134	637
Total.....	45	135	31	42	36	10	424	8	2	2	1	1	1,984	718	2,702

ORIGINAL SEAMEN'S DOCUMENTS ISSUED, MONTH OF APRIL 1945

Region	Continuous discharge book	Certificate of identity	A. B., green, 3 years ¹	A. B., green, 9 months emergency	A. B., blue, 12 months ¹	A. B., blue, 6 months emergency ²	A. B., blue, 6 months emergency ³	Life-boat, 12-24 months ⁴	Life-boat, 6-12 months emergency ⁵	Q.M.E.D., 6 months	Q.M.E.D., emergency	Radio operators	Certificate of service	Tanker man	Staff officer	Total
Atlantic coast.....	96	2,911	92	435	22	31	3	2,027	0	230	698	473	2,082	15	304	9,419
Gulf coast.....	17	823	7	100	5	3	0	605	0	25	199	11	543	26	18	2,382
Pacific coast.....	35	4,255	63	328	122	1	0	1,045	0	254	812	25	3,436	1	171	10,548
Great Lakes and rivers.....	2,196	487	18	34	13	19	0	66	0	46	56	13	2,681	7	3	5,639
Total.....	2,344	8,476	180	897	162	54	3	3,743	0	555	1,765	522	8,742	49	496	27,988

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 444 Panamanian Employment Cards issued.

WAIVERS OF MANNING REQUIREMENTS FROM 1 APRIL TO 30 APRIL 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.....	735	264	415	22	1,221	47	153	20	44	2,186
Gulf coast.....	113	55	59	3	184	12	26	2	7	348
Pacific coast.....	437	165	205	16	932	72	190	10	17	1,607
Great Lakes.....	142		3		334	1	60			398
Total.....	1,427	484	682	41	2,671	132	429	32	68	4,539

CREW SHORTAGE REPORTS FROM 1 APRIL TO 30 APRIL 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.....	9		1			5			2		1	8	3	20
Gulf coast.....	15	1	2			6	11					2	2	24
Pacific coast.....	27	1				42	10			2	1	21	5	82
Great Lakes.....	38			1		27	1		1	1	2	26	7	66
Total.....	89	2	3	1		80	22		3	3	4	57	17	192

COAST GUARD DISTRIBUTION:

A, B, C, D, E.



TO THE AMERICAN PEOPLE:

Your sons, husbands, and brothers who are standing today upon the battlefronts are fighting for more than victory in war. They are fighting for a new world of freedom and peace.

We, upon whom has been placed the responsibility of leading the American forces, appeal to you with all possible earnestness to invest in War Bonds to the fullest extent of your capacity.

Give us not only the needed implements of war, but the assurance and backing of a united people so necessary to hasten the victory and speed the return of your fighting men.

Lyndon B. Johnson William D. Leahy
Dwight D. Eisenhower E. A. Tamm
Franklin D. Roosevelt C. W. Nimitz
Arthur H. Sulzberger