

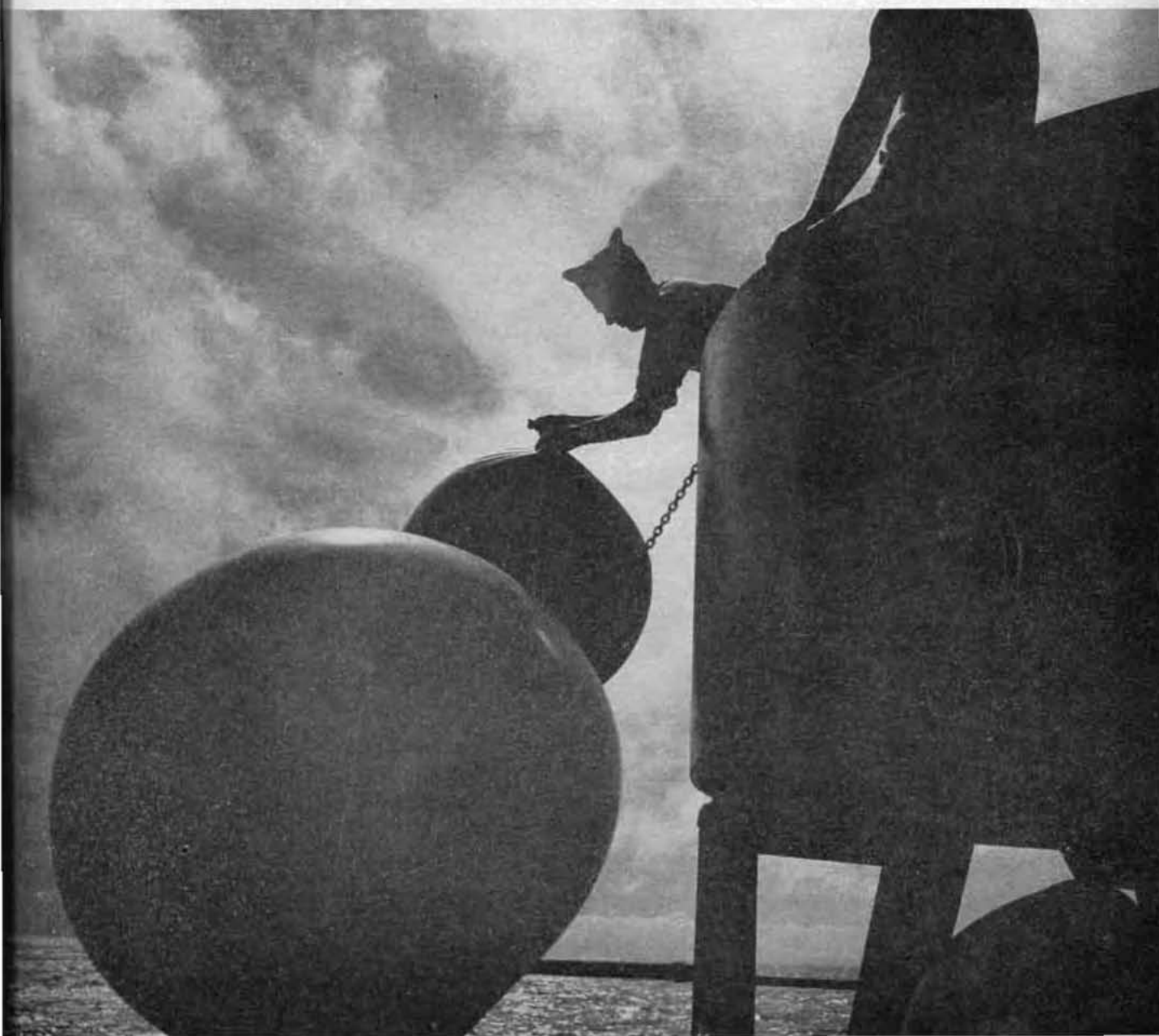
# PROCEEDINGS OF THE MERCHANT MARINE COUNCIL



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# MERCHANT MARINE COUNCIL

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## The Merchant Marine Council of the United States Coast Guard

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The Cover: Releasing Balloons from a Weather Ship.

## COUNCIL ACTIVITIES

THE termination of hostilities in the Pacific in August has enabled the Merchant Marine Council to take final definitive action with reference to the emergency requirements contained in subchapter O. The Council has determined that the day the President declares that the surrender of Japan is completed subchapter O will be rescinded. However, with respect to part 155 of that subchapter which governs the licensing and certifying of officers and men the effective date of the rescission will be postponed 4 months. This delay will permit trainees in school and men at sea to qualify under the wartime relaxations. Those items of emergency equipment that industry, labor, and the Coast Guard felt should be retained were transferred to the peacetime regulations. A Federal Register order to this effect is published in this issue. As long as critical material shortages exist the relaxations contained in subchapter O will be continued as alternatives to the peacetime specifications. Tank barges that were constructed of materials other than iron and steel will be permitted to continue operation as long as local inspection officers are of the opinion they can operate safely.

The items of emergency lifesaving equipment that will be retained in peacetime as a result of consultations with industry are: Daytime distress signals and signaling mirrors, the Coast Guard approved lifeboat disengaging apparatus, and cruciform bitts. The Council took advance action in August to amend the Tank Vessel Regulations to eliminate calcium water lights and require instead an approved electric waterlight after securing concurrence from the tanker operators.

The Council amended existing regulations covering fire hydrants aboard steam and motor vessels so as to prevent a type of installation whereby the fire hose leads upward from the valve. Such an arrangement causes kinks in the hose that have to be relieved manually.

Subchapter F, Marine Engineering and Material Specifications, was amended to clarify the intent of the requirements for bonnets for cast-iron valves, and screw-down valves for class I piping. Also, the Council brought Coast Guard regulations governing the fabrication of class II pressure vessels in line with paragraph U69 of the ASME Unfired Code, and section 26, paragraph 9 of the Rules of the American Bureau of Shipping by permitting operation at a maximum pressure of 600 psi instead of 400 psi.

Acting on a recommendation of the Western Rivers Panel, the Council rescinded the requirement that the name of the vessel be marked on its fire hose, fire axes, boats, rafts, life preservers, and floats. This regulation, which was adopted in 1871, has largely lost its reason for existence by reason of improvement in rescue procedures and communication. While the present action of the Council was limited to rivers, consideration is being given to extending the action to other waters.

In view of the removal of War Manpower Commission restrictions the Council rescinded section 138.6 (h) of subchapter K. It is no longer necessary for entry ratings to produce either a certificate of training or a commitment of employment from War Shipping Administration.

## Weather Patrol

THE expectation of great expansion of commercial air lines in the postwar era, particularly in the field of transoceanic flights, points to the importance of one of the Coast Guard's silent services, the Atlantic Weather Patrol. The cover of this issue of the *Proceedings* pictures the preparations for the ascent of a weather balloon into the stratosphere to record temperature, humidity, and barometric pressure.

Prior to the war, steamships plying regular courses across the Atlantic furnished the Weather Bureau with its only reports of weather conditions in that area. These at best were rather unsatisfactory, as the regular traffic lanes left large areas of the ocean unobserved. During the war even this source of information was removed due to the necessity of maintaining radio silence.

In 1939 the Coast Guard embarked on a program of maintaining a special weather watch with monitor stations on board cutters at sea to supplement weather information both for surface ships and planes of the Pan-American and Imperial Airways which opened in that year the New York-Bermuda service. This operation was assumed as a natural adjunct to the Coast Guard's International Ice Patrol. Despite the fact that this service was suspended in December 1941, the Coast Guard still had the responsibility for furnishing accurate information about weather conditions in the

Atlantic. This data became especially important as convoy escort operations depended on such knowledge. Additional ships equipped with special observation apparatus were assigned to the weather reporting patrol. Their services proved invaluable to the Army Air Force, the Navy, the War Shipping Administration, and the other agencies responsible for seeing that the vast flow of men and supplies reached the battle fronts.

In all this work the Coast Guard has cooperated closely with the Weather Bureau and the forecasters of the Army and Navy, so that accurate world-wide forecasts are available to ships' captains and aviators.

This type of service will continue to play an important part in peacetime. During the hurricane season in the Caribbean these ships take special radiosonde observations which are particularly helpful to storm-threatened areas, and ships at sea and planes in the path of the storm. The information they furnish as to icing conditions and fog in the North Atlantic is of equal importance both to commercial air lines and the ship operators.

Undoubtedly the proposed International Safety-at-Sea Conference which will be held soon to revise and bring up to date the 1929 Convention will take cognizance of the necessity for a Weather Patrol and make the responsibility for the maintenance of such a patrol the obligation of all maritime nations.

## Numbers for Undocumented Vessels

A large number of motorboat owners apparently are unaware of the provisions of the act of June 7, 1918, as amended (46 U. S. C. 288), and as a result subject themselves to the possibility of monetary penalties needlessly.

The Merchant Marine Inspection Division of the United States Coast Guard recently issued a revised form (NAVCG 1513) which was designed to clarify the requirements which must be met by owners and operators of undocumented vessels. The new Certificate of Award of Number notifies owners and operators that the number awarded must be painted or attached to each bow of the vessel or otherwise displayed in accordance with law or regulation and must not be permanently removed unless the certificate is surrendered to the Coast Guard for cancellation. It also points out that the owner is subject to a \$10 penalty for failure to report any change in ownership or the destruc-

tion or abandonment of the vessel. An owner is also required to report within 10 days the loss, abandonment, destruction, or permanent removal of a motor and surrender the certificate to the Coast Guard or he will be subject to a \$10 fine.

A change of permanent residence to another Customs or Coast Guard District also requires surrender of the certificate. For the duration of the national emergency no citizen is permitted to sell his vessel to an alien without the consent of the Maritime Commission; for doing so he is subject to heavy fine and imprisonment.

Previously it had been necessary to complete a form NAVCG 1513-A (Revised 10-44) entitled "Certification Regarding Loss, Destruction or Mutation of Certificate of Award." This form has been canceled, and an owner merely needs to make a report in writing to the district Coast Guard officer who issued the certificate which has been lost, destroyed or mu-

tilated. Owners are warned that any false or fraudulent statement made in such a letter subjects the signer to heavy penalties.

Upon sale or transfer of ownership of an undocumented vessel the bill of sale on the reverse side of the certificate must be executed by the seller and surrendered to the purchaser, who in turn must surrender it within 10 days to the district Coast Guard officer of the district in which the vessel is owned. The purchaser will then be furnished with application cards, which when completed and returned to the district Coast Guard officer, will be the basis of the issuance of a Certificate of Award of Number to the vessel in the name of the new owner. The Certificate of Award of Number must be kept on board at all times except in the case of vessels not exceeding 17 feet in length or in the case of any vessel whose design or fittings are such that the carrying of the certificate on the vessel would render it imperfect, illegible, or otherwise tend to destroy its usefulness.

## Hearing Units

COAST GUARD Merchant Marine Hearing Units and Details investigated a total of 5,021 cases during the month of June 1945. From this number hearings resulted involving 112 officers and 1,123 unlicensed men. In the case of officers, 3 licenses were revoked, 43 were suspended, 67 were suspended on probation, 42 were voluntarily surrendered, 3 hearings were closed with admonitions and 15 cases were dismissed. Of the unlicensed personnel, 38 certificates were revoked, 402 were suspended, 616 were suspended on probation, 330 were voluntarily surrendered, 21 hearings were closed with admonitions, and 59 cases were dismissed.

## Webster Delegate To Rio Conference

COMMODORE Edward M. Webster, USCG (ret.), Chief Communications Officer, has been appointed by the Department of State as a delegate to the Third Inter-American Radio Conference, to be held at Rio de Janeiro, Brazil, beginning September 3, 1945. United States Government and industry groups have prepared a draft revision of the Inter-American agreement [Havana, 1937, revised at San Diego, 1940] with its annexes, which is to be the subject for consideration at the conference.

Commodore Webster has attended many international communications conferences as a representative of the



United States, including the International Radio Conferences of Washington 1927, Madrid 1932, and Cairo 1938, and the London Safety of Life at Sea Conference in 1929. It was at

this latter conference that worldwide agreements were made affecting the installation of radio equipment on ships for safety purposes. At present he is Chairman of Group III of

the International Safety at Sea Committees which, at the direction of the State Department, is engaged in preparing a revision of the 1929 Convention.

## LESSONS FROM CASUALTIES

### Leaking Scupper Valve

There was recently received an account of a casualty in which considerable water damage was incurred by cargo in the lower hold and 'tween deck of a vessel en route to Bremerhaven, Germany.

On the morning of 8 July 1945, while at sea it was noticed that the morning bilge soundings indicated an unusual amount of water in No. 2 lower hold. This was immediately pumped out and subsequent soundings in the evening showed no water. On the following morning soundings of No. 2 cargo hold drain well again showed an excessive amount of water. The master, chief engineer and chief officer investigated and found that sea water was entering through No. 2 'tween deck drain pipe in the after port outboard corner. A wooden plug was inserted in the drain pipe and the ingress of water was stopped.

The vessel was carrying a full cargo of bag flour and upon discharging it was found that a considerable quantity of flour in the 'tween deck and lower hold was damaged by salt water.

The overboard drain pipe through which sea water entered ordinarily drains No. 2 'tween deck and is also connected to the troop drinking fountain drain pipe in the after end of No. 2 'tween deck. The drain pipe ordinarily leads into the lower hold bilges on this type of vessel but was altered to discharge overboard at the time of the conversion of the ship for the carriage of troops. The drain pipe is not fitted with a strainer at the upper end to prevent rubbish from entering it but is fitted with a dual purpose clapper valve with a geared locking arm operated by a reach rod from the main deck.

After discharging the cargo the valve was opened up and it was found that wood chips and pieces of rope yarn had become lodged under the clapper preventing the same from

closing. The discharge opening in the ship's side was under water when loaded and although no heavy seas had been encountered, the rolling of the vessel in small swells was sufficient to force a considerable quantity of sea water through the valve up through the 'tween deck drain pipe and into the 'tween deck where it overflowed into the lower hold through the 'tween deck hatches.

Suitable strainers should always be fitted at the upper end of any such drain pipe as that described herein, as it is practically impossible to close any valve tight if any chips, rubbish, etc., get down under the disks. All such drain pipes should, therefore, be carefully examined and steps taken to provide a strainer if none is there already.

In the case described above, it is felt that the examination carried out by the master, chief engineer, and chief officer on the second morning when the excessive amount of water was discovered in the hold bilge should have been made on the first occasion when the condition became apparent. It seems obvious that the discovery of the mode of ingress of the water could have been made on the first day as well as on the second and by doing so some of the damage might have been averted. Although no serious danger to the ship was present on this occasion, the ship's officers could not know this and it is strongly felt that their delay in ascertaining the reason for the excessive amount of water in the hold bilge was not in conformity with good seamanship.

### Explosion in Lifeboat Radio Transmitter

During the past several months, there have been several instances of explosions taking place in portable radio transmitters on shipboard including those used in lifeboats. These explosions have been traced to the

gases given off by the storage batteries used to power these sets. When being charged both the lead acid and the nickel alkaline types of storage battery give off hydrogen gas at the negative pole. The latter gas forms an explosive mixture with air over a *very wide range*, from 4 percent to 75 percent in fact, and it will thus be seen that its presence in any locality where a source of ignition may exist is very dangerous.

In some cases it has been found that the storage batteries used in these portable transmitters have been charged without provision being made for adequate ventilation. When this is the case and the set is started, an explosion will result if a spark occurs in an atmosphere which contains even a small quantity of hydrogen. Most of the radio operators and engineers are familiar with the fact that hydrogen is given off during the charging process and care is generally taken to provide ventilation.

It is, however, not so generally known that the gassing will continue for a considerable time after the battery is taken off charge. It follows, therefore, that if a battery is removed from the charging line and immediately placed in the transmitter, the hydrogen being given off will accumulate in the battery compartment. Under these circumstances an explosion could result and cause considerable damage. A case embodying the foregoing features has recently come to the attention of the Coast Guard and it is thought advisable to call the attention of all persons having to do with the maintenance of lifeboat radio equipment to the precautions necessary to be taken in charging lifeboat transmitter batteries.

During the charging period, ample ventilation should be provided and at the conclusion of the charge, ventilation should be maintained until all gassing has ceased. It will usually be found that 30 minutes will be a sufficient period of time to allow for this purpose.

# APPENDIX

## AMENDMENTS TO REGULATIONS

### TITLE 46—SHIPPING

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

##### Subchapter D—Tank Vessels

##### PART 33—LIFESAVING APPLIANCES

##### EQUIPMENT; LIFEBOATS, LIFE RAFTS, AND BUOYANT APPARATUS

Section 33.3-5 (k) is amended to read as follows:

§ 33.3-5 *Tank ships, life raft equipment, ocean, coastwise—T/OC.* \* \* \*

(k) *Water light.* One automatic electric water light of an approved type. See §§ 37.9-1 and 37.9-2 of this subchapter.

Section 33.3-6 (i) is amended to read as follows:

§ 33.3-6. *Life raft equipment—T/L.* \* \* \*

(i) *Water light.* One automatic electric water light of an approved type. See §§ 37.9-1 and 37.9-2 of this subchapter.

Section 33.3-8 (c) is amended to read as follows:

§ 33.3-8 *Equipment for buoyant apparatus—TB/ALL.* \* \* \*

(c) *Water light.* One automatic electric water light of an approved type. See §§ 37.9-1 and 37.9-2 of this subchapter.

Section 33.3-8 is amended by changing the last undesignated paragraph to read as follows:

§ 33.3-8 *Equipment for buoyant apparatus—TB/ALL.* \* \* \*

Buoyant apparatus designed to accommodate less than 25 persons shall not be required to be equipped with an automatic electric water light. Such apparatus weighing less than 75 pounds shall not be required to have a painter for lowering.

##### LIFE BUOYS

Section 33.7-1 *Number required; tank ships—T/ALL* is amended by changing the phrase "water lights" to "automatic water lights of an approved type."

Effective October 1, 1945, § 33.7-4 *Attachment of water lights—TB/ALL* is deleted.

##### PART 34—FIRE FIGHTING EQUIPMENT

##### FIRE PUMPS, MAINS, HYDRANTS, AND ROSE

Section 34.2-6 is amended by the addition of a new paragraph (e) reading as follows:

§ 34.2-6 *Fire hydrants—T/ALL.*

(e) The arrangement of the fire hydrants shall be limited to any position from the horizontal to the vertical pointing downward, so that the hose will lead downward or horizontally, in order to minimize the possibility of kinking. In no case will a hydrant arranged in a vertical position with the outlet pointing upward be accepted.

##### PART 37—SPECIFICATIONS FOR LIFESAVING APPLIANCES

##### ELECTRIC WATER LIGHTS

Part 37 is amended by changing the center heading immediately following § 37.8-10 "Self-Igniting Water Lights" to "Electric Water Lights."

Section 37.9-1 is amended to read as follows:

§ 37.9-1 *Automatic electric water lights—TB/ALL.* The automatic electric water light shall comply with the U. S. Coast Guard Specification for Lights (Water); Electric, Floating, Automatic (with Bracket for Mounting):<sup>1</sup> No battery cell shall remain in the water light after seventeen (17) months beyond the date of manufacture appearing on the cell or its jacket. Approved electric water lights not conforming to the above-referred-to specification which are on board vessels prior to October 1, 1945 may be continued in service provided they are in good and serviceable condition; water lights replaced on and after October 1, 1945, shall comply with the requirements contained in this regulation.

Section 37.9-2 is amended to read as follows:

§ 37.9-2 *Removal of calcium water lights—TB/ALL.* On and after October 1, 1945, all calcium type self-igniting water lights shall be removed and replaced with automatic electric water lights of an approved type.

Section 37.9-3 *Lanyard—TB/ALL* is deleted.

Section 37.9-4 *Chemical—TB/ALL* is deleted.

Section 37.9-5 *Marking—TB/ALL* is deleted.

<sup>1</sup> 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.

Section 37.9-6 *Approval—TB/ALL* is deleted.

Section 37.9-7 *Life raft water lights—TB/ALL* is deleted.

##### Subchapter E—Load Lines

##### PART 43—FOREIGN OR COASTWISE VOYAGE

##### LOAD LINES FOR SAILING VESSELS

\* Section 43.68 *Lines to be used on sailing vessels in connection with the disk* is amended in the second sentence by changing the phrase "in the center of the disk" to "is the center of the disk."

##### PART 45—MERCHANT VESSELS WHEN ENGAGED IN A VOYAGE ON THE GREAT LAKES

##### LOAD LINES FOR STEAMERS

Section 45.40 is amended to read as follows:

§ 45.40 *Length of superstructure (S).* The length of a superstructure is the mean covered length of the parts of the superstructure which extend to the sides of the vessel and lie within lines drawn perpendicular to the extremities of the summer load water line, as defined in § 45.32.

##### PART 46—SUBDIVISION LOAD LINES FOR PASSENGER VESSELS

##### ADMINISTRATION

Section 46.024 *Plans and inspections of new and converted vessels* is amended in the second undesignated paragraph by changing the title "Supervising Merchant Marine Inspector" to "District Coast Guard Officer."

##### Subchapter F—Marine Engineering

##### PART 55—PIPING SYSTEMS

Section 55.19-3 is amended by deleting paragraphs (o) and (p) and substituting the following therefor:

§ 55.19-3 *Detail requirements.*

(o) Cast iron valves may have bolted bonnets or union bonnets. If of the latter type, the union bonnet ring shall be made of steel, bronze, or malleable iron. Cast iron valves with screwed-in or screwed-over bonnets are not permitted for any service.

(p) Screw-down valves for class I piping shall be of the bolted or union

\* These amendments cover editorial changes necessary in the Code of Federal Regulations of the United States of America. (10 F.R. 9545, 1 August 1945)



bonnet type, or of a type where positive means is provided to prevent the bonnet from being unscrewed from the body when the stem is rotated to lift the disk.

#### PART 56—FUSION WELDING

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

Section 56.20-6 (a) is amended to read as follows:

§ 56.20-6 *Class II.* (a) All vessels other than boilers operating at pressures of 30 pounds per square inch above atmosphere or over, covered by this part may be included in this class, excepting those containing lethal gases or lethal liquids and/or those containing liquids operating at a temperature of 300° F., or above. The maximum pressure at which any vessel in this class may be operated is 600 pounds per square inch, and/or the maximum temperature is 700° F. The plate thickness of the shell or heads shall not exceed 1½ inches. This pressure limitation does not apply to vessels operated under hydraulic pressure at atmospheric temperature.

Subchapter G—Ocean and Coastwise: General Rules and Regulations

#### PART 61—FIRE APPARATUS; FIRE PREVENTION

Section 61.5 (b) (4) is amended to read as follows:

§ 61.5 *Steam fire pumps or their equivalent.* \* \* \*

(b) *Fire pumps on steam vessels contracted for on or after July 1, 1935.*

(4) Outlet openings shall have a diameter of not less than 1½" and shall be fitted with suitable hose connections and spanners. The arrangement of the fire hydrant shall be limited to any position from the horizontal to the vertical pointing downward, so that the hose will lead downward or horizontally, in order to minimize the possibility of kinking. In no case will a hydrant arranged in a vertical position with the outlet pointing upward be accepted.

Section 61.12a is amended to read as follows:

§ 61.12a *Pumps on motor vessels.* Motor vessels of fifty gross tons and over carrying passengers for hire shall be equipped with pumps for throwing water according to the tonnage as described in Section 61.5 for steam vessels and equipped as prescribed in Sections 61.5 to 61.7, inclusive, as they now exist or may hereafter be amended.

#### Subchapter H—Great Lakes: General Rules and Regulations

##### PART 77—FIRE APPARATUS; FIRE PREVENTION

Section 77.5 (b) (4) is amended to read as follows:

§ 77.5 *Steam fire pumps or their equivalent.* (See § 61.5 of this chapter, as amended, which is identical with this section.)

Section 77.12a is amended to read as follows:

§ 77.12a *Pumps on motor vessels.* (See § 61.12a of this chapter, as amended, which is identical with this section.)

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

##### PART 95—FIRE APPARATUS; FIRE PREVENTION

Section 95.5 (b) (4) is amended to read as follows:

§ 95.5 *Steam fire pumps or their equivalent.* (See § 61.5 of this chapter, as amended, which is identical with this section.)

Section 95.12a is amended to read as follows:

§ 95.12a *Pumps on motor vessels.* (See § 61.12a of this chapter, as amended, which is identical with this section.)

Subchapter J—Rivers: General Rules and Regulations

##### PART 113—BOATS, RAFTS, BULKHEADS, AND LIFESAVING APPLIANCES

Section 113.49 *Vessel's name on equipment* is deleted.

##### PART 114—FIRE APPARATUS; FIRE PREVENTION

Section 114.7 (b) (4) is amended to read as follows:

§ 114.7 *Steam fire pumps or their equivalent.* (See § 61.5 of this chapter, as amended, which is identical with this section.)

Section 114.14a is amended to read as follows:

§ 114.14a *Pumps on motor vessels.* (See § 61.12a of this chapter, as amended, which is identical with this section.)

#### Subchapter K—Seamen

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

Section 138.6 subparagraph (h) is hereby rescinded.

By virtue of the authority vested in me by R. S. 4405, 4417, 4417a, 4418, 4426, 4433, 4438, 4439, 4440, 4441, 4442, 4462, 4463, 4481, 4488, and 4491, as amended, 35 Stat. 428, 49 Stat. 1544, 54 Stat. 163-167, 55 Stat. 244, as

amended (46 U. S. C. 375, 391, 391a, 392, 404, 411, 224, 226, 228, 229, 214, 416, 222, 474, 481, 489, 395, 396, 397, 367, 526-526t, 50 U. S. C. Sup. IV, 1275), and Executive Order 9083, dated February 28, 1942 (3 CFR, Cum. Supp.), the following amendments to the regulations are prescribed:

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

##### PART 150—INSPECTION AND CERTIFICATION OF VESSELS DOCUMENTED UNDER ACT OF JUNE 6, 1941

Part 150 is rescinded.

##### PART 151—MARINE ENGINEERING, MATERIALS; REGULATIONS DURING EMERGENCY

Part 151 is rescinded.

##### PART 152—MARINE ENGINEERING; REGULATIONS DURING EMERGENCY

Part 152 is rescinded.

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

Part 153 is rescinded.

##### PART 155—LICENSED OFFICERS AND CERTIFICATED MEN; REGULATIONS DURING EMERGENCY

Part 155 is rescinded effective January 2, 1946.

##### PART 156—INSPECTION AND CERTIFICATION

Part 156 is rescinded.

##### PART 159—STORAGE OF HIGH EXPLOSIVES ON TASK VESSELS; REGULATIONS DURING EMERGENCY

Part 159 is rescinded.

##### PART 160—HULL CONSTRUCTION, ALTERATIONS

Part 160 is rescinded.

##### PART 161—DECK OFFICERS, PROFICIENCY IN COMMUNICATIONS

Part 161 is rescinded.

Dated: September 2, 1945.

By virtue of the authority vested in me by R. S. 4405, 4417, 4417a, 4418, 4426, 4433, 4438 and 4491, as amended, 35 Stat. 428, 49 Stat. 1544, 55 Stat. 244, as amended (46 U. S. C. 375, 391, 391a, 392, 404, 474, 481, 489, 395, 396, 367, 50 U. S. C. Sup. IV, 1275), and Executive Order 9083, dated February 28, 1942 (3 CFR, Cum. Supp.), the following amendments to the regulations are prescribed:

#### Subchapter D—Tank Vessels

##### PART 30—GENERAL PROVISIONS

Section 30.3 is amended by changing subparagraphs (j) and (u) to read as follows:

### § 30.3 Definition of terms. \* \* \*

(j) *Existing tank vessel.* An "existing tank vessel" is any tank vessel the construction of which was started prior to November 10, 1936, and shall include any vessel the conversion of which into a tank vessel was started prior to November 10, 1936. Tank barges the hulls of which are of materials other than iron or steel for which the plans and specifications for construction or conversion were approved by the Coast Guard prior to September 2, 1945, upon which actual work of construction or conversion was commenced prior to September 2, 1945, and which are issued a certificate of inspection prior to March 2, 1946, as tank barges shall also be considered as existing tank vessels.

(u) *New tank vessels.* The term "new tank vessels" means any tank vessel the construction of which is started on or after November 10, 1936, and shall include any vessel the conversion of which into a tank vessel is started on or after November 10, 1936, except as provided in paragraph (j) of this section.

### PART 32—REQUIREMENTS FOR HULLS, MACHINERY, AND EQUIPMENT

#### ELECTRICAL INSTALLATIONS

Part 32 is amended by the addition of a new section 32.6-6 reading as follows:

§ 32.6-6 *Electrical installation; applicable during the Unlimited National Emergency—TB/ALL.* For vessels the contract for the construction of which was signed prior to September 2, 1945, the specification covering electrical installations titled "United States Coast Guard, Merchant Marine Inspection, Specification for Electrical Installations on Merchant Vessels," dated August 31, 1944, revised March 6, 1945,<sup>1</sup> is, during the Unlimited National Emergency, applicable as alternative provisions to those contained in the foregoing parts of §§ 32.6-1 to 32.6-5, inclusive.

### PART 33—LIFE SAVING APPLIANCES EQUIPMENT; LIFEBOATS, LIFE RAFTS, AND BUOYANT APPARATUS

Section 33.3-1 is amended by changing subparagraphs (u) and (aa) to read as follows:

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

(u) *Provisions.* Two pounds of provisions for each person consisting of hard bread or its equivalent in any

approved emergency ration of cereal or vegetable compound packaged in hermetically sealed containers of an approved type and stowed in provision lockers or other compartments providing suitable protection. No meat or other ration requiring saline preservative shall be allowed.

(aa) *Drinking water.* For each person at least 1 quart of drinking water contained in hermetically sealed cans of an approved type and stowed in the drinking water tanks, lockers, or other compartments providing suitable protection.

Section 33.3-1 is further amended by the addition of two new subparagraphs (bb) and (cc) reading as follows:

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

(bb) *Daytime distress signals.* Four self-contained smoke signals of an approved type.

(cc) *Signaling mirrors.* Two signaling mirrors of an approved type.

Section 33.3-5 is amended by changing subparagraphs (h) and (m) to read as follows:

§ 33.3-5 *Tank ships; life raft equipment, ocean, coastwise—T/OC.*

(h) *Provisions.* Two pounds of provisions for each person consisting of hard bread or its equivalent in any approved emergency ration of cereal or vegetable compound packaged in hermetically sealed containers of an approved type and stowed in provision lockers or other compartments providing suitable protection. No meat or other ration requiring saline preservative shall be allowed.

(m) *Drinking water.* For each person at least 1 quart of drinking water contained in hermetically sealed cans of an approved type and stowed in the drinking water tanks, lockers, or other compartments providing suitable protection.

Section 33.3-5 is further amended by the addition of two new subparagraphs (n) and (o) reading as follows:

§ 33.3-5 *Tank ships; life raft equipment, ocean, coastwise—T/OC.*

(n) *Daytime distress signals.* Four self-contained smoke signals of an approved type.

(o) *Signaling mirrors.* Two signaling mirrors of an approved type.

### PART 37—SPECIFICATIONS FOR LIFESAVING APPLIANCES

#### LIFEBOATS, LIFE RAFTS, BUOYANT APPARATUS, AND DAVITS

Section 37.1-4 (g) is amended by changing the heading of the table therein to read as follows:

### § 37.1-4 Lifeboat davits—TB/ALL.

(g) (In substantial agreement with A. S. T. M. Spec. A-131-39 and A-7-42)

Section 37.1-6 is amended by changing the sixth undesignated paragraph to read as follows:

### § 37.1-6 Blocks and falls—TB/ALL.

All ocean and coastwise vessels and all other vessels of over 1,000 gross tons, not fitted with mechanical means for lowering, shall be provided with covered tubs, boxes or reels for stowage of falls and with suitable lowering bitts in easily accessible positions; except that all ocean and coastwise self-propelled vessels of over 1,000 gross tons, not fitted with mechanical means for lowering, for which contracts for construction are let on or after September 2, 1945, shall be fitted with cruciform bitts in such positions as will render lowering practicable.

Section 37.1-7 is amended to read as follows:

§ 37.1-7 *Disengaging apparatus.* Lifeboats shall be fitted with suitable disengaging apparatus. Mechanical disengaging apparatus shall be of a type approved by the Commandant. Not more than one type of releasing gear shall be fitted in the lifeboats of a particular vessel.

### Subchapter G—Ocean and Coastwise: General Rules and Regulations

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

Section 59.3 (m) is amended by changing the heading of the table therein to read as follows:

### § 59.3 Strength and operation of davits.

(m) (In substantial agreement with A. S. T. M. Spec. A-131-39 and A-7-42)

Section 59.10 (j) is amended to read as follows:

§ 59.10 *Lifeboats and their equipment required on inspected seagoing barges of 100 gross tons or over.*

(j) *Drinking water.* For each person at least 1 quart of drinking water contained in hermetically sealed cans of an approved type and stowed in the drinking water tanks, lockers, or other compartments providing suitable protection.

Section 59.11 is amended by changing subparagraphs (w) and (bb) to read as follows:

§ 59.11 *Lifeboat equipment.*

(w) *Provisions.* (1) Two pounds of provisions for each person consisting of hard bread or its equivalent in any approved emergency ration of cereal or vegetable compound packaged in hermetically sealed contain-

<sup>1</sup> 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.



ers of an approved type and stowed in provision lockers or other compartments providing suitable protection. No meat or other ration requiring saline preservative shall be allowed.

(2) Passenger ships engaged in international voyages shall carry in each lifeboat one pound of condensed milk for each person the lifeboat is certified to carry. If the vessel is operated in the North Atlantic, north of 35° North Latitude, only one-half the quantity of condensed milk is required.

(bb) *Drinking water.* For each person at least 1 quart of drinking water contained in hermetically sealed cans of an approved type and stowed in the drinking water tanks, lockers, or other compartments providing suitable protection.

Section 59.11 is further amended by the addition of two new subparagraphs (cc) and (dd) reading as follows:

§ 59.11 *Lifeboat equipment.* \* \* \*

(cc) *Daytime distress signals.* Four self-contained smoke signals of an approved type.

(dd) *Signaling mirrors.* Two signaling mirrors of an approved type.

Section 59.37 is amended by changing the sixth undesignated paragraph to read as follows:

§ 59.37 *Blocks and falls.* \* \* \*

All ocean and coastwise vessels and all other vessels of over 1,000 gross tons, not fitted with mechanical means for lowering, shall be provided with covered tubs, boxes or reels for stowage of falls and with suitable lowering bits in easily accessible positions; except that all ocean and coastwise self-propelled vessels of over 1,000 gross tons, not fitted with mechanical means for lowering, for which contracts for construction are let on or after September 2, 1945, shall be fitted with cruciform bits in such position as will render lowering practicable.

Section 59.52 is amended by changing subparagraphs (g) and (l) to read as follows:

§ 59.52 *Equipment for life rafts.* \* \* \*

(g) *Provisions.* (1) Two pounds of provisions for each person consisting of hard bread or its equivalent in any approved emergency ration of cereal or vegetable compound packaged in hermetically sealed containers of an approved type and stowed in provision lockers or other compartments providing suitable protection. No meat or other ration requiring saline preservative shall be allowed.

(2) Passenger ships engaged in international voyages shall carry in each lifeboat one pound of condensed milk for each person the lifeboat is certified to carry. If the vessel is operated in the North Atlantic, north of

35° North Latitude, only one-half the quantity of condensed milk is required.

(1) *Drinking water.* For each person at least 1 quart of drinking water contained in hermetically sealed cans of an approved type and stowed in the drinking water tanks, lockers, or other compartments providing suitable protection.

Section 59.52 is further amended by the addition of two new subparagraphs (n) and (o) reading as follows:

(n) *Daytime distress signals.* Four self-contained smoke signals of an approved type.

(o) *Signaling mirrors.* Two signaling mirrors of an approved type.

Section 59.68 is amended to read as follows:

§ 59.68 *Disengaging apparatus.* Lifeboats shall be fitted with suitable disengaging apparatus. Mechanical disengaging apparatus shall be of a type approved by the Commandant. Excluding the emergency boats, not more than one type of releasing gear shall be fitted in the lifeboats of a particular vessel.

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

Section 60.8 (j) is amended to read as follows:

§ 60.8 *Lifeboats and their equipment required on inspected seagoing barges of 100 gross tons or over.* (See § 59.10 (j) of this chapter, as amended, which is identical with this section.)

Section 60.9 is amended by changing paragraphs (w) and (bb) and by the addition of two new paragraphs (cc) and (dd) reading as follows:

§ 60.9 *Lifeboat equipment.* (See § 59.11 of this chapter, as amended, which is identical with this section.)

Section 60.19 is amended by changing the sixth undesignated paragraph to read as follows:

§ 60.19 *Blocks and falls.* (See § 59.37 of this chapter, as amended, which is identical with this section.)

Section 60.21 is amended in the tenth undesignated paragraph by changing the heading of the table therein to read as follows:

§ 60.21 *How lifeboats shall be carried; davits and cranes required.* \* \* \*

(In substantial agreement with A. S. T. M. Spec. A-131-39 and A-7-42)

#### PART 63—INSPECTION OF VESSELS

Part 63 is amended by the addition of a new section 63.2a immediately following section 63.2 reading as follows:

§ 63.2a *Vessels acquired or documented under the Act of June 6, 1941.*

(a) Vessels acquired or documented under the Act of June 6, 1941, shall be subject to the applicable provisions of Title 52 of the Revised Statutes, Acts amendatory thereof or supplemental thereto and the rules and regulations thereunder.

(b) Unapproved lifesaving, fire-fighting and other equipment may be continued in service as long as, in the opinion of the Officer in Charge, Marine Inspection, such equipment is in good and serviceable condition. All replacements shall be in accordance with Coast Guard requirements.

(c) Certificates of inspection shall be issued to such vessels on Form 841 by amending the certifying clause and the addition of the following wording: "as applied to vessels documented under the Act of June 6, 1941," so that the certifying clause reads as follows:

"I further certify that the said vessel at the date hereof is, in all things, in conformity with the laws governing the Coast Guard and the Rules and Regulations of the Commandant, as applied to vessels documented under the Act of June 6, 1941."

Section 63.9 is amended by the addition of a new paragraph to follow immediately after the thirteenth undesignated paragraph reading as follows:

§ 63.9 *Electrical installations.* \* \* \*

For vessels the contract for the construction of which was signed prior to September 2, 1945, the specification covering electrical installations titled "United States Coast Guard, Merchant Marine Inspection, Specification for Electrical Installations on Merchant Vessels," dated August 31, 1944, revised March 6, 1945, is, during the Unlimited National Emergency, applicable as alternative provisions to those contained in the foregoing parts of this section.

#### Subchapter H—Great Lakes: General Rules and Regulations

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

Section 76.15 is amended in the tenth undesignated paragraph by changing the heading of the table therein to read as follows:

§ 76.15 *How lifeboats shall be carried; davits and cranes required.* \* \* \*

(In substantial agreement with A. S. T. M. Spec. A-131-39 and A-7-42)

Section 76.24 is amended to read as follows:

<sup>1</sup> 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.



§ 76.24 *Boat-davit falls and receptacles therein for.* Blocks and falls installed after January 1, 1942, shall conform to the following requirements:

All blocks, falls, fairleads, padeyes, fastenings, etc., used in connection with lifeboat gear shall be designed with a minimum factor of safety of 6, based on the maximum working load.

Where mechanical means for lowering are required, not more than two-part falls shall be used, except in specific cases where three-part falls may be accepted.

Wire rope falls of 6 x 19 regular lay filler wire construction, prelubricated at the factory with suitable neutral wire rope lubricant, shall be accepted as standard. Any other type of wire superior or equally as good as the minimum standard specified may be used.

Falls shall be of such length that the lifeboat may be lowered to the water at the lightest seagoing draft with the vessel listed to 15°.

Falls shall be in readiness for use at all times. On vessels over 1,000 gross tons, not fitted with mechanical means for lowering, covered tubs, boxes, or reels shall be provided for the stowage of falls, and suitable lowering bits shall be fitted in easily accessible positions.

Where more than one lifeboat is served by the same set of davits, if the falls are of manila rope, separate falls shall be provided to serve each lifeboat.

Such blocks as are necessary to allow the falls to lead fair in all positions of the davit shall be fitted. Where mechanical means for lowering are provided, there shall be at least 8 feet between the center of the drum and the center of the nearest sheave. Sheaves for wire rope shall have a diameter at the base of the groove at least equal to 12 times the diameter of the rope.

There shall be ample clearance between the cheeks of blocks in which manila rope is used. The width between the cheeks shall be half an inch greater than the diameter of new ropes when those ropes are 3 3/4 inches in circumference or greater; blocks for smaller ropes shall be designed with clearance in the same proportion.

Means for lubrication shall be provided for all moving parts of blocks.

Section 76.62 is amended to read as follows:

§ 76.62 *Disengaging apparatus.* (See § 59.68 of this chapter, which is identical with this section.)

#### PART 79—INSPECTION OF VESSELS

Section 79.9 is amended by the addition of a new paragraph to follow

immediately after the thirteenth undesignated paragraph reading as follows:

§ 79.9 *Electrical installations.* (See § 63.9 of this chapter, which is identical with this section.)

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

#### PART 94—BOATS, RAFTS, BULKHEADS, AND LIFESAVING APPLIANCES

Section 94.14 is amended in the tenth undesignated paragraph by changing the heading of the table therein to read as follows:

§ 94.14 *How lifeboats shall be carried; davits and cranes required.*

(In substantial agreement with A. S. T. M. Spec. A-131-39 and A-7-42)

Section 94.23 is amended to read as follows:

§ 94.23 *Boat-davit falls and receptacles therefor.* (See § 76.24 of this chapter, which is identical with this section.)

Section 94.59 is amended to read as follows:

§ 94.59 *Disengaging apparatus.* (See § 59.68 of this chapter, which is identical with this section.)

#### PART 97—INSPECTION OF VESSELS

Section 97.11 is amended by the addition of a new paragraph to follow immediately after the thirteenth undesignated paragraph reading as follows:

§ 97.11 *Electrical installations.* (See § 63.9 of this chapter, which is identical with this section.)

Subchapter J—Rivers: General Rules and Regulations

#### PART 113—BOATS, RAFTS, BULKHEADS, AND LIFESAVING APPLIANCES

Section 113.23 is amended in the tenth undesignated paragraph by changing the heading of the table therein to read as follows:

§ 113.23 *How lifeboats shall be carried; davits and cranes required.* (See § 94.14 of this chapter, which is identical with this section.)

#### PART 116—INSPECTION OF VESSELS

Section 116.16 is amended by the addition of a new paragraph to follow immediately after the thirteenth undesignated paragraph reading as follows:

§ 116.16 *Electrical installations.* (See § 63.9 of this chapter, which is identical with this section.)

Dated: September 2, 1945.

## Equipment Approved by the Commandant

### BILGE PUMP FOR LIFEBOATS

No. 1 wing bilge pump for lifeboats, not exceeding 330 cubic feet capacity (U. S. C. G. Size No. 1) (Dwg No. 270, dated 7 June 1945), manufactured by the Allied Marine Equipment Division, Tap-Rite Products Corp., Hackensack, N. J. (10 F.R. 9563, 1 August 1945)

### DAVIT

Steward Mechanical Davit, Size 2X-7-0-L (General Arrangement Dwg. No. 220-D, dated 1 May 1943) (Working load of 7,500 pounds per arm, 15,000 pounds per set), submitted by the Landley Company, Inc., 15 Park Row, New York, N. Y. (Supersedes approval 5 July 1945, 10 F.R. 8331) (10 F.R. 9563, 1 August 1945)

### FEEDWATER REGULATOR

"Peco-Campbell" Marine Feedwater Regulating and Signalling System (Dwg. No. 300-1, rev. 1, Series 30, 300 pounds working pressure, and Dwg. No. 600-1, rev. 1, Series 60, 600 pounds working pressure), submitted by Proctor Engineering Co., 106 Key Highway, Baltimore, Maryland. (10 F.R. 9563, 1 August 1945)

### FIRE EXTINGUISHERS

Hydrogarde 2 1/2 gallon, liquid, carbon dioxide cartridge type fire extinguisher (Assembly Dwg. No. C-8612, dated 28 June 1937, rev. 3, dated 8 June 1945), manufactured by Pyrene Manufacturing Co., Newark, New Jersey.

Wintergarde 2 1/2 gallon, anti-freeze liquid, carbon dioxide cartridge type fire extinguisher (Assembly Dwg. No. C-8380, dated 5 January 1937, rev. 4, dated 8 June 1945), manufactured by Pyrene Manufacturing Co., Newark, New Jersey. (10 F.R. 9563, 1 August 1945)

### FIRE EXTINGUISHING APPARATUS

Waterproof, pressure operated switches for use in connection with carbon dioxide fire extinguishing systems (Dwg. No. 81358, Rev. B-2-Pole, 30 Amperes, 250 Volts, 2 H.P., Model B-4458; Dwg. No. 81359, Rev. B-3-Pole, 30 Amperes, 250 Volts, 2 H.P., Model B-4459), manufactured by Walter Kidde & Company, Inc., Bloomfield, N. J. (10 F.R. 9822, 8 August 1945)

### FIRE RETARDANT MATERIAL FOR VESSEL CONSTRUCTION

Aluminum class "B" bulkhead panel filled with fiberglass insulation,

over-all thickness 1 3/4" (Dwg. No. PWB-1, dated 23 April 1945), submitted by James McCutcheon and Co., 49th Street & 5th Avenue, New York, New York.

#### FIRE-INDICATING AND ALARM SYSTEMS

227 Manual fire alarm stations for flush mounting behind Marinite bulkhead (Plan No. 7106, dated 9 May, 1945, Alt. 0), submitted by Edwards & Co., Inc., Norwalk, Conn.

Automatic fire alarm equipment and auxiliary equipment (Dwg. No. 6998, Sheet 5 of 5, Alt. 0, Layout & Details of M. D. 2373 Automatic Supervisory Fire Alarm Annunciator, 48 Zones; Dwg. No. 7064, Sheet 1 of 2, Alt. 3, Layout Details & Dimensions & Wiring Diagrams of Battery Charging Panels (M. D. 2710) for M. D. 2373 Fire Alarm System, 4 to 48 Zones; Dwg. No. 7064, Sheet 2 of 2, Alt. 1, Battery Charging Data for M. D. 2710 Panels, M. D. 2373 Fire Alarm System), submitted by Edwards & Co., Inc., Norwalk, Conn. (10 F. R. 10109, 15 August 1945)

#### GAS MASK

Acme Type FD all-purpose Gas Mask (Bureau of Mines approval No. 1436; consisting of EM-1436 canister, BM-1435 times, BM-1435 canister harness, and BM-1418 facepiece with BM-1418 head harness or BM-1418A facepiece with BM-1418A head harness), manufactured by Acme Protection Equipment Company, Inc., 3616 Liberty Avenue, Pittsburgh 1, Pa. (10 F. R. 9563, 1 August 1945)

#### LIFEBOATS

26' x 9' x 3.6' metallic oar-propelled lifeboat (50-person peacetime capacity, 36-person wartime capacity) (General Arrangement and Construction Dwg. No. 2655, dated 10 January, 1944), submitted by Lane Lifeboat and Davit Corp., Foot of 40th Road, Flushing, New York. (Supersedes approval 11 February 1944, 9 F. R. 1639)

16' x 5.71' x 2.30' metallic oar-propelled lifeboat (12-person peacetime capacity, 9-person wartime capacity) (General Arrangement Dwg. No. 2043, dated 8 June 1945), submitted by Imperial Lifeboat and Davit Company, Inc., 136 Liberty Street, Bronx, New York. (Supersedes approval 18 July 1945, 10 F. R. 8922.) (10 F. R. 9822, 8 August 1945)

24' x 8' x 3.5' metallic motor propelled lifeboat (382 cu. ft. net capacity, 36-person peacetime capacity, 25-person wartime capacity) (General Ar-

range Dwg. No. G-365, dated 16 June, 1945, revised 1 August, 1945), submitted by C. C. Galbraith & Son, Inc., 99 Park Place, New York, N. Y. (Supersedes approval 19 November 1943, 8 F. R. 15745)

#### LUMINOUS MARKING FOR INTERIOR ACCOMMODATIONS

Luminous marking, designated Type C, without adhesive, submitted by Century Lighting Company, 419 West 55th Street, New York 19, N. Y., attached with Slomon's Adhesive No. 60-10, manufactured by Slomon's Laboratories, 31-27 Thompson Avenue, Long Island City 1, New York. (10 F. R. 9563, 1 August 1945)

#### SIGNALING MIRROR

Scotchlite type, size 20, emergency signaling mirror, manufactured by General Electric Co., Trumbull Lamp Works, 1313 West Market Street, Warren, Ohio. (10 F. R. 9563, 1 August 1945)

#### WITHDRAWAL OF APPROVAL

Coast Guard approval of the following items of equipment is withdrawn:

#### SAFETY VALVES

Crane pop safety valve, manufactured by Crane Company, 836 So. Michigan Ave., Chicago, Ill. (Original approval 1895)

Crane pop safety valve (improvement), manufactured by Crane Company, 836 So. Michigan Ave., Chicago, Ill. (Original approval 1915)

Safety valves, Nos. 1117-DR, 1117 1/2-H, 1119, and 1119 1/2, manufactured by Crane Company, 836 So. Michigan Ave., Chicago, Ill. (Original approval 1928)

Spring safety valve, manufactured by Scott Safety Valve Mfg. Co., Detroit, Michigan. (Original approval 1892, 1919)

Safety valves, catalogue Nos. 147, 238, and 330, manufactured by Scott Safety Valve Mfg. Co., Detroit, Michigan. (Original approval 1929)

(Notwithstanding the withdrawal of approvals, any of the foregoing safety valves now in use may be continued in service, provided such valves are in good and serviceable condition.) (10 F. R. 9563-9564, 1 August 1945)

#### CORRECTION

Due to a typographical error, the proper heading was omitted above the

last item of Equipment Approved by the Commandant appearing on page 91 of the June 1945 issue of the *Proceedings* of the Merchant Marine Council. The item should have been printed as follows:

#### LIFESAVING NET

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

#### 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 July 16, 1945 to August 15, 1945, are as follows:

*Buffalo Meter Company*, 2917 Main Street, Buffalo 14, New York, fittings.

*Nicholson Terminal and Dry Dock Company*, Ecorse, Michigan, valves and fittings.

#### 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 July 16, 1945 to August 15, 1945 is as follows:

*Edro Richardson Brass Company*, Baltimore, Maryland, heat No. 199.

*Wm. Powell Company*, Cincinnati 22, Ohio, heat Nos. 37 and 38.



# ELECTRICAL APPLIANCES

The following list supplements that published by the United States Coast Guard under date of 15 May, 1943, entitled "Miscellaneous Electrical Equipment Satisfactory for Use on Merchant Vessels," as well as subsequently published lists, and is for the use of Coast Guard personnel in their work of inspecting merchant vessels. Other electrical items not contained in this pamphlet and subsequent listings may also be satisfactory for marine use but should not be so considered until the item is examined and listed by Coast Guard Headquarters. Before listings of electrical appliances are made, it is necessary for the manufacturer to submit to The Commandant (EMM), U. S. Coast Guard, Washington 25, D. C., duplicate copies of a detail assembly drawing, including a material list with finishes of each corrosive part, of each item. An examination of the drawings submitted will be made and, if necessary, tests conducted on such appliances to determine their suitability for marine use.

Manufacturer and description of equipment	Location apparatus may be used				Date of action
	a	b	c	d	
Conlan Electric Corporation, Brooklyn, N. Y.: Deck lighting fixture, waterproof, 60 watts maximum, type CG with guard, globe and reflector, drawing No. 1053/1054, revision 0. Catalog No. 1054, 12" reflector.	x	x			7-24-45
Deck lighting fixture, waterproof, 60 watts maximum, type CG with guard, globe and reflector, drawing No. 1055/1056, revision 0. Catalog No. 1055, 10" reflector.	x	x			7-24-45
Henshel Corporation, Amesbury, Mass., interior communication equipment: Rudder angle transmitter, type A transmitter-generator, drawing No. 10-976-F, alteration 0. Rudder angle indicator, type D, panel mounting, no illumination, drawing No. 10-988-F, alteration 0.	x	x			7-24-45
Rudder angle indicator, type C, bulkhead mounting, no illumination, drawing No. 10-1008-F, alteration 0.	x	x			7-24-45
Rudder angle indicator, bulkhead mounting, with illumination, drawing No. 10-1244, alteration 0.	x	x			7-24-45
Rudder angle indicator, bulkhead mounting, with illumination and dimmer, compact type, drawing No. 10-1253, alteration 0.	x	x			7-24-45
Course telegraph transmitter, bulkhead mounting, with illumination and dimmer, drawing No. 10-1301, sheets 1 and 2, alteration 0.	x	x			7-24-45
Course telegraph indicator, pedestal mounting, with illumination and dimmer, drawing No. 10-1303, sheets 1 and 2, alteration 0.	x	x			7-24-45
Course telegraph transmitter, pedestal mounting, with illumination and dimmer, drawing No. 10-1312, sheets 1 and 2, alteration 0.	x	x			7-24-45
Course telegraph indicator, bulkhead mounting, with illumination and dimmer, drawing No. 10-1322, sheets 1 and 2, alteration 0.	x	x			7-24-45
Combined steering telegraph indicator and rudder angle indicator, type B, bulkhead mounting, no illumination, drawing No. 10-980-F, alteration 0.	x	x			7-24-45
Combined steering telegraph transmitter and rudder angle indicator, type A, pedestal mounting, with illumination, drawing No. 10-1243, sheets 1 and 2, alteration 0.	x	x			7-24-45
Combined steering telegraph transmitter and rudder angle indicator, panel mounting, with illumination and dimmer, drawing No. 10-1253, alteration 0.	x	x			7-24-45
Combined steering telegraph transmitter and rudder angle indicator, panel mounting, no illumination, drawing No. 10-1254, alteration 0.	x	x			7-24-45
Henshel Corporation, Amesbury, Mass., interior communication equipment—Continued. Shaft speed indicator without counter, drawing No. 10-1058, alteration 2 (replaces drawing No. 1057, alteration 2, erroneously listed in June 1945 issue).	x	x			5-9-45
Lovell-Dressel Co., Inc., Arlington, N. J., wiring devices, waterproof: Receptacle, single, 2-pole, 10 amperes, 125 volts, catalog No. 1774, drawing No. 1774, alteration 0.	x	x	x		8-7-45
Receptacle, double, 2-pole, 10 amperes, 125 volts, catalog No. 1796, drawing No. 1796, alteration 0.	x	x	x		8-7-45
Switch, single pole, and receptacle, 2 pole, 10 amperes, 125 volts, catalog No. 2765, drawing No. 2765, alteration 0.	x	x	x		8-7-45
Switch, single pole, and receptacle, 2-pole, 10 amperes, 125 volts, catalog No. 2768, drawing No. 2768, alteration 0.	x	x	x		8-7-45
Switch, single pole, 10 amperes, 250 volts, catalog No. 2785, drawing No. 2785, alteration 0.	x	x	x		8-7-45
Switch, double pole, 10 amperes, 250 volts, catalog No. 2786, drawing No. 2786, alteration 0.	x	x	x		8-7-45
Switch, three-way, 10 amperes, 250 volts, catalog No. 2792, drawing No. 2792, alteration 0.	x	x	x		8-7-45
Murlin Manufacturing Company, Philadelphia, Pa., Galley range hood light, waterproof, 60 watts maximum, catalog No. 536, alteration 1.	x	x			8-7-45
Perfelite Corp., Cleveland, Ohio, Fuse box, 2-pole, waterproof, catalog No. 533, drawing No. 21945, alteration 0.	x	x	x		8-6-45
Russell & Stoll Company, Inc., New York, N. Y.: Plug, waterproof, 2-wire, 10 amperes, catalog No. 452, drawing No. F-9294, alteration 3.	x	x	x		8-3-45
Switches, waterproof, 10 amperes, 250 volts, drawing No. F-9491, alteration 3.	x	x	x		8-2-45
Catalog No. 448MC, single-pole.					
Catalog No. 1520MC, double-pole.					
Catalog No. 1522MC, three-way.					
Receptacle, nonwatertight, 15 amperes, 125 volts, catalog No. 3165MC, drawing No. F-7846, alteration 4.	x				7-30-45
Receptacle, two-gang, nonwatertight, 15 amperes, 125 volts, catalog No. 3166MC, drawing No. F-9634, alteration 1.	x				7-30-45
Junction box, waterproof, catalog No. 2402, drawing No. F-10257, alteration 1.	x	x	x		7-30-45
Junction box, less cover, waterproof, catalog No. 2403MC, drawing No. B-6380, alteration 1.					7-30-45

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 JULY 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.....	46	71	6	16			12	41		8	144	14		2			5				353	11	1	2						
Gulf coast.....	10	22	1	1			2	1	5	10	38	2		1			1				48	2								
Great Lakes and rivers.....					1	7			1	12																				
Pacific coast.....	22	24	2	2			3	12			52	6	1				3	1			100	8					1			
Total.....	78	117	9	19	1	7	17	54	6	30	234	23	1	3			3	7	4	4	501	23	1	2	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	Re-newal	Grand total
	O	R	O	R	O	R	O	R	O	R	O	R	O	R	O	R	O	R	O	R			
Atlantic coast.....	270	2		1					4		1	1	52	123		3		1		2	889	303	1,192
Gulf coast.....	27	1											13	21	13	14					159	77	236
Great Lakes and rivers.....											5	8	1	2	32	14					42	48	90
Pacific coast.....	111	2											23	26	2	4					320	87	407
Total.....	408	5		1					4		6	10	89	172	47	35		1		2	1,410	515	1,925

### 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.....	91	106	8	39	123	30		4	239	20		2	309	15		
Gulf coast.....	21	32	2	10	32	11	2	4	40	2		1	18	3		
Great Lakes and rivers.....	3	11	3	23	2	5	1	9	4	6		1	5	2		
Pacific coast.....	37	41	4	10	51	18			77	9		1	110	6		
Total.....	152	190	17	82	208	64	3	17	360	37		5	442	26		

Region	Motor vessels								Uninspected vessels				Totals		
	Chief engineer		First assistant engineer		Second assistant engineer		Third assistant engineer		Chief engineer		Assistant engineer		Original	Re-newal	Grand total
	O	R	O	R	O	R	O	R	O	R	O	R			
Atlantic coast.....	18	42	8	18	11	6	217	2		2		2	1,024	288	1,312
Gulf coast.....	12	18	5	2	5	1	7	3					144	87	231
Great Lakes and rivers.....	2	5	2	1	4								26	63	89
Pacific coast.....	9	14	6	8	3	2	89	1		1			386	111	497
Total.....	41	79	21	29	23	9	313	6		3		2	1,580	549	2,129



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

Region	Continuous discharge book	Certificate of identity	A. B., green, 3 years <sup>1</sup>	A. B., green, 9 months emergency <sup>1</sup>	A. B., blue, 18 months, 12 months <sup>1</sup>	A. B., blue, 6 months emergency <sup>2</sup>	A. B., blue, 6 months emergency <sup>2</sup>	Life-boat, 12-24 months <sup>4</sup>	Life-boat, 6-12 months emergency <sup>3</sup>	Q.M.E.D., 6 months	Q.M.E.D., emergency	Radio operators	Certificate of service	Tanker man	Staff officer	Total
Atlantic coast.....	197	6,699	39	392	52	23	0	974	0	171	639	223	6,553	16	286	16,264
Gulf coast.....	160	1,219	7	72	1	0	1	656	0	57	201	4	888	20	28	3,314
Pacific coast.....	13	3,224	28	224	67	0	0	1,169	0	216	511	11	2,876	5	114	8,458
Great Lakes and rivers.....	1,739	423	13	31	18	20	0	65	0	54	101	5	2,224	27	6	4,726
Total.....	2,109	11,565	87	719	138	43	1	2,864	0	498	1,452	243	12,541	68	434	32,762

<sup>1</sup> Unlimited.

<sup>2</sup> Great Lakes, lakes, bays, and sounds.

<sup>3</sup> Tugs and towboats and freight vessels under 500 tons (miscellaneous).

<sup>4</sup> 12 months deck or 24 months other departments.

<sup>5</sup> 6 months deck or 12 months other departments.

NOTE.—There were 308 Panamanian Employment Cards issued.

## WAIVERS OF MANNING REQUIREMENTS FROM 1 JULY TO 31 JULY 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.....	540	122	251	11	1,025	25	201	5	5	1,645
Gulf coast.....	139	56	86	9	252	7	22	2	3	437
Pacific coast.....	519	188	299	36	1,291	148	375	11	41	2,398
Great Lakes.....	248	1	33	-----	562	1	164	-----	-----	761
Total.....	1,446	367	669	56	3,130	181	762	18	49	5,232

## CREW SHORTAGE REPORTS FROM 1 JULY TO 31 JULY 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	Junior third mate	Radio	Able seamen	Ordinary seamen	Chief en- gineer	First en- gineer	Second en- gineer	Third en- gineer	Qualified member engine department		Wiper or coal passer
Atlantic coast.....	19	-----	1	3	-----	23	6	-----	-----	2	2	8	2	47
Gulf coast.....	16	2	2	-----	1	7	4	-----	-----	1	-----	6	3	26
Pacific coast.....	15	2	1	3	-----	8	4	-----	-----	2	-----	3	3	26
Great Lakes.....	204	1	1	11	-----	108	22	-----	2	5	21	205	61	437
Total.....	254	5	5	17	1	146	36	-----	2	10	23	222	69	536

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