

**PROCEEDINGS OF THE
MERCHANT MARINE COUNCIL
UNITED STATES COAST GUARD**



Vol. 3

October 1946

No. 10



MERCHANT MARINE COUNCIL

Published monthly at Coast Guard Headquarters, under the auspices of the Merchant Marine Council, in the interest of safety at sea. There are no restrictions on the republication of material appearing in this issue

The Merchant Marine Council of the United States Coast Guard

Admiral J. F. FARLEY, U. S. C. G.
Commandant of the Coast Guard

Rear Admiral ELLIS REED-HILL,
U. S. C. G., *Member*
Engineer-in-Chief, U. S. C. G.

Commodore HALERT C. SHEPHEARD,
U. S. C. G. R., *Chairman*
Chief, Office of Merchant Marine
Safety, U. S. C. G.

Captain A. C. RICHMOND
U. S. C. G., *Member*
Acting Chief, Planning and Control
Staff, U. S. C. G.

Captain ROBERT E. COOMBS,
U. S. C. G. R., *Member*
Assistant Chief, Merchant Vessel
Inspection Division, U. S. C. G.

Captain HENRY T. JEWELL,
U. S. C. G., *Member*
Chief, Merchant Marine Personnel
Division, U. S. C. G.

Captain ROBERT T. MERRILL,
U. S. C. G. R., *Member*

Captain ROBERT A. SMYTH,
U. S. C. G. R., *Member*
Chief, Merchant Marine Technical
Division, U. S. C. G.

Mr. KENNETH S. HARRISON,
Chief Counsel, U. S. C. G.

Captain JOSEPH A. KERRINS,
U. S. C. G., *Secretary*

CONTENTS

	Page
Council Activities	154
Should Towing Vessels in Inland Waters Carry Range Lights?	155
Cancellation of Coast Guard Captain of the Port Identification Cards	157
Hearing Units	157
Lessons From Casualties:	
Deaths of Two Polliwogs	158
Officers Watching for Potential Dangers	158
Masters and Pilots Maneuvering Vessels	158
Appendix:	
Amendments to Regulations	159
Waivers	178
Equipment Approved by the Commandant	180
Merchant Marine Personnel Statistics	182
COVER—Surveying the Last Ice Flow Before Returning to the United States	

COUNCIL ACTIVITIES

The Merchant Marine Council recommended approval of many miscellaneous regulations in chapter I of title 46, Code of Federal Regulations, which contained material published in other forms and that have been generally complied with but were never included in the regulations published in the Federal Register. These requirements were published in the Federal Register in compliance with the section 3 of the Administrative Procedure Act which states that each agency shall publish in the Federal Register statements of general policy on interpretations formulated and adopted for the guidance of the public.

Among the subjects covered in the amendments were professional and physical qualifications and examinations for masters, mates, pilots, engineers, seamen, pursers and motorboat operators; steering apparatus; life lines and rails; qualifications for submerged melt welding process; international voyage definition; and crack arrestors on passenger vessels where welding is used as primary means of fabrication. The editorial amendments for changes in terminology of Coast Guard personnel were also included.

The regulations showing Coast Guard organization and procedures were published in the 11 September 1946 Federal Register as required by the Administrative Procedure Act. This publication is for the information of the public and does not change the manner in which the Coast Guard will carry out its functions. The necessary changes required by Reorganization Plan No. 3 of 1946, which made permanent the transfer of Bureau of Marine Inspection and Navigation functions by Executive Order No.

9083, were included in this material.

The arrangement of regulations in the Code of Federal Regulations was not changed. The material which applies to all of the Coast Guard activities was published in chapter I of title 33, Navigation and Navigable Waters, of the Code of Federal Regulations as Part 1, General Organization and Jurisdiction, and Part 20, Procedures Applicable to the Public. The procedures affecting merchant-marine activities in particular were published as subchapter A, Procedures Applicable to the Public, in chapter I of title 46, Shipping, of the Code of Federal Regulations. In this chapter are most of the substantive requirements prescribed by the Commandant which affects the merchant marine.

In subpart 1.75—Rule Making is the policies of the Coast Guard which will be followed in connection with proposed changes in rules and regulations as authorized by the navigation and vessel inspection laws. Wherever possible and practicable, notices will be published regarding proposed changes in substantive requirements, together with invitations to appear at the hearings and opportunity to submit comments will be allowed. After the Commandant adopts any new substantive requirements at least 30 days after the date of publication in the Federal Register will be allowed before compliance will be required.

The holding of public hearings on proposed changes in the regulations has been followed for many years although it is only required by Revised Statutes 4417a and 4472 (46 U. S. C. 391a and 170) for changes in regulations affecting tank vessels and the transportation of dangerous cargoes. This practice is followed for proposed

regulations authorized by other statutes because the Coast Guard wants to obtain the benefit of the views and comments rendered by interested parties who will be affected. The Administrative Procedure Act requires that hearings be given only when other statutes require such hearings.

The Coast Guard is going a step further and allows interested parties to participate in all of its rule-making procedures.

The hearing of 22 October 1946 is the first one held since the Administrative Procedure Act came into effect. From the interest expressed so far in

requests for copies of proposed changes in the regulations, it is expected that interested persons will express their views in writing and orally. All comments and suggestions will be considered before the proposed changes are recommended to the Commandant for approval.

SHOULD TOWING VESSELS IN INLAND WATERS CARRY RANGE LIGHTS?

The question to be discussed here has arisen a number of times lately at Coast Guard Headquarters. It was first encountered by Captain Farwell several years ago under unusual circumstances. Acting as technical adviser in the making of a navy training film on rules of the road at the Walt Disney studios, it was suddenly popped at him by the director of the picture, and production of a film depicting lights had to be held up while he ran down the answer (and ran up the studio's long distance telephone bill). The difficulty grew out of another of those ambiguities in the rules which puzzle the unsuspecting mariner and encourage the admiralty lawyer to flourish like the green bay tree.

This discussion properly relates to inland waters of the United States other than the Great Lakes region and rivers whose waters flow into the Gulf of Mexico, because in the two sections referred to the rules for lighting towboats are somewhat different, and generally more specific. While article 1, Inland Rules, has some bearing on the matter, it is to articles 2 and 3 that we must look for a solution of the problem. Article 1, Inland Rules, provides:

The rules concerning lights shall be complied with in all weathers from sunset to sunrise, and during such time no other lights which may be mistaken for the prescribed lights shall be exhibited.

Article 2 provides:

A steam vessel when under way shall carry *—

(a) On or in front of the foremast, or if a vessel without a foremast, then in the fore part of the vessel, a bright white light so constructed as to show an unbroken light over an arc of the horizon of 20 points of the compass, so fixed as to throw the light 10 points on each side of the vessel, namely, from right ahead to 2 points abaft the beam on either side, and of such a character as to be visible at a distance of at least 5 miles.

(b) On the starboard side a green light so constructed as to show an unbroken light over an arc of the horizon of 10

points of the compass, so fixed as to throw the light from right ahead to 2 points abaft the beam on the starboard side, and of such a character as to be visible at a distance of at least 2 miles.

(c) On the port side a red light so constructed as to show an unbroken light over an arc of the horizon of 10 points of the compass, so fixed as to throw the light from right ahead to 2 points abaft the beam on the port side, and of such a character as to be visible at a distance of at least 2 miles.

(d) The said green and red side lights shall be fitted with inboard screens projecting at least 3 feet forward from the light, so as to prevent these lights from being seen across the bow.

(e) A seagoing steam vessel when under way may carry * an additional white light similar in construction to the light mentioned in subdivision (a). These two lights shall be so placed in line with the keel that one shall be at least 15 feet higher than the other, and in such a position with reference to each other that the lower light shall be forward of the upper one. The vertical distance between these lights shall be less than the horizontal distance.

(f) All steam vessels (except seagoing vessels and ferryboats), shall carry * in addition to green and red lights required by article 2 (b), (c), and screens as required by article 2 (d), a central range of two white lights; the after light being carried at an elevation at least 15 feet above the light at the head of the vessel. The headlight shall be so constructed as to show an unbroken light through 20 points of the compass, namely, from right ahead to 2 points abaft the beam on either side of the vessel, and the after light so as to show all around the horizon.

Article 3 provides:

A steam vessel when towing another vessel or vessels alongside shall, in addition to her side lights, carry * two bright white lights in a vertical line, one over the other, not less than 3 feet apart, and when towing one or more vessels astern, regardless of the length of the tow, shall carry an additional bright white light 3 feet above or below such lights: *Provided*, That on the Red River of the North and the rivers emptying into the Gulf of Mexico and their tributaries, this article shall not affect the signal lights used on towing vessels which propel the tow by pushing at the rear of the tow. Each of these lights shall be of the same construction and character, and shall be carried in the same position as the white light mentioned in article 2 (a) or the after range light mentioned in article 2 (f).

Such steam vessel may carry * a small white light abaft the funnel or aftermast for the vessel towed to steer by, but such light shall not be visible forward of the beam.

The first sentence of article 3, Inland Rules, was amended May 20, 1936, so as to make the position of the tow alongside or astern the determining factor as to whether two or three white towing lights in a vertical line shall be carried, instead of the length of the tow and the number of vessels in it.

It will be noted that the rule still provides that these towing lights may be carried either forward or aft, but that if carried forward they must be 20-point lights, like the masthead light; and if carried aft they must be all-around lights, like the after range light. And so our question really resolves itself into two questions: (1) With forward 20-point towing lights should an all-around after range light be carried; (2) with after all-around towing lights should a forward 20-point masthead light be carried? Captain Farwell was informed at the time of the studio inquiry that it had been the practice in the Steamboat Inspection Service through the years to require the after range light with forward towing lights and to permit the forward masthead light with after towing lights. Tugs operating in inland waters are of course already equipped with these lights for use when underway but not towing.

So far as can be ascertained, there is no court decision on the question of showing range lights for a steam vessel having a tow in inland waters. There is one case on the high seas but there the question is somewhat different because under International Rules, towing lights must be forward, and the after range light is optional on any steam vessel, and could not, therefore, be required on one having a tow. The case in question was a collision outside San Pedro Harbor, between the Japanese Steamship *Koyei Maru* and the second of three barges being towed in tandem by the tug *David P. Fleming*. Both the *Koyei Maru* and the *Fleming* were held at fault by the Circuit Court of Appeals,

* The word "carry," as used in these rules, means also "show" or "exhibit."

Ninth Circuit: The *Fleming*, whose towing lights were forward, for showing an after range light which was not a 20-point light but was visible from aft, and in conjunction with a stern light was held to have misled the approaching liner. The Appellate Court had no criticism of the tug for carrying an after range light, but for not having it a 20-point light as described by article 2, International Rules. Thus the only case bearing on the point at all seems tacitly to approve an after range light on the high seas with towing lights, where they must be 20-point forward lights, provided it is a 20-point after range light.

Inasmuch as there is sufficient confusion in the wording of articles 2 and 3, Inland Rules, to admit of different interpretations, it might be argued that a steam vessel with a tow in inland waters must have range lights because of the statement in article 2 (f) that "All steam vessels (except seagoing vessels and ferryboats) shall carry in addition to green and red lights required by article 2 (b), (c), and screens as required by article 2 (d), a central range of two white lights, etc." There are two serious objections to such an argument: (1) That article 2 (f) cannot be interpreted literally because of article 1; and (2) that article 3 should be taken as complete in itself.

Article 2 (f) purports to require the well-known combination of forward and after range lights for all steam vessels except two classes: Seagoing vessels, on which article 2 (e) explicitly makes the after range light optional, and ferryboats, which are provided, by section 312.15 of the Pilot Rules with a central range of 2 32-point white lights at one level. It makes no distinction between a steam vessel at anchor and one under way, and thus, taken literally, conflicts with the requirements for anchor lights found in article 11 and with the lights required by certain special types of vessel at anchor, such as a dredge (sec. 312.20) or a vessel engaged in submarine construction (sec. 312.22). But even if we assume it to apply only to a steam vessel under way—and this is a more reasonable interpretation of what Congress meant, perhaps—we meet a similar objection, i. e., that the rule purports to say more than it can properly mean. A steamer being towed in inland waters is still a steam vessel under way but it is forbidden by article 5 to show either white light. A class A or class 1 motorboat is a steam vessel under way, but its lights are prescribed by the Motorboat Act and include only one white light. A steam pilot vessel under way on station in United States waters is a steam

vessel specifically exempted from the requirement by the opening words of article 8. A steam trawling, dredging, or line-trolling vessel is another exception, covered by article 9, Inland Rules. A steamer with a scow on either side, attached to a wreck and drifting with it is still another steam vessel legally and actually under way, but it must, according to section 312.19, be lighted by two red lights, only the outside vessels of the group displaying white lights. The inescapable conclusion to derive from all these examples can only be that the requirement of article 2 (f) applies not to all steam vessels, or even to all steam vessels under way, but merely to all steam vessels not specifically required to be lighted in some other manner.

Now article 3, Inland Rules, faulty as its wording, certainly appears to provide that a steam vessel, when towing another vessel or vessels, either alongside or astern, is specifically required to be lighted in some other manner. The wording is somewhat to be criticised because it specifies a physical impossibility in providing that two or three lights, at least 3 feet apart in a vertical line, shall be carried in the same position (not the *approximate* position), as the single masthead or after range light. In practice this has usually been taken to mean that if carried forward, the uppermost of two or three towing lights shall be in the normal position of the masthead light, while if carried aft, the highest of the towing lights shall be in the normal position of the after range light, which is at the masthead itself. The statement that article 3 provides a special way of lighting a steam vessel towing depends on accepting the completeness of article 3. That is, it is assumed that article 3 is not for the purpose of providing only the lights that distinguish a towing steam vessel, but all the lights, towing and otherwise, that it must carry. The words "under way" do not appear because they would be redundant. A tug at anchor with tow attached is not towing; to be a steam vessel towing she must be under way. Now, if article 3 were meant to show just the additional lights, instead of all the lights, for a steam vessel towing—in other words, to be used as a supplement to article 2, which provides the lights for a steam vessel under way—then it would certainly not mention the side lights. And, conversely, it is equally certain from article 3 that the side lights, which are specifically mentioned, are therefore required by a steam vessel towing; while the missing member of the two range lights described in article 2 (f)—masthead light, if the

towing lights are aft, after range light, if the towing lights are forward—is not a requirement of a steam vessel having a tow.

It follows that any requirement that a steam vessel towing in inland waters have range lights comes from attempting to apply to it the dual requirements of article 2 (f) and article 3. It is recognizing the vessel simultaneously as a steam vessel under way and a steam vessel towing. On an optional basis, there should be no objection to this as long as the duplication does not prevent the recognition of both characteristics. Inasmuch as a steam vessel towing is necessarily recognized as a steam vessel under way, the only point to be considered is whether the lights of a steamer without a tow can interfere with her being recognized as a steamer with a tow. In other words, does the addition of an after range light, when 20-point towing lights are carried forward, conceal the presence or location of a tow? Or, similarly, does the use of a 20-point masthead light forward, when 32-point towing lights are carried aft, have the same effect?

In answer to the first question, it must be noted that in the rare instances where towing lights are carried forward in inland waters, an all around after range light can have no effect whatever on towing lights to an overtaking vessel because, theoretically at least, it becomes visible only in the arc where 20-point towing lights are invisible. The after range light will then have the very useful and necessary purpose of a stern light, such as would have to be shown in any event, under article 10, to the overtaking vessel. There is no doubt it is for this reason that the light has been classed in the past by the supervising inspectors as "required." They require it, in the exercise of administrative authority, under article 10, rather than under article 2. When the towing vessel is seen from ahead, it will depend on the care with which the lights are spaced whether or not the after range light is objectionable. They could be spaced in such a way, for instance, that seen from dead ahead, two towing lights and the after range light would appear in a vertical line as three equidistant lights, thus giving the erroneous impression that the tow is astern, instead of alongside. This can and should be avoided by having the towing lights, say, exactly 3 feet apart and then having the after range light 10 or 12 feet higher than the highest towing light.

On the other hand, where 32-point after towing lights are used—and this is the prevailing practice in almost all inland waters coming under In-

land and Pilot Rules—these lights give notice all around the horizon of the presence (and location alongside or astern) of the tow. The addition of a masthead light is in no sense required. If carried at all, it has only the questionable sanction obtained by applying both articles 3 and 2 (f) to the same vessel; and then, as in the other case, a distinct difference must be maintained in the vertical interval between the two or three towing lights and between the lowest of them and the masthead light, so that confusion in violation of article I will be avoided.

During the survey now being made by Coast Guard Headquarters, a wide variety of practice has been observed in different sections of the country. On the east coast, and particularly in New York, nearly every tug carries both masthead and after towing lights. In many cases, the masthead light was very little below the height of the lowest towing light, a condition which should, of course, be corrected. On the west coast, except in San Francisco, the masthead light is seldom seen in conjunction with after towing lights. Towing lights are rarely carried forward on either coast.

The value of lights in range as an indication of heading and of change in heading of an approaching vessel is too well understood to call for discussion here. This advantage applies almost as much to a towing vessel as to one without a tow, although the former generally moves more slowly and to a certain extent the lights of the tug form a range with the lights on the tow. Towboat operators should be encouraged to use range lights, under the precautions mentioned, whenever practicable, on the grounds that it is safer to have them. But while it may be possible to justify compulsion of the after range light with 20-point towing lights because it offers a combination of range and stern light, there is probably no arguable justification for compelling a masthead light with 32-point towing lights, unless it be the difficult and nebulous argument of good seamanship. And it is significant that with all the towboat collisions in the case books no steam vessel with tow has as yet been found at fault for either omission. It is probable that under the present rules no future decision can be expected to interpret otherwise.

In conclusion, it appears that range lights may be carried by steam vessels towing in inland waters, within the jurisdiction of Inland and Pilot Rules for Certain Inland Waters, but that to make such lights compulsory an amendment to rule 3, Inland Rules, would be necessary. The Rules of the Road Committee, in its deliberations

on the American proposals for changes in the International Rules at the forthcoming Safety-at-Sea Convention, concluded that range lights are so desirable, as a positive indication to an approaching vessel of the direction and amount of any change in course, that it is recommending compulsory range lights on all steam vessels 100 feet or more in length. The after range light in this case is a 20-point light, like the masthead light; but it is supplemented by a required 12-point stern light, the two lights together thus performing the functions of an all-around after range light. And in order that there may be no doubts as to the application of the same requirement to steam vessels towing, the proposed rule 3, International Rules, after describing the white towing lights, closes with the provision that—

The towing vessel shall also show the side lights, stern light, and, if 100 feet or more in length, the forward or after range light of a steam vessel underway.

Cancellation of Coast Guard (Captain of the Port) Identification Cards

The Commandant of the Coast Guard in a special notice published in the Federal Register of 11 September 1946, 11 F. R. 10103, directed attention to the fact that Coast Guard Captain of the Port Identification Cards are no longer required and are declared invalid. These identification cards were issued during the war for identification purposes of persons who were required or had a right to have access to waterfront facilities. These cards were not intended to be a pass or permit, but were for "identification only." Now that the identification cards are invalid all persons are cautioned not to accept them for identification or other purposes.

The notice published in the Federal Register reads as follows:

Coast Guard (Captain of the Port) Identification Cards were issued, pursuant to the authority of section 1, Title II of the Espionage Act (40 Stat. 220; 50 U. S. C. 191), as amended by the Act of November 15, 1941 (55 Stat. 763; 50 U. S. C. 191C), Executive Orders No. 9074 (3 C. F. R. Cum. Supp.), and the regulations in 33 C. F. R. 6.14, to supplement the security requirements necessitated by the exigencies of the War.

Under this authority, Coast Guard (Captain of the Port) Identification Cards were issued to the following classes of persons:

(a) Men employed on United States ships such as seamen, bargemen, and fishermen;

(b) Employees working on ships or at waterfront facilities in connection therewith, such as longshoremen, checkers, watchmen, and public servants;

(c) Men having incidental business on ship such as reporters, craftsmen, laborers, tradesmen, and supervisors;

(d) Employees of waterfront industries such as shipyards, power plants, and railways;

(e) Men making occasional or incidental use of vessels or waterfront facilities such as recreationists, sport fishermen, and visitors;

(f) Persons desiring entry to vessels or waterfront areas whose identity is not established to the satisfaction of the issuing officer, or whose photographs or fingerprints are not available;

(g) Seamen on foreign ships, citizens of enemy countries, or countries cooperating with enemy countries.

During the war the Coast Guard stressed the fact that the cards were for "identification only" and that they were not a pass or permit, however, the public in general accepted the cards as passes notwithstanding the Coast Guard's insistence to the contrary.

With the cessation of hostilities, the identification card requirements were gradually relaxed, and now the identification cards are no longer required by the Coast Guard for any purpose, accordingly, all Coast Guard (Captain of the Port) Identification Cards are hereby declared invalid, and all persons are cautioned not to accept them for identification, or for any other purpose.

Dated: September 9, 1946.

HEARING UNITS

Coast Guard Merchant Marine hearing units and Merchant Marine details investigated a total of 1,633 cases during the month of July 1946. From this number hearings resulted involving 54 officers and 230 unlicensed men. In the case of officers, 2 licenses were ordered revoked, 21 were suspended, 24 were suspended on probation, 8 were voluntarily surrendered, 1 was closed with admonition and 6 cases were dismissed. Of the unlicensed personnel 18 certificates were revoked, 99 were suspended, 94 were suspended on probation, 55 were voluntarily surrendered, 5 cases were closed with admonitions and 12 were dismissed.

When using hoists:

- *LOAD carefully.
- *LOWER carefully.
- *DON'T overload.
- *DON'T leave load suspended.

LESSONS FROM CASUALTIES

MASTERS AND PILOTS MANEUVERING VESSELS

There have come to light several instances of accidents to vessels in foreign ports under control of pilots, where, had the master taken over, the accident might have been avoided. These casualties have occurred in foreign ports and have been mainly attributed to the lack of familiarity of these pilots with the maneuvering qualities of large vessels. These accidents include collisions with docks, locks, and other vessels, and as a rule result from too much speed when making an approach.

The position of the master in relation to the pilot is one requiring considerable judgment and tact. The courts have held that if the master fails to check the pilot he loses his owner's "compulsory pilot defense," and, on the other hand, if he interferes to the extent of removing the pilot, then he renders the owner liable for damages.

It is incumbent upon the master, who should be entirely familiar with his vessel, to keep a careful watch on the pilot and prevent him from executing maneuvers which place the vessel in jeopardy. The master should, insofar as is possible familiarize himself with local conditions such as currents, depths of channels, towing facilities, and any other data which would be of assistance in determining his action in relation to the pilot, and he should not hesitate to interfere when it is apparent that the pilot is incompetent or in cases of danger which the pilot does not see, and in all cases of great necessity.

OFFICERS WATCHING FOR POTENTIAL DANGERS

The masters and officers of merchant vessels are responsible for the safety of their vessel and should always be on the alert for possible hazards, regardless of whether or not their vessels are under the control of governmental or other agencies.

The foregoing is illustrated by an incident which occurred in a foreign port on board a private vessel which was being prepared for a military cargo. The holds had been cleaned and dunnage piled to one side against the after bulkhead in No. 3 hold. It was necessary to weld pad eyes on the bulkhead to be used in placing and shoring heavy items of cargo. Civilian welders were assigned to the work of installing these pad eyes, and each

welder was accompanied by a fire watch. It developed that the fire watches did not always stand by the welders but were in the upper deck while the welders worked in the hold.

The pad eyes were to be installed directly above the dunnage which was stored in the hold, and no effort was made to remove the dunnage to a safe place. As a result, sparks from the welding dropped on the dunnage, and sometime after the welders had left the vessel smoke was seen issuing from the vicinity of a resistor room over the hold. The hatch was opened, and considerable smoke poured out. Members of the crew wearing oxygen-breathing apparatus entered the hold with fire hoses and extinguished the fire. There was some damage to the hull plating in the way of the fire.

The blame for this fire was placed on the welders for failure to remove the dunnage. However, if the officer on watch had been alert when the welding was started and if he had observed the work going on he would have seen that the fire watch was not properly stationed. The pile of lumber under the place where welding was being done provided a potential source of danger and he should have had the inflammable material moved before welding was commenced.

DEATHS OF TWO POLLIWOGS

There is nothing so tragic as the needless and purposeless deaths of men as the result of unfortunate actions on the part of their fellows. Such a tragedy recently occurred on the high seas when two young members of the crew of a ship sailing from San Francisco to Chile died as the result of an Equator crossing initiation.

The initiation had been the subject of much discussion by the Shellback members of the crew for several days previous to the crossing of the line. Along with the various other indignities planned for the ceremony, the suggestion had been made that the Polliwogs be given a dosage of saltpeter which the chief steward had found in the storeroom.

On the day of the initiations, the Polliwogs, 14 in number, were blindfolded, painted with tincture of mercuric iodine, fish oil, and gentian violet, and were given a couple of cascara sagrada tablets. They were then made to lie down on their stomachs on the deck and pretend to swim as a salt water stream was played on them from a fire hose. Their hair was then cut in weird shapes or com-

pletely removed with scissors. To all intents that was to be the end of the initiation but someone, whom no person can recall, mentioned the saltpeter. Accordingly, the chief steward asked the chief cook to go below to the storeroom and bring up the bag of saltpeter. This bag was later described as a manila paper bag sealed with a strip of gummed manila paper on which was labeled, in pencil, "3' Salt Petre".

The cook returned with the bag, handed it to the steward, who in turn gave it to a fireman who volunteered to prepare the dosage. The fireman mixed a solution of approximately 1½ pounds of saltpeter to a gallon of water, which he gave to five of the Polliwogs. Two of the men spit out the entire portion given to them; one drank a very small quantity; and the remaining two, a messman and an ordinary seaman, drank quantities estimated to be from a quarter to half a cup. Within a short time the messman and the seaman collapsed on deck. During the remainder of that afternoon and the early evening all possible medical attention was given to the stricken men. However, the efforts were to no avail and the men died that evening.

The bodies were placed in the ship's refrigerator and upon arrival at Chile autopsies were performed. The autopsies stated that the deaths were caused by saltpeter. The chemical used in the initiation was analyzed at the same time and reportedly identified as saltpeter.

The vessel proceeded to Rotterdam where an investigation was conducted by a Coast Guard officer. He could not reconcile the results of the autopsies in Chile with his own belief that saltpeter, in the amounts consumed by the victims, could not have caused the deaths. He caused a sample taken from the chemical used in the initiation to be analyzed with the result that it was identified as sodium nitrite, a deadly poison, and not sodium nitrate, commonly called Chile saltpeter. Further weight was given to his contention by the records of deaths in Rotterdam by sodium nitrite which listed symptoms identical with those of the messman and the ordinary seaman. He promptly forwarded his findings to the proper authorities who took steps to prevent a recurrence of this casualty on other ships.

This series of articles is devoted to casualties and the lessons which can be learned from them. The proximate cause of these deaths was the

mislabeling of the saltpeter, and it cannot be expected that as a result of this casualty Equator initiation ceremonies should, or will, be abandoned. From the most lavish passenger ship to the lowliest tramp, these ceremonies are looked forward to as a break in the monotony of the voyage and an occasion for relaxation. The "old man" has plenty of ship's business with which he is occupied, with-

out adding to his duties the supervision of initiation ceremonies when crossing the line. However, the master deeply concerned with the welfare of his crew might, as a result of this casualty, see to it in an unobtrusive manner that such ceremonies were guided by the older and more responsible members of the crew. In this case 20 of the 24 crewmen sailing in unlicensed capacities on board this

vessel were 20 years of age or younger and apparently without sound judgment as to the propriety of their initiation proceedings. The questioning of the crew disclosed that no man involved could state whether or not saltpeter could produce death, yet no voice was raised against this part of the initiation when it was suggested.

There is nothing PRACTICAL about a PRACTICAL joke.

APPENDIX

Amendments to Regulations

TITLE 33—NAVIGATION AND NAVIGABLE WATERS

Chapter I—Coast Guard, Department of the Treasury

PART 1—CUSTOMS ENFORCEMENT AREAS

PART 1 Customs enforcement areas is hereby canceled under R. S. 161, 5 U. S. C. 22, and sec. 8, 18 Stat. 127, as amended, 14 U. S. C. 92. Dated: 3 September 1946. (11 F. R. 9857, 7 September 1946.)

PART 6—SECURITY OF PORTS AND THE CONTROL OF VESSELS IN THE NAVIGABLE WATERS OF THE UNITED STATES

MISCELLANEOUS AMENDMENTS

Pursuant to the authority contained in section I, Title II, of the Espionage Act approved June 15, 1917, 40 Stat. 220 as amended by the act of November 15, 1941, 55 Stat. 763 (50 U. S. C. 191, 191c), and by virtue of Proclamation No. 2412 dated June 27, 1940 (3 CFR Cum. Supp.), the regulations for the Security of Ports and Control of Vessels in the Navigable Waters of the United States are amended as follows:

Subpart A—General Regulations

Section 6.9 is amended to read as follows:

§ 6.9 *Supervision of vessel's movement.* (a) The movement of any vessel between points within the area of a port shall be under the supervision and control of the Captain of the Port. (b) Agents of all foreign flag vessels shall give accurate and timely information, to the Captain of the Port, as to the exact piers such vessels will be docked upon arrival, and such schedule strictly adhered to; i. e., that once an agent has indicated that a foreign flag vessel will dock at a certain pier, such vessel shall not proceed to any other pier, without prior approval of the Captain of the Port, except in great emergency, in which event the Captain of the Port shall be immediately notified of the facts and circumstances applicable to the case.

Subpart C—Anchorage and Restricted Areas

Sixth Naval District

A new § 6.6-115 is added reading as follows:

§ 6.6-115 *St. Johns River, Florida, Ribault Bay, prohibited area—*(a) *The area.* All waters constituting the Turning Basin within the Mayport Coast Guard Reservation, Mayport, Florida, and inclosed by a line bearing approximately 180° from Ribault Channel Light #4, to the shoreline at a point connecting with the U. S. Coast Guard Training Station boundary line fence.

(b) *The regulations.* (1) All vessels and craft excepting those operated by the U. S. Navy or U. S. Coast Guard are prohibited from entering the above described area, except in cases of extreme emergency.

(2) This section shall be enforced by the Commander, 7th Coast Guard District, and by the Commanding Officer, U. S. Coast Guard Training Station, Mayport, Florida.

Tenth Naval District

Section 6.10-115 *St. Thomas, Virgin Islands, restricted area* (a) (3) is corrected to read as follows: The line reading in latitude 18°20'10.6", longitude 64°54'13.2" is corrected to read in latitude 18°20'10.6", longitude 64°55'13.2".

Twelfth Naval District

A new § 6.12-190 is added reading as follows:

§ 6.12-190 *San Francisco Bay, California, submarine operating area—*(a) *The area.* A submerged submarine operating area is established, bounded by the following lines:

Parallels through latitude 37°50'00" North, latitude 37°50'38" North.

Meridians through longitude 122°25'00" West, longitude 122°26'10" West.

(b) *The regulations.* (1) Prior notification of the dates and times of all operations will be made by local Notice to Mariners.

(2) A patrol boat will direct the movements of vessels passing in the vicinity of the operating area by means of signal light and loud hailer.

(3) Vessels traversing this area shall be alert and comply with the orders of the patrol boat.

(4) This section will be enforced by the Commandant, Twelfth Naval District, and the Commander, 12th Coast Guard District.

[SEAL] JOSEPH J. O'CONNELL, JR.,
Acting Secretary of the Treasury.

Approved: September 9, 1946.

HARRY S. TRUMAN,
The White House.

SUBPART B—SPECIAL REGULATIONS FOR CERTAIN LOCALITIES

Part 6 is amended by adding a new Subpart B—Special Regulations for Certain Localities and §§ 6.003-1 to 6.003-7, inclusive, which read as follows:

- Sec.
6.003-1 Captain of the Port, New York, N. Y.; obtaining special permission.
6.003-2 Anchorage and restricted areas; Gravesend Bay Anchorage, N. Y.
6.003-3 Anchorage and restricted areas; Lower Bay Anchorage, N. Y.
6.003-4 Anchorage and restricted areas; Newark Bay anchorage.
6.003-5 Anchorage and restricted areas; Upper Bay Anchorage, N. Y.
6.003-6 Movements of vessels within Port of New York restrictions.
6.003-7 Vessels carrying explosives within Port of New York.

AUTHORITY: §§ 6.003-1 to 6.003-7, inclusive, issued under section 1, 55 Stat. 763, 50 U. S. C. 191c, and 33 CFR 6.9, 6.28.

§ 6.003-1 *Captain of the Port, New York, N. Y.; obtaining special permission—*(a) *General.* The regulations promulgated by the Captain of the Port, New York, N. Y., requires special permission to be granted before certain things may be done. The Captain of the Port may be reached at United States Coast Guard, 42 Broadway, New York 4, N. Y., or by

calling Whitehall 3-2300, extension 285 or 295.

(b) *Special anchorages.* If anchorages are desired at variance with the regulations in this part, special permission must be obtained from the Captain of the Port to permit such anchorages.

(c) *Pleasure craft.* Before pleasure craft navigate in certain areas restricted by regulations in this part, special permission must be obtained from the Captain of the Port.

(d) *Fishing.* Before fishing in prohibited areas established by regulations in this part, special permission must be obtained from the Captain of the Port.

(e) *Explosives.* Permits to load ammunition or move vessels carrying explosives must be obtained from the Captain of the Port.

§ 6.003-2 *Anchorage and restricted areas; Gravesend Bay Anchorage, N. Y.—(a) Anchorage No. 25.* Section 6.3-25 establishes Anchorage No. 25. By regulations of the Captain of the Port, New York, movement within Anchorage No. 25 is restricted as follows:

(1) The upper part of Gravesend Bay Anchorage shall be used only by vessels carrying explosives, both naval and commercial, and the lower part shall be used only by naval vessels. Vessels carrying explosives and naval vessels may anchor without first obtaining the assignment of a specific anchorage berth within areas assigned.

(2) Within these waters fishing and navigation by pleasure craft are prohibited at all times, unless special permission is granted by the Captain of the Port, New York, N. Y., or pleasure craft navigate the route permitted in subparagraph (3) of this paragraph.

(3) Pleasure craft may transit these waters by taking a route in either direction inshore of the Coney Island Channel Bell Buoy No. 12; then around Norton's Point, Coney Island, 500 yards offshore to Nun Buoy No. 2 in the Marine Basin Channel; then to the foot of Bay Parkway, Brooklyn, following as close to the Brooklyn shoreline as practicable, passing close aboard Nun Buoy No. 20; then close, but to the westward of Fort Lafayette.

§ 6.003-3 *Anchorage and restricted areas; Lower Bay Anchorages, N. Y.—(a) Anchorage No. 26A.* Section 6.3-30 establishes Anchorage No. 26A. By regulations of the Captain of the Port, New York, N. Y., movement within Anchorage No. 26A is restricted as follows:

(1) Within the area described in subparagraph (2) of this section fishing and navigation by pleasure craft

are prohibited at all times, unless special permission is granted by the Captain of the Port, New York.

(2) The area within Sandy Hook Bay bounded by a line running from the east bank of Compton Creek, N. J., to Compton Creek Buoy C7; then to Chapel Hill Channel Buoy C3; then to Sandy Hook Channel Buoy N16; then to Shrewsbury Bell Buoy FLR No. 2; then to the easterly tip of Atlantic Highlands Breakwater is restricted.

§ 6.003-4 *Anchorage and restricted areas; Newark Bay anchorages—(a) Anchorage No. 37.* Section 6.3-40 (e) establishes Anchorage No. 37. By regulations of the Captain of the Port, New York, N. Y., movement within Anchorage No. 37 is restricted as follows:

(1) Within these waters fishing and navigation by pleasure craft are prohibited at all times, unless special permission is granted by the Captain of the Port, New York, N. Y.

(2) This area has been designated as an "Excess Naval Berthing Site."

§ 6.003-5 *Anchorage and restricted areas; Upper Bay Anchorages, N. Y.* Section 6.3-20 establishes Anchorages Nos. 20, 20A, 20B, 21, 21A, 21B, 21C, 22, 23, and 24. By regulations of the Captain of the Port, New York, vessels may use certain of these anchorages without the assignment of a specific anchorage berth from the Coast Guard under the following conditions:

(a) *Liberty anchorage.* The upper part of Anchorage No. 20A will be used only by deep loaded barges, and such barges must not anchor north of the East River Range. North of that range is a cable area. Anchorage No. 20A abreast of Liberty Light will be used only by colliers. The lower part of Anchorage No. 20A will be used only by deep loaded vessels. Anchorage No. 20B will be used only by naval vessels.

(b) *Red Hook Flats (Bay Ridge) anchorages.* Anchorage No. 21A will be used only by barges. Anchorage No. 21B will be used only by light draft ships. In emergencies, loaded vessels may anchor in the lower part of Anchorage No. 21B. Anchorage No. 21C will be used only by light draft vessels and barges.

(c) *Staten Island anchorages.* Anchorage No. 22 will be used only by naval vessels. Commercial vessels may anchor in Anchorage No. 22 for a short period of time providing the pilot remains aboard to shift the vessel on notice. Anchorage No. 23 will be used only by loaded tank vessels and other deep draft vessels.

(d) *Quarantine anchorage.* Anchorage No. 24 is the quarantine an-

chorage and is divided into two sections: Upper and lower Quarantine. Upper Quarantine extends from Pier 24, Staten Island, to Pier 18, Staten Island, and ships may remain in this area for not longer than 24 hours after receiving pratique. Ships using the lower Quarantine must vacate the anchorage immediately upon receipt of pratique.

§ 6.003-6 *Movement of vessel within Port of New York restrictions—(a) Arthur Kill.* All vessels navigating Arthur Kill shall reduce speed while passing Port Socony to that required for bare steerageway, using tugs if necessary in cases where steerageway may not be maintained at speeds low enough to insure against damage to vessels lading petroleum products.

(b) *New York Harbor.* When New York Harbor is congested, vessels bound seaward from Kill Van Kull arriving at St. George at ebb tide shall be accompanied by tugs until squared away in the main ship channel.

(c) *Stranding or sinking vessels.* Except in cases of grave emergency, no vessel shall be moved for the purpose of stranding or sinking the same at any point within the limits of the Port of New York without the prior written approval of the Captain of the Port, New York.

§ 6.003-7 *Vessels carrying explosives within Port of New York—(a) Special permit.* No vessel carrying explosives of any class shall move in the waters of the Port of New York without permit from the Captain of the Port, New York. No vessel shall load explosives or ammunition without a permit from the Captain of the Port, New York.

(b) *Authorization to load ammunition.* The application for the permit to load ammunition shall be submitted with a preliminary dangerous cargo stowage plan and detailed manifest of entire dangerous cargo proposed to be loaded on board the vessel to the Captain of the Port, New York. This preliminary dangerous cargo plan shall show places of stowage, the amount, and the descriptive names of all dangerous articles, but it is not necessary to indicate stowage of non-dangerous cargo. The permit to load explosives or ammunition will be granted after a satisfactory loading and stowage plan has been approved. Changes in the stowage plan may be authorized by the Captain of the Port, New York, but only if in accordance with the regulations in 46 CFR 146.

(c) *Finding unmanifested explosives.* (1) The handling of bombs, grenades, cartridges, projectiles, explosive devices, and other miscellaneous types of explosives (other than

those manifested or listed as equipment or cargo), when found aboard merchant vessels in the Harbor of New York shall not be handled by anyone other than an authorized member of an Army or Navy Bomb or Mine Disposal Unit.

(2) Whenever such explosives or dangerous implements are discovered, this fact will be reported immediately to the Captain of the Port, New York, who will in turn notify the appropriate Disposal Unit.

(d) *East River or Hell Gate.* (1) All self-propelled vessels carrying military or commercial explosives shall, while navigating the East River north of Corlears Hook or Hell Gate, employ the services of tugs to assist in maneuvering, as follows: Vessels not over 3,000 gross tons, at least one tug; and vessels over 3,000 gross tons, at least two tugs. This requirement does not apply to self-propelled vessels carrying less than six tons of Class A explosives or less than 250 tons of Class B or Class C explosives, as defined in the regulations in 46 CFR 146, "Regulations Governing the Transportation, Storage, Stowage, or Use of Explosives or Other Dangerous Articles or Substances, and Combustible Liquids on Board Vessels."

(2) Class A explosives as defined in 46 CFR 146 shall not be carried on nonself-propelled vessels while navigating the East River or Hell Gate. Class B and Class C explosives in excess of 250 tons in any one tow shall not be carried on nonself-propelled vessels while navigating the East River or Hell Gate.

(3) No self-propelled or nonself-propelled vessel carrying explosives of any kind shall navigate the East River or Hell Gate from one-half hour after sunset to one-half hour before sunrise, except in emergency cases when prior authorization is specifically given by the Captain of the Port, New York, in addition to the permit mentioned in paragraph (a) of this section.

(e) *Identification of persons handling explosives.* All persons engaged in the handling, loading, unloading, or stowage of explosives on vessels in New York Harbor are required to identify themselves to the satisfaction of the Captain of the Port, New York.

Dated: September 6, 1946.

[SEAL] ED. H. SMITH,
Rear Admiral, USCG,
Captain of the Port, New York, N. Y.

Chapter IV—Coast Guard: Navigational Aids

The title for Chapter IV, Coast Guard: Lighthouses, is amended to read "Coast Guard: Navigational Aids."

PART 401—JURISDICTION AND ADMINISTRATION

Part 401. *Jurisdiction and Administration* is hereby canceled under R. S. 161, 5 U. S. C. 22, and sec. 7, 36 Stat. 538, as amended, 33 U. S. C. 720.

PART 402—AIDS TO NAVIGATION

Sections 402.1 to 402.3, inclusive, 402.15, and 402.16 are amended under 34 Stat. 324, as amended, 36 Stat. 538, as amended, 33 U. S. C. 720, 759, as follows:

Section 402.1 *Damage to aids* is amended by changing the word "superintendent" to "Coast Guard District Commander," the word "Commissioner" to "Commandant of the Coast Guard," and the word "Telegraph" to "dispatch," wherever they appear therein.

Section 402.2 (a) is amended to read as follows:

§ 402.2 *Notice to Mariners.* (a) The "Notice to Mariners", issued weekly and prepared jointly by the U. S. Coast Guard and the Hydrographic Office of the Navy Department and published by the Hydrographic Office, will be mailed free to mariners on application to any Coast Guard District Commander or to the Commandant, U. S. Coast Guard. Subscribers are requested to notify the Commandant, U. S. Coast Guard, Washington, D. C., of any change in address, giving both old and new addresses. Single copies may be obtained or consulted at the offices of the Coast Guard District Commander, the Coast and Geodetic Survey Field Stations, or other agencies distributing marine information.

Section 402.2 (d) is amended by changing the phrase "Superintendent of Lighthouses" to "Coast Guard District Commander", the word "superintendent" to "District Commander", and the phrase "Commissioner of Lighthouses" to "Commandant, U. S. Coast Guard."

Section 402.3 *Distribution and sale of publications* is amended by changing the phrase "Lighthouse Service" to "Coast Guard"; the phrase "Division of Publications, Department of Commerce" to "Coast Guard"; and the phrase "Commissioner of Lighthouses" to "Commandant, U. S. Coast Guard" wherever they appear therein.

Section 402.15 *Sounding of fog signals* is amended by deleting the phrase "and submarine signals when fog appears on the horizon" at the end of the first sentence.

Section 402.16 *Radiobeacons* is amended by deleting paragraph (b) and by changing in paragraph (e) the phrase "Commissioner of Lighthouses or any superintendent of lighthouses" to "Commandant, U. S. Coast Guard or any Coast Guard District Commander."

PART 403—LIGHTING OF BRIDGES

Sections 403.1 to 403.6, inclusive, are amended under the authority contained in 34 Stat. 85, as amended, 36 Stat. 538, as amended, 33 U. S. C. 494, 720 as follows:

Section 403.1 *General* is amended by changing the phrase "superintendent of lighthouses" to "Coast Guard District Commander" and the phrase "Commissioner of Lighthouses" to "Commandant, U. S. Coast Guard", wherever they appear therein; in paragraph (c) change the word "panel" to "shade"; and in paragraph (e) change the word "panels" to "shades".

Section 403.1 is further amended by changing paragraphs (b), (g), (h) and (n) to read as follows:

(b) *Visibility of lights.* All bridge lights required by the regulations in this part shall be securely attached, and shall be visible on a dark night with a clear atmosphere at least 1 nautical mile, or about 2,000 yards and shall be located as prescribed by the Commandant, U. S. Coast Guard, with colors and arcs of illumination as specified, using oil or other suitable lamps, except electric lights shall be used on electrically lighted bridges, or when electric current is otherwise available. All lights are to be of such power as, in the opinion of the Commandant, U. S. Coast Guard, is required for the safety of navigation and in no case less than furnished by a pressed Fresnel lens, 6 3/4 inches inside diameter by 6 1/2 inches clear height of opening with a 1-inch flat wick for oil lamps, or 65 candlepower red or green where an electric lamp is used. The color characteristic must be imparted to the light in such manner as not to unduly diminish the light transmitted, as compared with the best practice.

(g) *Light on sheer booms.* The lights on sheer booms, isolated piers, dams, and obstructions not part of the bridge or bridge approach structure shall show a white or green light if kept on the left of vessels approaching from seaward, and shall show a white or red light if kept on the right of vessels approaching from seaward. For rivers the same rule shall apply, white or green lights shall be shown from the right descending bank; white or red lights to be shown from the left descending bank. The color of light and its characteristics (fixed, flashing, occulting, etc.) shall be determined by the District Commander, with the approval of the Commandant, U. S. Coast Guard.

(h) *Approved bridge lights and signals.* The approval of lights and other signals required must be obtained, prior to construction, from the Commander of the Coast Guard

District in which the structure will be situated. Applications for approval shall be by letter accompanied by duplicate sets of drawings showing (1) plan and elevation of the structure, (2) lights and signals proposed and (3) small scale vicinity map showing proposed bridge and all other bridges within 1000 feet above and below the proposed bridge. Upon approval, one set of drawings will be returned to the applicant with notation, "Navigation lights approved", date, and name and title of District Commander granting approval. If disapproved, the applicant will be notified of such fact by letter. The applicant may appeal such action to the Commandant, U. S. Coast Guard, Washington 25, D. C. within 30 days from date of receipt of disapproval by letter or such other means as applicant desires to use. The Commandant may approve or disapprove the appeal and his decision is final in the matter.

(n) *Copies of regulations.* A copy of the regulations in this part will be sent free of charge on application to the Commandant, U. S. Coast Guard, Washington, D. C. or any Coast Guard District Commander.

Section 403.2 is amended to read as follows:

§ 403.2 *Lights on Fixed bridges—*
(a) *Single-span high bridges.* Every single-span high bridge shall have the center of the navigable channel marked by two green lights (one for each truss) showing through 360° just below the intrados of the arch or bottom chord of the truss, fastened to the bridge and forming a range for the center of the navigable channel. Each margin of the navigable channel shall be marked overhead on bottom steel of the bridge by red lights on each truss showing up and downstream. Where necessary, the main piers shall be marked with red lights at each end of each pier, which lights shall be placed about mid-height of the pier, but not lower than 2 feet above the high water mark.

(b) *High bridges with several spans and without draws.* (1) Every high bridge with several spans and without draws shall have the channel piers marked with red lights, one at each end of the pier, and the middle of the channel span shall be marked with two green lights (one for each truss) showing through 360 degrees just below the intrados of the arch or bottom chord of the truss, fastened to the bridge and forming a range for the center of the navigable channel.

(2) Where bridges have two or more channel spans, each of them shall be lighted in the above manner.

(c) *Additional lights on high bridges without draws.* (1) Additional lights on high bridges without draws may be required upon recommenda-

tion of the proper Commander, Coast Guard District and approval by the Commandant, U. S. Coast Guard as follows:

(2) The middle of the main channel span shall be marked with a set of three white lights, showing through not less than 60 nor more than 180 degrees, arranged vertically directly above each of the green mid-channel lights. The three lights in each set shall be spaced as nearly 15 feet apart as the structure of the bridge will permit, with a minimum spacing of 7 feet. The lowest light shall be placed not less than 10 nor more than 15 feet above the mid-channel span light.

Section 403.3 *Lights on double-opening drawbridges* is amended by changing in paragraph (c) the phrase "superintendent of lighthouses" to "Coast Guard District Commander."

Section 403.5 *Lights on rolling and cable-lift bridges* is amended in paragraphs (b) and (c) by deleting the year "1937".

Section 403.6 *Lights on vertical lift bridges* is amended in paragraph (d) by deleting the year "1937".

PART 404—VESSELS

Section 404.1 is amended under 36 Stat. 538, as amended, 33 U. S. C. 720 to read as follows:

§ 404.1 *Coast Guard tenders to display flag, etc.* Coast Guard tenders, when working on buoys in channels or other frequented waters, may display a red flag (International signal-code letter B) and a black ball at the fore as a warning to other vessels to slow down while passing.

Section 404.2 *Collisions by vessels; claims for damages* is hereby canceled.

Section 404.3 *Officers to be allowed in pilothouse* is hereby canceled.

PART 405—PERSONNEL

Part 405 *Personnel* is hereby canceled under R. S. 161, 5 U. S. C. 22, and sec. 7, 36 Stat. 538, as amended, 33 U. S. C. 720.

Dated: September 3, 1946 (11 F. R. 9857 to 9858, 7 September 1946)

TITLE 46—SHIPPING

Chapter I—Coast Guard: Inspection and Navigation

Coast Guard Organization and Procedures

The regulations describing Coast Guard organization and procedures were published in the Federal Register dated 11 September 1946 in accordance with the Administrative Procedure Act (Public Law No. 404, 79th Cong.; 60 Stat. 238). These regulations will be published in the November issue of the "Proceedings." In the meantime advance copies reprinted from the Federal Register (Federal Register Reprint Series No. 198) may

be obtained upon request from the Commandant, United States Coast Guard, Washington 25, D. C.

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

PART 24—GENERAL PROVISIONS

Section 24.10 *Definition of terms* is amended in paragraphs (f) and (i) by changing the title "District Coast Guard Officer" to "Coast Guard District Commander."

PART 25—REQUIREMENTS FOR ALL MOTORBOATS EXCEPT THOSE OF OVER 15 GROSS TONS CARRYING PASSENGERS FOR HIRE

LICENSED OPERATORS

Section 25.8-3 (a) is amended by adding the following sentences:

§ 25.8-3 *Professional qualifications and examination.* (a) * * * Fingerprint records on Form NCG 2515 shall be submitted to the Commandant on each applicant at the same time application is made and shall be stamped "applicant for original license." The application of any person may be rejected by the District Commander or his authorized representative when derogatory information has been brought to his attention which indicates that the applicant's habits of life and character are such as to warrant the belief that he cannot be entrusted with the duties and responsibilities of the station for which he made application. If after such investigation the District Commander desires the Commandant's authorization, he shall submit the completed application (NAVCG-866) and the investigation report to Headquarters. In the event that an applicant is rejected he shall be advised that he may submit a request to the Commandant for a review of his case. No examination shall be given or temporary permit issued in the type case pending the Commandant's authorization. NAVCG 928A shall be used to notify an unsuccessful candidate of his failure to pass an examination or to qualify for a license.

Section 25.8-3 is amended by adding a new paragraph (c) reading as follows:

(c) An applicant for a motorboat operator's license shall not be disqualified by inability to read or write if he is qualified in all other respects and if he possesses extensive experience in the operation of small vessels. If the applicant has operated motorboats under the license issued under the Act of June 9, 1910, he shall be held to possess the required experience and must qualify in all other respects. Inability to read or write, however, shall be held to disqualify an applicant who is not experienced

in operation of motorboats and who is not experienced in the operating of fire-fighting and lifesaving equipment, and is not thoroughly familiar with the applicable pilot rules.

Section 25.8-4 (a) is amended by adding the following sentences:

§ 25.8-4 *Physical qualifications.* (a) * * * Such an applicant may, however, be referred to a United States Public Health Service surgeon or other reputable physician. If, for any reason, the Officer in Charge, Marine Inspection, is not satisfied with any physical condition in determining the vision qualifications of such an applicant, then the same standards should be applied as those required for a renewal of license or a raise of grade.

Section 25.8-4 (b) is amended by designating material within present paragraph as subparagraph (1) and by adding two new subparagraphs reading as follows:

(b) (1) * * *
(2) For an original license the applicant must have, either with or without glasses, at least 20/20 vision in one eye and at least 20/40 in the other. Any applicant who wears glasses, however, must also be able to pass a test without glasses of at least 20/40 in one eye and at least 20/70 in the other. The color sense will be tested by means of the "Stillings" test, but any applicant who fails this test will be eligible if he passes the "Williams" lantern test, but if found color blind no license will be issued except in a case where the applicant shows he has operated motorboats for many years and has particular qualifications, which in the judgment of the Officer in Charge, Marine Inspection, qualifies him to operate a motorboat in daylight only and so restricts the license. For a renewal of a license the applicant shall pass the same test as for an original license except that nothing herein shall debar an applicant who has lost the sight of one eye if he is qualified in all other respects and the vision in his own eye passes the test required for the better eye of an applicant possessed of both eyes. If an applicant for a renewal of license is pronounced color blind, the Officer in Charge, Marine Inspection, may grant him a license limited to service during daylight only.

PART 27—REQUIREMENTS FOR MOTORBOATS AND MOTOR VESSELS OF MORE THAN 15 GROSS TONS CARRYING PASSENGERS FOR HIRE

FIRE-EXTINGUISHING EQUIPMENT

Section 27.3-4 *Vessels carrying motor vehicles* is amended by changing in paragraph (c) the title "District Coast Guard Officer" to "Coast Guard District Commander."

PART 28—SPECIFICATIONS AND PROCEDURE FOR APPROVAL OF EQUIPMENT

LIFESAVING EQUIPMENT

Section 28.4-9 *Factory inspections* is amended in paragraphs (a) and (b) by changing the title "District Coast Guard Officer" to "Coast Guard District Commander."

PART 29—NUMBERING OF UNDOCUMENTED VESSELS

Section 29.8 (a) is amended to read as follows:

§ 29.8 *Procedure relating to numbering of undocumented vessels.* (a) Application for a certificate of award of number shall be made by the owner of an undocumented vessel to the Officer in Charge, Marine Inspection, having jurisdiction over the area in which the vessel is owned. The application shall be supported by documentary evidence of ownership. A number will be awarded by the Officer in Charge, Marine Inspection, upon receipt of application, and a letter, in lieu of the certificate, will be issued by him authorizing the vessel to be operated pending issuance of the certificate.

Section 29.8 is further amended in paragraphs (d), (e), and (g) by changing the title "District Coast Guard Officer" to "Coast Guard District Commander."

(3) The physical examination for an original license shall include the eyesight, hearing, and physical condition of the applicant. Where an applicant is not possessed of the vision, hearing and general physical condition considered necessary, the Officer in Charge, Marine Inspection, after consultation with the Public Health Service physician may make recommendations to the Commandant for an exception to these requirements, if, in their opinion, extenuating circumstances warrant special consideration. Any request for a decision by the Commandant must be accompanied by all pertinent correspondence, records and reports.

Subchapter D—Tank Vessels

PART 30—GENERAL PROVISIONS

Section 30.3 *Definition of terms* is amended in paragraphs (1) and (w) by changing the title "District Coast Guard Officer" to "Coast Guard District Commander".

PART 31—INSPECTION AND CERTIFICATION

Section 31.1-6, 31.3-8 (c), 31.4-3 (a) and (b), 31.6-1a, 31.6-2, and 31.6-3 are amended by changing the title "District Coast Guard Officer" to "Coast Guard District Commander."

PART 32—REQUIREMENTS FOR HULLS, MACHINERY, AND EQUIPMENT

BOILERS AND MACHINERY

Section 32.5-11 is amended to read as follows:

§ 32.5-11 *Steering apparatus—T/ALL.* (a) Extra steering apparatus consisting of relieving tackle, or of auxiliary power or hand steering gear attached to the rudder stock independent of the regular steering gear shall be provided.

(b) Where reasonable and practicable, the emergency steering wheel shall be located on the after weather deck, and an efficient means of communication shall be provided between the pilothouse, the emergency steering station, and the steering engine room.

(c) The following requirements relative to the arrangement of steering stations are applicable to new installations and replacements of existing installations on all classes of vessels:

(1) Steering wheels in or at steering stations shall be installed in a vertical position and arranged for steering by the helmsman when standing abaft the wheel and facing forward. The top of the steering wheel, the rudder blades, and the head of the ship shall move in the same direction.

(2) When a "trick" wheel is installed in the steering gear room and is used for warming up and testing the gear, and also for steering purposes, this wheel shall be arranged as follows:

(i) If the "trick" wheel is installed in a vertical position it shall meet all requirements outlined in subparagraph (1).

(ii) If the "trick" wheel is installed in a horizontal position it shall turn in a clockwise direction for "right rudder" and in a counterclockwise direction for "left rudder." With this arrangement, the helmsman need not stand abaft the wheel.

(3) Where "trick" wheel or other device is installed in the steering gear room for the sole purpose of warming up and testing the gear, it may be installed to best suit design and operating conditions of the gear. A plate shall be fitted on this wheel or device with indicating arrows showing the direction of movement to produce "right rudder" and "left rudder."

(4) When auxiliary steering gear is installed in lieu of relieving tackles, the steering wheel or device used for operating the gear shall meet all requirements outlined in subparagraph (c) (1).

(5) At all steering stations, there shall be installed a suitable notice on the wheel or device, or in such other position as to be directly in the helms-

man's line of vision, to indicate the direction in which the wheel or device must be turned for "right rudder" and for "left rudder."

(d) Where no regular rudder is fitted and steering action is obtained by a change of setting of the propeller unit, the requirements of (a), (b) and (c) will not generally be applicable, and special consideration will be given.

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

Section 32.5-12 *Examination of tail shaft—T/OC* is amended by changing the title "District Coast Guard Officer" to "Coast Guard District Commander."

ELECTRICAL INSTALLATION

Section 32.6-6 is amended by adding the following sentence:

§ 32.6-6 *Electrical installation: applicable during the Unlimited National Emergency—T/ALL.* * * *

For vessels the contract for the construction of which is signed on and after September 2, 1945, those parts of the specification covering electrical installations titled "United States Coast Guard Specification for Electrical Installations on Merchant Vessels," dated August 31, 1944, revised March 6, 1945, specified in paragraphs 1, 4, and 5, thereof relating to electric cable are, 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.

EQUIPMENT AND MISCELLANEOUS

Section 32.9-7 is amended to read as follows:

§ 32.9-7 *Life lines and rails—T/OC/LB—(a) Lines.* On all tank vessels where the distance is more than 150 feet between deck houses, a wire cable shall be stretched between the deck houses at all times when the vessel is loaded and being navigated, this cable to be not less than 5 feet from the deck; and there shall be attached at all times to the cable a traveler with a line of sufficient continuous length to insure its operation in order that communication between both ends of the vessel may be facilitated at all times: *Provided*, That in addition to the traveler with the endless whip, as many loose rings with lanyards attached may be placed on the cable as may be deemed necessary by the master in charge of the vessel: *Provided further*, That a fore and aft raised bridge shall be accepted in lieu of the wire cable and traveler.

(b) Effective for new construction rails on decks or bridges shall be in at least two courses including the top and shall be at least 36 inches high.

PART 33—LIFESAVING APPLIANCES

Sections 33.3-1 (h), and 33.3-2 (f) are amended by changing in footnotes 1 the title "District Coast Guard Officer" to "Coast Guard District Commander."

PART 35—OPERATION NAVIGATION

Section 35.2-9 is amended by changing the form number in paragraph (e) from "2629" to "2692" and by changing the last sentence in paragraph (c) to read as follows:

§ 35.2-9 *Notice of casualty and voyage records—T/ALL.* * * *

(c) * * * The written report required herein for personal accident not involving death shall be made on Form NAVCG-924E and for all other marine casualties or accidents the written report shall be made on Form NAVCG-2692.

PART 36—LICENSED OFFICERS AND CERTIFICATED MEN

LICENSED OFFICERS

Section 36.1-1 (b) is amended by adding the following sentences:

§ 36.1-1 *Original licenses—T/ALL.* * * *

(b) * * * Fingerprint records on Form NCG 2515 shall be submitted to the Commandant on each applicant at the same time application is made and shall be stamped "applicant for original license" or "applicant for original certificate of registry as staff officer" as appropriate. The application of any person may be rejected by the District Commander or his authorized representative when derogatory information has been brought to his attention which indicates that the applicant's habits of life and character are such as to warrant the belief that he cannot be entrusted with the duties and responsibilities of the station for which he made application. If after such investigation the District Commander desires the Commandant's authorization, he shall submit the completed application (NAVCG-866) and the investigation report to Headquarters. In the event that an applicant is rejected he shall be advised that he may submit a request to the Commandant for a review of his case. No examination shall be given or temporary permit issued in the type case pending the Commandant's authorization. NAVCG 928A shall be used to notify an unsuccessful candidate of his failure to pass an examination or to qualify for a license.

Section 36.1-1 (d) is amended by adding the following sentences:

(d) * * * Applicants for original licenses are charged with the duty of establishing to the satisfaction of the Coast Guard that they possess all of the qualifications necessary, such

as age, experience, character and citizenship, before they shall be entitled to be issued an original license. Until an applicant meets this mandatory requirement, he is not entitled to be licensed to serve as an officer on a vessel of the United States. No person who has been convicted by court-martial of desertion or treason in time of war, or has lost his nationality for any of the other reasons listed in 8 U. S. C. 801, is eligible for a license.

The fact that an applicant for an original license or raise in grade of license is on probation as a result of action under R. S. 4450, as amended, does not itself make such an applicant ineligible, provided he meets all the requirements for such original license or raise in grade. However, an original license or raise in grade of license issued under those circumstances will be subject to the same probationary conditions as were imposed against the seaman's certificates or licenses in proceedings under R. S. 4450, as amended. Any such applicant must file an application for license in the usual manner, and the offense for which he was placed on probation will be considered on the merits of the case in determining his fitness to hold the license applied for. Nothing in these instructions, however, shall be construed to permit an applicant to be examined for an original license or a raise in grade of license during any period when a suspension without probation or a revocation imposed pursuant to R. S. 4450, as amended, is effective against his license or certificate.

Section 36.1-2 (d) is amended by designating the material in the present paragraph as subparagraph (1) and by adding a new subparagraph (2) reading as follows:

§ 36.1-2 *Qualifications for license as engineer of steam vessels—T/ALL.* * * *

(d) (1) * * *
(2) Conversion of gross tonnage to horsepower on engineer license applies only to original and raise of grade of licenses; therefore, candidates for such licenses who have qualified by experience on steam or motor vessels, which normally would have entitled them to licenses for vessels of any gross tons, may be issued the appropriate grade of engineer licenses of any horsepower. Engineer licenses presented for renewal on which gross tonnage is indicated shall continue to be issued on the gross tonnage basis; therefore, the conversion of gross tonnage to horsepower as outlined above shall not apply.

Section 36.1-3 (b) is amended by designating material within present paragraph as subparagraph (1) and by adding five new subparagraphs reading as follows:

§ 36.1-3 Medical examination for original license—T/ALL.

(b) (1) * * *

(2) Epilepsy, insanity, senility, acute venereal disease or neurosyphilis, badly impaired hearing, or other defects that would render the applicant incompetent to perform the ordinary duties of an officer at sea are causes for certification as incompetent.

(3) For an original license as master, mate or pilot, the applicant must have, either with or without glasses, at least 20/20 vision in one eye and at least 20/40 in the other. The applicant who wears glasses, however, must also be able to pass a test without glasses of at least 20/40 in one eye and at least 20/70 in the other. The color sense will be tested by means of the "Stillings" test, but any applicants who fail this test will be eligible if they can pass the "Williams" lantern test.

(4) For each original license as an engineer officer, the applicant must have, either with or without glasses, at least 20/30 vision in one eye and at least 20/50 in the other. The applicant who wears glasses, however, must also be able to pass a test without glasses of at least 20/50 in one eye and at least 20/70 in the other. Any applicant for license as engineer shall not be subjected to examination as to ability to distinguish colors. Any applicant for original license who is possessed of monocular vision, and who has lost the sight of one eye since first obtaining his qualified member of the engine department certificate may be permitted to sit for a license if eligible in all other respects. Vision of at least 20/30 without glasses in the remaining eye shall be required in all such cases.

(5) Persons serving or intending to serve in the Merchant Service are recommended to take the earliest opportunity of ascertaining, through examination by an ophthalmic surgeon, whether their form vision, and color vision where required, is such as to qualify them for service in that profession throughout their sea career; the Public Health Service will give voluntary examinations to such persons requesting same, the color vision test will be by means of the "Stillings" test, or failing that, the "Williams" lantern test. A person failing the "Stillings" test and wishing to qualify by the lantern test shall, if the Public Health Station at which he is undergoing test is not equipped with a lantern, pay his own expenses to journey to one of the following stations: Baltimore, Md., Boston, Mass., Buffalo, N. Y., Chicago, Ill., Cleveland, Ohio, Detroit, Mich., Ellis Island, N. Y., Evansville, Ind., Galveston, Tex., Key West, Fla., Los Angeles, Calif., Louisville, Ky., Memphis, Tenn.,

Miami, Fla., Mobile, Ala., New Orleans, La., New York, N. Y., Norfolk, Va., Pittsburgh, Pa., Portland, Maine, Portland, Oreg., Port Huron, Mich., Providence, R. I., Philadelphia, Pa., St. Louis, Mo., San Francisco, Calif., Savannah, Ga., Seattle, Wash., Staten Island, N. Y., Vineyard Haven, Mass., and Washington, D. C.

(6) Where an applicant is not possessed of the vision, hearing, and general physical condition considered necessary, the Officer in Charge, Marine Inspection, after consultation with the Public Health Service physician, may make recommendations to the Commandant for an exception to these requirements if, in their opinion, extenuating circumstances warrant special consideration. Any request for a decision by the Commandant must be accompanied by all pertinent correspondence, records and reports. In this connection recommendations from agencies of the Federal Government operating Government vessels as well as owners and operators of private vessels, made in behalf of their employees, will be given full consideration as a determining factor in arriving at a decision.

Section 36.1-4 (b) is amended to read as follows:

§ 36.1-4 Medical examination for renewal of license and raise of grade—T/ALL. * * *

(b) (1) The test for color vision shall be by means of the "Stillings" test or, failing that, by means of the "Williams" lantern test. A person failing the "Stillings" test and wishing to qualify by the lantern test shall, if the Public Health Station at which he is undergoing test is not equipped with a lantern, pay his own expenses to journey to such station as is equipped with same. (See § 36.1-3 (b) (5) for list of stations.)

(2) Nothing herein contained shall debar an applicant who has lost the sight of one eye from securing a raise of grade or a renewal of his license, provided he is qualified in all other respects, and the vision in his one eye passes the test required for the better eye of an applicant possessed of both eyes.

Section 36.1-5 *Professional examination and service—T/ALL* is amended in paragraph (d) by changing the title "District Coast Guard Officer" to "Coast Guard District Commander."

Section 36.1-5 (b) is amended to read as follows:

§ 36.1-5 Professional examination and service—T/ALL. * * *

(b) In qualifying applicants for licenses, the following applies regarding acceptance of experience on various types of vessels:

(1) It is not required that an applicant must have obtained his experience on United States vessels. Experience on foreign vessels will be given due credit.

(2) No applicant for a license, who is a naturalized citizen, and who has obtained his experience on foreign vessels, shall be given a grade of license higher than that upon which he has actually served while acting under the authority of a foreign license.

(3) Experience in towed barges fitted with sails and rigging cannot be considered as sail vessel time.

(4) An applicant for original license as pilot may be given credit for experience on motor vessels of a class not subject to inspection by the Coast Guard and not required to carry a licensed master or a licensed pilot. In such cases the Officer in Charge, Marine Inspection, may use his discretion in deciding whether the qualifying experience of the applicant is adequate.

Section 36.1-5 (c) is amended by designating the present material therein subparagraph (1) and by adding two new subparagraphs reading as follows:

(c) (1) * * *

(2) Each applicant for an ocean or coastwise deck license, whether original or raise of grade, shall be required to pass practical tests in signalling, such tests to comply with the standards set forth herein. The examination in signalling will consist of an examination in the international flag code, Morse flashing, and semaphore. Candidates will be examined in Morse flashing and semaphore in groups where practicable. A candidate for license who fails in signalling, but passes in every other subject, will be considered to have failed the examination and shall be so reported; but he may at any time within the six months following his first attempt be re-examined in signalling only, and if he then passes he will be granted a license.

(3) Candidates shall be able to read a signal at sight, so far as to name the flags composing the hoist; know the use of the code pennant, numeral and substitute pennants, the meaning of all the single letter signals and the flags used to indicate the quarantine signals; be required to signal some word or words not included in the vocabulary of the code; and have a good knowledge of the distress signals. Candidates will be required to attain a speed of six words a minute in Morse flashing and eight words a minute in semaphore. The average length of a word is to be five letters. Candidates who wish to prove their higher proficiency may request to be tested at a minimum speed of ten words a minute in Morse flashing and

twelve words a minute in semaphore. Such candidates, if successful, will have the results of their examination reported on their official files.

Section 36.1-5 is amended by adding a new paragraph (f), reading as follows:

(f) (1) Merchant Marine details abroad are authorized to conduct examinations for up-grading of seamen, but are not prepared to conduct the physical examination or the character investigation which is required in the case of original documents. Merchant Marine details will therefore not issue regular licenses, but temporary permits in lieu thereof. Merchant Marine details will instruct the recipient of each temporary permit to present it to the Officer in Charge, Marine Inspection, upon arrival in the first port in which a Marine Inspection office is located in order to exchange it for a permanent license.

(2) The temporary permit shall be accepted in a marine inspection office as proof that the bearer has complied with the rules and regulations governing the issuance of license, except as noted in the body of the temporary permit. The requirements noted in the exceptions will be complied with as in the case of other applicants.

(3) The written examinations are forwarded to the Commandant by Merchant Marine Details, and any marine inspection office at which an applicant with a temporary permit appears may request and obtain the examination in the case from the Commandant. Any marine inspection office which doubts the propriety of issuing a permanent license in lieu of a temporary permit which has been issued by a foreign Merchant Marine Detail shall inform the Commandant as to the circumstances.

Part 36 is amended by adding a new § 36.1-9a reading as follows:

§ 36.1-9a *Pilot of tank vessels not over 150 gross tons—T/ALL.* All propelled tank vessels, regardless of length or tonnage, shall be under the command of a person duly licensed, and since propelled vessels of less than 150 gross tons may be in command of a licensed pilot, the license of a candidate who successfully passes an examination for this purpose shall be endorsed as follows: "Pilot for tank vessels not over _____ gross tons on the waters of _____" (The maximum to be inserted is not to exceed 150 gross tons, and the waters covered as may be designated by the Officer in Charge, Marine Inspection).

Section 36.1-10 (b) is amended by adding the following sentences:

§ 36.1-10 *Extension of route and raise of grade licenses—T/ALL* * * *

(b) * * * Applicants for extensions of route and raises of grade of licenses are charged with the duty of establishing to the satisfaction of the Coast Guard that they possess all of the qualifications necessary, such as age, experience, character, and citizenship before they are entitled to an extension of route or raise of license. Every licensed officer who has not to date established beyond doubt that he is a citizen of the United States should promptly take all necessary steps to secure this evidence before requesting an extension of route or raise of grade of license.

Section 36.1-13 (c) is amended to read as follows:

(c) Whenever an officer shall apply for renewal of his license for same grade, after 12 months after the date of its expiration, he shall be required to pass an examination for the same grade of license, of such length and scope as will, in the judgment of the Officer in Charge, Marine Inspection, be sufficient to adequately demonstrate the continued professional knowledge of the examinee. In the case of applicants for renewal of licenses which have expired beyond the period of one year, no professional examination will be required provided the license expired during the time of the holder's service with the armed forces or the merchant marine, and there was no reasonable opportunity for renewal. The renewed license shall receive the next higher number for number of issue of present grade and for number of issues of all grades.

Section 36.1-19a is amended by adding the following sentences:

§ 36.1-19a *Sea service as member of armed forces of United States as qualifying experience* * * *. An applicant may be permitted to omit the examination for intermediate grades of license if his experience is of such character as to qualify him for a higher, or the highest, grade of license. The regulations governing the licensing of merchant marine personnel which are in effect on the date an applicant presents himself for examination shall be applicable in all cases.

Section 36.1-13 (a) is amended by adding the following sentences:

§ 36.1-13 *Renewal of license—T/ALL.* (a) * * *. Applicants for renewals of licenses are charged with the duty of establishing to the satisfaction of the Coast Guard that they possess all of the qualifications necessary, such as age, experience, character and citizenship, before they shall be issued a renewal or license. Every licensed officer who has not to date established beyond doubt that he is a citizen of the United States should promptly take all necessary

steps to secure this evidence before requesting a renewal of his license.

CERTIFICATED MEN

Section 36.2-3 (b) is amended by adding the following sentences:

§ 36.2-3 *Certificated tankerman—T/ALL.* * * *

(b) * * * The medical examination is the same as for an original license as engineer, except that the applicant will be given a color vision test required for a licensed deck officer, as set forth in § 36.1-3, as amended. If the applicant is in possession of an unexpired deck license, the Officer in Charge, Marine Inspection, may waive the requirement for a physical examination.

PART 37—SPECIFICATIONS FOR LIFE-SAVING APPLIANCES—LIFEBOATS, LIFE RAFTS, BUOYANT APPARATUS, AND DAVITS

Section 37.1-1 (a) is amended by adding the following sentence:

§ 37.1-1 *Drawings, specifications, name plates—T/ALL.*

(a) * * * The approval of a lifeboat shall include the arrangements for stowage of all equipment.

Sections 37.1-2, 37.2-1, 37.2-7, 37.8-10, 37.10-3 (c), 37.10-4 (a) and (b) are amended by changing the title "District Coast Guard Officer" to "Coast Guard District Commander."

CONSTRUCTION OF METALLIC LIFEBOATS

Section 37.2-5 (a) is amended by changing the colon to a comma and adding the following phrase:

§ 37.2-5 *Welding—T/ALL—(a) Requirements.* * * *, and the welders shall be qualified by the Coast Guard:

Subchapter F—Marine Engineering

PART 50—GENERAL PROVISIONS

Section 50.2 *Definition of terms* is amended in paragraphs (b) and (c) by changing the title "District Coast Guard Officer" to "Coast Guard District Commander."

PART 51—MATERIALS

Sections 51.1-8 and 51.1-14 are amended by changing the title "District Coast Guard Officer" to "Coast Guard District Commander."

PART 52—CONSTRUCTION

SAFETY VALVES AND RELIEF VALVES

Section 52.14-2 *Design, material, and workmanship* is amended in paragraph (a) by changing the title "District Coast Guard Officer" to "Coast Guard District Commander."

PART 56—FUSION WELDING

Part 56 is amended by adding a new § 56.20-2a reading as follows:

§ 56.20-2a *Submerged melt welding process: qualification of.* (a) The submerged melt welding process shall be approved by the Commandant be-

fore the process may be used by the manufacturer to fabricate boilers, pressure vessels, etc., subject to Coast Guard inspection.

(b) The manufacturer shall prepare test plates by the use of the submerged melt welding process in the presence of an inspector who shall stamp the plates with the official stamp of the Coast Guard.

(1) The test plates shall be of marine boiler plate complying with any of the grades given in § 51.2 of this chapter. The thickness of the test plate material shall be an average of that to be used in fabrication, but not less than 3/4".

(2) One test specimen of the reduced section tensile, guided side bend, free face bend, free root bend and two macro etch specimens shall be machined from the test plates.

(3) The etching reagent shall be one part ammonium persulfate to nine parts of water by weight. The solution should be used at room temperature and applied by vigorously rubbing the surface to be etched with the solution. The etching process should be continued until there is a clear definition of the weld structure. After etching, the specimens shall be rinsed in hot water and dried with alcohol and given a transparent protective coating to prevent oxidation.

(4) Specimens may be tested in the manufacturer's laboratory, a recognized testing laboratory, or at the National Bureau of Standards. If the tests are made at a laboratory other than the National Bureau of Standards, they shall be witnessed by an inspector. Specimens other than the etch specimens shall be tested in accordance with and meet the requirements of § 56.20-4 of this chapter. One re-test will be permitted for each of the original test specimens. Should the re-test fail to meet the requirements, the manufacturer shall secure the services of an engineer from the vendor of the submerged melt equipment to check the equipment and give further instruction to the operator prior to the preparation of an additional set of test plates.

(c) Results of the physical tests, together with etch specimens shall be forwarded to the Commandant for consideration and action prior to the manufacturer's using the subject process for production. A sketch shall be prepared showing the joint preparation; and information relative to the voltage, amperage, size and number of rod, size and grade of melt, and speed of travel shall be submitted for the submerged melt equipment. If manual welding is used on the opposite side of the plate, information as to the number of passes, size of electrode used for each pass, type of

electrode, and the name of the manufacturer shall be submitted. The inspector witnessing the preparation of test specimens should submit a report, together with the physical test report, furnishing any information which he deems pertinent.

PART 58—BOILER PLATE; BOILERS AND ATTACHMENTS

Sections 58.02 and 58.6 are amended by changing the title "District Coast Guard Officer" to "Coast Guard District Commander."

Subchapter G—Ocean and Coastwise: General Rules and Regulations

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

Sections 59.01 (b) and (c), 59.11 (i) (footnote), 59.13 (b), 59.14, 59.15 and (j), 59.40 (b), 59.42 (b), 59.43, 59.54a (h), 59.56 (i), and 59.61 (d) (3) and (f) are amended by changing the title "District Coast Guard Officer" to "Coast Guard District Commander."

Section 59.3a (c) is amended by adding the following sentence:

§ 59.3a *Mechanical means for lowering* * * * (c) * * * Where welding is employed in the construction of lifeboat winches the welders shall be qualified by the Coast Guard.

Section 59.13 (a) is amended by adding the following sentence:

§ 59.13 *Drawings, specifications, name plate.* (a) * * * The approval of a lifeboat shall include the arrangements for stowage of all equipment.

Section 59.15 (d) is amended by changing the colon to a comma and adding the following phrase:

§ 59.15 *Construction of metallic lifeboats of class 1A.* * * *

(d) *Welding.* * * * and the welders shall be qualified by the Coast Guard:

Section 59.44 is amended by changing the period to a comma, at the end of the fifth undesignated paragraph, and adding the following phrase:

§ 59.44 *Construction of rafts of the catamaran type.* * * *, or where welding is employed the welders shall be qualified by the Coast Guard.

Section 59.62 is amended to read as follows:

§ 59.62 *Steering apparatus.* (a) Extra steering apparatus consisting of relieving tackle, or of auxiliary power or hand steering gear attached to the rudder stock independent of the regular steering gear shall be provided.

(b) Where reasonable and practicable, the emergency steering wheel shall be located on the after weather deck, and an efficient means of communication shall be provided between the pilothouse, the emergency steer-

ing station, and the steering engine room.

(c) The following requirements relative to the arrangement of steering stations are applicable to new installations and replacements of existing installations on all classes of vessels:

(1) Steering wheels in or at steering stations shall be installed in a vertical position and arranged for steering by the helmsman when standing abaft the wheel and facing forward. The top of the steering wheel, the rudder blades, and the head of the ship shall move in the same direction.

(2) When a "trick" wheel is installed in the steering gear room and is used for warming up and testing the gear, and also for steering purposes, this wheel shall be arranged as follows:

(i) If the "trick" wheel is installed in a vertical position it shall meet all requirements outlined in subparagraph 1.

(ii) If the "trick" wheel is installed in a horizontal position it shall turn in a clockwise direction for "right rudder" and in a counterclockwise direction for "left rudder." With this arrangement, the helmsman need not stand abaft the wheel.

(3) Where "trick" wheel or other device is installed in the steering gear room for the sole purpose of warming up and testing the gear, it may be installed to best suit design and operating conditions of the gear. A plate shall be fitted on this wheel or device with indicating arrows showing the direction of movement to produce "right rudder" and "left rudder."

(4) When auxiliary steering gear is installed in lieu of relieving tackles, the steering wheel or device used for operating the gear shall meet all requirements outlined in subparagraph (c) (1) of this section.

(5) At all steering stations, there shall be installed a suitable notice on the wheel or device, or in such other position as to be directly in the helmsman's line of vision, to indicate the direction in which the wheel or device must be turned for "right rudder" and for "left rudder."

(d) Where no regular rudder is fitted and steering action is obtained by a change of setting of the propeller unit, the requirements of paragraphs (a), (b) and (c) will not generally be applicable, and special consideration will be given.

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

Section 60.6 is amended to read as follows:

§ 60.6 *Lifeboats required on inspected motor vessels.* (a) All vessels propelled by machinery other than

steam, subject to the inspection laws of the United States, shall have the same lifeboat and life raft equipment as steamers of the same class, and the Officer in Charge, Marine Inspection, shall so indicate in the certificate of inspection.

(b) Coastwise motor passenger vessels subject to inspection, except such as are engaged on an international voyage and carry more than 12 passengers or are above 300 gross tons and seagoing shall be equipped with lifeboatage and other lifesaving equipment as follows:

(1) One lifeboat of a type and size which it would be practicable to place on board and be adequately manned by the crew, together with life rafts, life floats, or buoyant apparatus, capable of immediate use. This lifesaving equipment shall provide sufficient accommodations for all persons on board including passengers and crew.

(2) On vessels where it is impracticable to provide a lifeboat, sufficient life rafts, life floats or buoyant apparatus shall be provided to accommodate all persons on board including passengers and crew.

Section 60.10 is amended to read as follows:

§ 60.10 *Drawings, specifications, name plate.* (See § 59.13 of this chapter, as amended, which is identical with this section.)

Section 60.55 is amended to read as follows:

§ 60.55 *Steering apparatus.* (See § 59.62 of this chapter, as amended, which is identical with this section.)

PART 61—FIRE APPARATUS; FIRE PREVENTION

Section 61.13 *Portable fire extinguishers* is amended by changing the title "District Coast Guard Officer" to "Coast Guard District Commander."

PART 62—LICENSED OFFICERS AND CERTIFICATED MEN INSPECTED VESSELS

Section 62.1 (b) is amended by adding the following sentences:

§ 62.1 *Original licenses.* * * * (b) * * * Fingerprint records on Form NCG 2515 shall be submitted to the Commandant on each applicant at the same time application is made and shall be stamped "applicant for original license." The application of any person may be rejected by the District Commander or his authorized representative when derogatory information has been brought to his attention which indicates that the applicant's habits of life and character are such as to warrant the belief that he cannot be entrusted with the duties and responsibilities of the station for which he made application. If after

such investigation the Commander, Coast Guard District, desires the Commandant's authorization, he shall submit the completed application (NAVCG-866) and the investigation report to Headquarters. In the event that an applicant is rejected he shall be advised that he may submit a request to the Commandant for a review of his case. No examination shall be given or temporary permit issued in the type case pending the Commandant's authorization. NAVCG 928A shall be used to notify an unsuccessful candidate of his failure to pass an examination or to qualify for a license.

Section 62.1 (d) is amended to read as follows:

(d) See § 36.1-1 (d) of this chapter, as amended, which is identical with this paragraph.

Section 62.2 is amended by inserting the following material immediately after the second undesignated paragraph:

§ 62.2 *Medical examination for original license.* * * * Epilepsy, insanity, senility, acute venereal disease or neuro-syphilis, badly impaired hearing, or other defect that would render the applicant incompetent to perform the ordinary duties of an officer at sea are causes for certification as incompetent.

For an original license as master, mate or pilot, the applicant must have, either with or without glasses, at least 20/20 vision in one eye and at least 20/40 in the other. The applicant who wears glasses, however, must also be able to pass a test without glasses of at least 20/40 in one eye and at least 20/70 in the other. The color sense will be tested by means of the "Stillings" test, but any applicants who fail this test will be eligible if they can pass the "Williams" lantern test.

For each original license as an engineer officer, the applicant must have, either with or without glasses, at least 20/30 vision in one eye and at least 20/50 in the other. The applicant who wears glasses, however, must also be able to pass a test without glasses of at least 20/50 in one eye and at least 20/70 in the other. Any applicant for license as engineer shall not be subjected to examination as to ability to distinguish colors. Any applicant for original license who is possessed of monocular vision, and who has lost the sight of one eye since first obtaining his qualified member of the engine department certificate may be permitted to sit for a license if eligible in all other respects. Vision of at least 20/30 without glasses in the remaining eye shall be required in all such cases.

Persons serving or intending to serve in the Merchant Service are recommended to take the earliest oppor-

tunity of ascertaining through examination by an ophthalmic surgeon, whether their form vision, and color vision, where required, is such as to qualify them for service in that profession throughout their sea career; the Public Health Service will give voluntary examinations to such persons requesting same, the color vision test will be by means of the "Stillings" test, or failing that, the "Williams" lantern test. A person failing the "Stillings" test and wishing to qualify by the lantern test shall, if the Public Health Station at which he is undergoing test is not equipped with a lantern, pay his own expenses to journey to one of the following stations: Baltimore, Md., Boston, Mass., Buffalo, N. Y., Chicago, Ill., Cleveland, Ohio, Detroit, Mich., Ellis Island, N. Y., Evansville, Ind., Galveston, Texas, Key West, Fla., Los Angeles, Calif., Louisville, Ky., Memphis, Tenn., Miami, Fla., Mobile, Ala., New Orleans, La., New York, N. Y., Norfolk, Va., Pittsburgh, Pa., Portland, Maine, Portland, Oreg., Port Huron, Mich., Providence, R. I., Philadelphia, Pa., St. Louis, Mo., San Francisco, Calif., Savannah, Ga., Seattle, Wash., Staten Island, N. Y., Vineyard Haven, Mass., and Washington, D. C.

Where an applicant is not possessed of the vision, hearing, and general physical condition considered necessary, the Officer in Charge, Marine Inspection, after consultation with the Public Health Service physician, may make recommendations to the Commandant for an exception to these requirements if, in their opinion, extenuating circumstances warrant special consideration. Any request for a decision by the Commandant must be accompanied by all pertinent correspondence, records and reports. In this connection recommendations from agencies of the Federal Government operating Government vessels as well as owners and operators of private vessels, made in behalf of their employees, will be given full consideration as a determining factor in arriving at a decision.

Section 62.3 is amended by changing the second undesignated paragraph to read as follows:

§ 62.3 *Medical examination for renewal of license and raise of grade.* * * * The test for color vision shall be by means of the "Stillings" test, or failing that, by means of the "Williams" lantern test. A person failing the "Stillings" test and wishing to qualify by the lantern test shall, if the Public Health Station at which he is undergoing test is not equipped with a lantern, pay his own expenses to journey to such station as is equipped with same. (See § 62.2 for a list of stations.) Nothing herein contained

shall debar an applicant who has lost sight of one eye from securing a raise of grade or a renewal of his license, provided he is qualified in all other respects, and provided that his vision in his one eye passes the test required for the better eye of an applicant possessed of both eyes.

Section 62.4 is amended by changing the second undesignated paragraph to read as follows:

§ 62.4 Professional examination.
* * * In qualifying applicants for licenses, the following applies regarding acceptance of experience on various types of vessels:

(a) It is not required that an applicant must have obtained his experience on United States vessels. Experience on foreign vessels will be given due credit.

(b) No applicant for a license, who is a naturalized citizen, and who has obtained his experience on foreign vessels, shall be given a grade of license higher than that upon which he has actually served while acting under the authority of a foreign license.

(c) Experience in towed barges fitted with sails and rigging cannot be considered as sail vessel time.

(d) An applicant for original license as pilot may be given credit for experience on motor vessels of a class not subject to inspection by the Coast Guard and not required to carry a licensed master or a licensed pilot. In such cases the Officer in Charge, Marine Inspection, may use his discretion in deciding whether the qualifying experience of the applicant is adequate.

Merchant Marine Details abroad are authorized to conduct examinations for up-grading of seamen, but are not prepared to conduct the physical examination or the character investigation which is required in the case of original documents. Merchant Marine Details will therefore not issue regular licenses but temporary permits in lieu thereof. Merchant Marine Details will instruct the recipient of each temporary permit to present it to the Officer in Charge, Marine Inspection, upon arrival in the first port in the United States in which a marine inspection office is located in order to exchange it for a permanent license.

The temporary permit shall be accepted in a marine inspection office as proof that the bearer has complied with the rules and regulations governing the issuance of licenses, except as noted in the body of the temporary permit. The requirements noted in the exceptions will be complied with as in the case of other applicants.

The written examinations are forwarded to the Commandant by Merchant Marine Details, and any marine

inspection office at which an applicant with a temporary permit appears may request and obtain the examination in the case from the Commandant. Any marine inspection office which doubts the propriety of issuing a permanent license in lieu of a temporary permit which has been issued by a foreign Merchant Marine Detail shall inform the Commandant fully as to the circumstances.

Section 62.4 is amended by adding the following undesignated paragraphs:

Each applicant for an ocean or coastwise deck license, whether original or raise of grade, shall be required to pass practical tests in signalling, such tests to comply with the standards set forth herein. The examination in signalling will consist of an examination in the International flag code, Morse flashing, and semaphore. Candidates will be examined in Morse flashing and semaphore in groups where practicable. A candidate for license who fails in signalling, but passes in every other subject, will be considered to have failed the examination and shall be so reported; but he may at any time within the six months following his first attempt be reexamined in signalling only, and if he then passes he will be granted a license.

Candidates shall be able to read a signal at sight, so far as to name the flags composing the hoist; know the use of the code pennant, numeral and substitute pennants, the meaning of all the single letter signals and the flags used to indicate the quarantine signals; be required to signal some word or words not included in the vocabulary of the code; have a good knowledge of the distress signals, and candidates will be required to attain a speed of six words a minute in Morse flashing and eight words a minute in semaphore. The average length of a word is to be five letters. Candidates who wish to prove their higher proficiency may request to be tested at a minimum speed of ten words a minute in Morse flashing and twelve words a minute in semaphore. Such candidates, if successful, will have the results of their examination reported on their official files.

PART 62—LICENSED OFFICERS AND CERTIFICATED MEN

Sections 62.7 (b) and (c), 62.9, 62.13, 62.15a, 62.18 (g) (2), 62.111a, 62.116 (b) and (c), and 62.205 are amended by changing the title "District Coast Guard Officer" to "Coast Guard District Commander."

Section 62.9 is amended by changing the second undesignated paragraph to read as follows:

§ 62.9 Renewal of licenses. * * * Whenever an officer shall apply for renewal of his license for same grade,

after 12 months after the date of its expiration, he shall be required to pass an examination for the same grade of license, of such length and scope as will, in the judgment of the Officer in Charge, Marine Inspection, be sufficient to adequately demonstrate the continued professional knowledge of the examinee. Except in the case of applicants for renewal of licenses which have expired beyond the period of one (1) year, no professional examination will be required provided the license expired during the time of the holder's service with the armed forces or the merchant marine, and there was no reasonable opportunity for renewal. The renewed license shall receive the next higher number of issue of present grade and for number of issues of all grades.

Applicants for renewals of licenses are charged with the duty of establishing to the satisfaction of the Coast Guard that they possess all of the qualifications necessary, such as age, experience, character and citizenship, before they shall be issued a renewal of license. Every licensed officer who has not to date established beyond doubt that he is a citizen of the United States should promptly take all necessary steps to secure this evidence before requesting a renewal of his license.

Section 62.10 is amended by adding a new sentence at the end of the first undesignated paragraph, reading as follows:

§ 62.10 Licenses; raises of grade.
* * * The words "after passing examination" are not limited to examination for the grades (principal grades and classes) but apply to any case where the license is of a higher character within a grade, as from chief engineer of non-condensing steamers to chief engineer of condensing steamers, or where the route of a pilot's license is extended.

Section 62.10 is amended by adding the following new paragraphs immediately after the second undesignated paragraph:

Applicants for renewals of licenses or raises in grade of licenses are charged with the duty of establishing to the satisfaction of the Coast Guard that they possess all of the qualifications necessary, such as age, experience, character and citizenship, before they shall be entitled to be issued renewal of license or raise in grade of license.

All licensed officers who have not to date established beyond doubt that they are citizens of the United States should promptly take all necessary steps to secure this evidence before their licenses come up for renewal, or before they seek a raise in grade of license, in order to obviate any delay in the renewal of their licenses.

Section 62.15a is amended by adding the following sentences:

§ 62.15a *Sea service as member of armed forces of United States as qualifying experience.* * * * An applicant may be permitted to omit the examination for intermediate grades of license if his experience is of such character as to qualify him for a higher, or the highest, grade of license. The regulations governing the licensing of merchant marine personnel which are in effect on the date an applicant presents himself for examination shall be applicable in all cases.

Section 62.16 (c) is amended by changing the last sentence to read as follows:

§ 62.16 *Notice of casualty and voyage records.* * * *

(c) * * * The written report required herein for personal accident not involving death shall be made on Form NAVCG-924E and for all other marine casualties or accidents the written report shall be made on Form NAVCG-2692.

Part 62 is amended by the addition of a new § 62.27a, reading as follows:

§ 62.27a *Routing instructions; strict compliance with.* Due to existing mine field dangers, all licensed masters, officers and certificated seamen on United States vessels shall comply strictly with the routine instructions issued by competent naval authority. Failure to comply with such routing instructions shall be deemed misconduct within the meaning of R. S. 4450, as amended (46 U. S. C. 239). Nothing herein shall be construed as relieving the master of the responsibility for the safety of his vessel.

Section 62.49 is amended by adding the following paragraph:

§ 62.49 *Qualifications required for license as engineer of steam vessels, and license forms required.* * * * Conversion of gross tonnage to horsepower on engineer license applies only to original and raise of grade of licenses; therefore, candidates for such licenses who have qualified by experience on steam or motor vessels, which normally would have entitled them to licenses for vessels of any gross tons, may be issued the appropriate grade of engineer license of any horsepower. Engineer licenses presented for renewal on which gross tonnage is indicated shall continue to be issued on the gross tonnage basis; therefore, the conversion of gross tonnage to horsepower as outlined above shall not apply.

Section 62.103 (a) is amended by adding the following sentences:

§ 62.103 (a) *Licenses issued* * * * Conversion of gross tonnage to horsepower on engineer license applies only

to original and raise of grade of licenses; therefore, candidates for such licenses who have qualified by experience on steam or motor vessels, which normally would have entitled them to licenses for vessels of any gross tons, may be issued the appropriate grade of engineer licenses of any horsepower. Engineer licenses presented for renewal on which gross tonnage is indicated shall continue to be issued on the gross tonnage basis; therefore, the conversion of gross tonnage to horsepower as outlined above shall not apply.

LICENSED MASTERS, MATES, AND ENGINEERS

Section 62.110 (a) is amended by designating material within present paragraph as subparagraph (1) and by adding the following three new subparagraphs:

§ 62.110 *Original licenses.* (a) (1) * * * (2) Applicants for original licenses are charged with the duty of establishing to the satisfaction of the Coast Guard that they possess all of the qualifications necessary, such as age, experience, character and citizenship, before they shall be entitled to be issued an original license. Until an applicant meets this mandatory requirement, he is not entitled to be licensed to serve as an officer on a vessel of the United States. No person who has been convicted by court-martial of desertion or treason in time of war, or has lost his nationality for any of the other reasons listed in 8 U. S. C. 801, is eligible for a license.

(3) The fact that an applicant for an original license or raise in grade of license is on probation as a result of action under R. S. 4450, as amended, does not itself make such an applicant ineligible, provided he meets all the requirements for such original license or raise in grade. However, an original license or raise in grade of license issued under these circumstances will be subject to the same probationary conditions as were imposed against the seaman's certificates or licenses in proceedings under R. S. 4450, as amended. Any such applicant must file an application for license in the usual manner, and the offense for which he was placed on probation will be considered on the merits of the case in determining his fitness to hold the license applied for. Nothing in the regulations in this part, however, shall be construed to permit an applicant to be examined for an original license or a raise in grade of license during any period when a suspension without probation or a revocation imposed pursuant to R. S. 4450, as amended, is effective against his license or certificate.

(4) Fingerprint records on Form NCG 2515 shall be submitted to the Commandant on each applicant at the

same time application is made and shall be stamped "applicant for original license" or applicant for original certificate of registry as staff officer as appropriate. The application of any person may be rejected by the District Commander or his authorized representative when derogatory information has been brought to his attention which indicates that the applicant's habits of life and character are such as to warrant the belief that he cannot be entrusted with the duties and responsibilities of the station for which he made application. If after such investigation the District Commander desires the Commandant's authorization, he shall submit the completed application (NAVCG-866) and the investigation report to Headquarters. In the event that an applicant is rejected he shall be advised that he may submit a request to the Commandant for a review of his case. No examination shall be given or temporary permit issued in the type case pending the Commandant's authorization. NAVCG 928A shall be used to notify an unsuccessful candidate of his failure to pass an examination or to qualify for a license.

Section 62.110 is amended by adding a new paragraph (c) reading as follows:

(c) Applicants for renewal of licenses are charged with the duty of establishing to the satisfaction of the Coast Guard that they possess all of the qualifications necessary, such as age, experience, character and citizenship, before they shall be issued a renewal of license. Every licensed officer who has not to date established beyond doubt that he is a citizen of the United States should promptly take all necessary steps to secure this evidence before requesting a renewal of his license.

Section 62.111 (a) is amended by adding the following sentence and subparagraphs:

§ 62.111 *Professional examination and service required, etc., for original license or raise of grade.* (a) * * * In qualifying applicants for licenses, the following applies regarding acceptance of experience on various types of vessels:

(1) It is not required that an applicant must have obtained his experience on United States vessels. Experience on foreign vessels will be given due credit.

(2) Experience in towed barges fitted with sails and rigging cannot be considered as sail vessel time.

Section 62.111 (c) is amended by designating the present material therein subparagraph (1) and by adding two new subparagraphs reading as follows:

(c) (1) * * *. (2) Each applicant for an ocean or coastwise deck license, whether original or raise of grade, shall be required to pass practical tests in signalling, such tests to comply with the standards set forth herein. The examination in signalling will consist of an examination in the International flag code, Morse flashing, and semaphore. Candidates will be examined in Morse flashing and semaphore in groups where practicable. A candidate for license who fails in signalling, but passes in every other subject, will be considered to have failed in the examination and shall be so reported; but he may at any time within the six months following his first attempt be re-examined in signalling only, and if he then passes he will be granted a license.

(3) Candidates shall be able to read a signal at sight, so far as to name the flags composing the hoist; know the use of the code pennant, numeral and substitute pennants, the meaning of all the single letter signals and the flags used to indicate the quarantine signals; be required to signal some word or words not included in the vocabulary of the code; have a good knowledge of the distress signals, and candidates will be required to attain a speed of six words a minute in Morse flashing and eight words a minute in semaphore. The average length of a word is to be five letters. Candidates who wish to prove their higher proficiency may request to be tested at a minimum speed of ten words a minute in Morse flashing and twelve words a minute in semaphore. Such candidates, if successful, will have the results of their examination reported on their official files.

Section 62.111a is amended by adding the following sentences:

§ 62.111a *Sea service as member of armed forces of United States as qualifying experience.* * * *. An applicant may be permitted to omit the examination for intermediate grades of license if his experience is of such character as to qualify him for a higher, or the highest, grade of license. The regulations governing the licensing of merchant marine personnel which are in effect on the date an applicant presents himself for examination shall be applicable in all cases.

Section 62.112 *Medical examination for licenses* is amended by deleting the second word "existing" in the first sentence.

Section 62.116 (a) is amended by designating material within present paragraph as subparagraph (1) and by adding a new paragraph reading as follows:

§ 62.116 *Renewal of license, and examination for renewal where deemed necessary.*

(a) (1) * * *

(2) The test for color vision shall be by means of the "Stillings" test, or failing that, by means of the "Williams" lantern test. A person failing the "Stillings" test and wishing to qualify by the lantern test shall, if the Public Health Station at which he is undergoing test is not equipped with a lantern, pay his own expenses to journey to such station as is equipped with same. (See § 62.2 for a list of stations.)

Section 62.116 (e) is amended to read as follows:

(e) Whenever an officer shall apply for renewal of his license for same grade, after 12 months after the date of its expiration, he shall be required to pass an examination for the same grade of license, of such length and scope as will, in the judgment of the Officer in Charge, Marine Inspection, be sufficient to adequately demonstrate the continued professional knowledge of the examinee. Except in the case of applicants for renewal of licenses which have expired beyond the period of one (1) year, no professional examination will be required provided the license expired during the time of the holder's service with the armed forces or the merchant marine, and there was no reasonable opportunity for renewal. The renewed license shall receive the next higher number for number of issue of present grade and for number of issues of all grades.

REGISTRATION OF STAFF OFFICERS

Section 62.204 (a) is amended by adding the following sentence:

§ 62.204 *General.* (a) * * *. The regulations relating to the issuance of original licenses shall apply equally to original certificates of registry as staff officers.

Section 62.204 (b) is amended by designating material within present paragraph as subparagraph (1) and by adding three new subparagraphs reading as follows:

§ 62.204 *General.* (b) (1) * * *

(2) Applicants for certificates of registry are charged with the duty of establishing to the satisfaction of the Coast Guard that they possess all of the qualifications necessary, such as age, experience, character and citizenship, before they shall be entitled to be issued an original license. Until an applicant meets this mandatory requirement, he is not entitled to be licensed to serve as an officer on a vessel of the United States. No person who has been convicted by court-martial of desertion or treason in time of war, or has lost his nation-

ality for any of the other reasons listed in 8 U. S. C. 801, is eligible for a license.

The fact that an applicant is on probation as a result of action under R. S. 4450, as amended, does not itself make such an applicant ineligible, provided he meets all the requirements. A certificate of registry issued under these circumstances will be subject to the same probationary conditions as were imposed against the seaman's certificates or licenses in proceedings under R. S. 4450, as amended. Any such applicant must file an application for certificate in the usual manner, and the offense for which he was placed on probation will be considered on the merits of the case in determining his fitness to hold the certificate applied for. Nothing in the regulations in this part, however, shall be construed to permit an applicant to be examined during any period when a suspension without probation or a revocation imposed pursuant to R. S. 4450, as amended, is effective against his certificate.

(4) Fingerprint records on Form NCG 2515 shall be submitted to the Commandant on each applicant at the same time application is made and shall be stamped "applicant for original certificate of registry as staff officer." The application of any person may be rejected by the District Commander or his authorized representative when derogatory information has been brought to his attention which indicates that the applicant's habits of life and character are such as to warrant the belief that he cannot be entrusted with the duties and responsibilities of the station for which he made application. If after such investigation the District Commander desires the Commandant's authorization, he shall submit the completed application (NAVCG-866) and the investigation report to Headquarters. In the event that an applicant is rejected he shall be advised that he may submit a request to the Commandant for a review of his case. No examination shall be given or temporary permit issued in the type case pending the Commandant's authorization. NAVCG 928A shall be used to notify an unsuccessful candidate of his failure to pass an examination or to qualify for a license.

Section 62.204 (d) is amended by changing the colon to a comma and adding the following sentences at the end of the first undesignated paragraph:

(d) * * *, except, that applicants must produce documentary evidence from the War Shipping Administration or other prospective employer to the effect that the applicant is about to be employed in the capacity of junior assistant purser. No cer-

tificate of registry of this grade will be issued unless this condition is met.

Section 62.204 (h) is amended by designating the present material therein as subparagraph (1) and by adding three new subparagraphs reading as follows:

(h) (1) * * *

(2) Merchant Marine details abroad are authorized to conduct examinations for up-grading of seamen, but are not prepared to conduct the physical examination or the character investigation which is required in the case of original documents. Merchant Marine Details will therefore not issue regular certificates, but temporary permits in lieu thereof. Merchant Marine Details will instruct the recipient of each temporary permit to present it to the Officer In Charge, Marine Inspection, upon arrival in the first port in which a Marine Inspection office is located in order to exchange it for a permanent certificate.

(3) The temporary permit shall be accepted in a Marine Inspection office as proof that the bearer has complied with the rules and regulations governing the issuance of certificates, except as noted in the body of the temporary permit. The requirements noted in the exceptions will be complied with as in the case of other applicants.

(4) The written examinations are forwarded to the Commandant by Merchant Marine details, and any Marine Inspection office at which an applicant with a temporary permit appears may request and obtain the examination in the case from the Commandant. Any Marine Inspection office which doubts the propriety of issuing a permanent certificate in lieu of a temporary permit which has been issued by a foreign Merchant Marine detail shall inform the Commandant as to the circumstances.

Section 62.205 is amended by adding the following sentences:

§ 62.205 *Sea service as member of armed forces of United States as qualifying experience.* * * *. An applicant may be permitted to omit the examination for intermediate grades of certificates of registry if his experience is of such character as to qualify him for a higher, or the highest, grade of certificate of registry. The regulations governing certificates of registry of merchant marine personnel which are in effect on the date an applicant presents himself for examination shall be applicable in all cases.

PART 63—INSPECTION OF VESSELS

Part 63 is amended by adding a new section to immediately follow § 63.1a reading as follows:

§ 63.1c *International voyage definition.* An international voyage as

applied to United States ships includes voyages between (a) United States ports and ports outside the United States; (b) United States continental ports and ports in the Territory of Alaska, Territory of Puerto Rico, Territory of Hawaii, the Panama Canal Zone or any other separate portion of the United States held under a protectorate or mandate; (c) Atlantic Coast or Gulf of Mexico ports and ports on the Pacific Coast.

PART 63—INSPECTION OF VESSELS

Sections 63.4 and 63.7 are amended by changing the title "District Coast Guard Officer" to "Coast Guard District Commander."

Section 63.9 is amended by adding the following sentence to the last paragraph:

§ 63.9 *Electrical installations.* * * *. For vessels the contract for the construction of which is signed on and after September 2, 1945, those parts of the specification covering electrical installations titled "United States Coast Guard Specification for Electrical Installations on Merchant Vessels," dated August 31, 1944, revised March 6, 1945, specified in paragraphs 1, 4, and 5 thereof relating to electric cable are, during the Unlimited National Emergency, applicable as alternative provisions to those contained in the foregoing parts of this section.

PART 64—DUTIES OF INSPECTORS

Sections 64.1, 64.2, 64.3 (a), (b), and (c), 64.4, 64.11, and 64.18 are amended by changing the title "District Coast Guard Officer" to "Coast Guard District Commander."

Section 64.15 is amended to read as follows:

§ 64.15 *Guards and rails.* (a) It shall be the duty of the inspectors when inspecting or reinspecting a vessel to see that all exposed and dangerous places, such as gears and machinery, are properly protected with covers, guards, or rails, in order that the danger of accidents may be minimized, and on vessels equipped with radio (wireless) the lead-ins shall be efficiently incased or insulated to insure the protection of persons from accidental shock. Such lead-ins shall be located so as not to interfere with the launching of lifeboats and life rafts.

(b) Effective for new construction outboard rails on passenger decks shall be in at least three courses, including the top, and shall be at least 42 inches high. Inboard rails on passenger decks and all rails on crew decks shall be in at least two courses, including the top, and shall be at least 36 inches high.

PART 65—STEAM YACHTS

Sections 65.4 and 65.12 are amended by changing the title "District Coast Guard Officer" to "Coast Guard District Commander."

Subchapter H—Great Lakes: General Rules and Regulations

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

Sections 76.01, 76.8, 76.14 (f) (foot-note), 76.16, 76.17, 76.18, 76.32, 76.33, 76.34, 76.51a (h), and 76.53 (l) are amended by changing the title "District Coast Guard Officer" to "Coast Guard District Commander."

Section 76.15a is amended to read as follows:

§ 76.15a *Mechanical means for lowering.* (See § 59.3a of this chapter, as amended, which is identical with this section.)

Section 76.16 is amended to read as follows:

§ 76.16 *Drawings, specifications, name plate.* (See § 59.13 of this chapter, as amended, which is identical with this section.)

Section 76.18 is amended to read as follows:

§ 76.18 *Construction of metallic lifeboats of class 1 (a).* (See § 59.15 of this chapter, as amended, which is identical with this section.)

Section 76.34 is amended by changing the period to a comma, at the end of the fifth undesignated paragraph, and adding the following phrase:

§ 76.34 *Construction of rafts of the catamaran type.* * * *. or where welding is employed the welders shall be qualified by the Coast Guard.

Section 76.56 is amended to read as follows:

§ 76.56 *Steering apparatus.* (See § 59.62 of this chapter, as amended, which is identical with this section.)

PART 77—FIRE APPARATUS: FIRE PREVENTION

Section 77.13 *Portable fire extinguishers* is amended by changing the title "District Coast Guard Officer" to "Coast Guard District Commander."

PART 78—LICENSED OFFICERS AND CERTIFICATED MEN

INSPECTED VESSELS

Sections 78.4, 78.7, 78.9, 78.13, 78.15a, 78.18, 78.19, and 78.106 are amended by changing the title "District Coast Guard Officer" to "Coast Guard District Commander."

Section 78.1 is amended to read as follows:

§ 78.1 *Original licenses.* (See § 62.1 of this chapter, as amended, which is identical with this section.)

Section 78.2 is amended to read as follows:

§ 78.2 *Medical examination for original license.* (See § 62.2 of this chapter, as amended, which is identical with this section.)

Section 78.3 is amended to read as follows:

§ 78.3 *Medical examination for renewal of license and raise of grade.* (See § 62.3 of this chapter, as amended, which is identical with this section.)

Section 78.16 is amended to read as follows:

§ 78.16 *Notice of casualty and voyage records.* (See § 62.16 of this chapter, as amended, which is identical with this section.)

Section 78.4 is amended by adding the following sentence and subparagraphs to the first undesignated paragraph:

§ 78.4 *Professional examination.* * * * In qualifying applicants for licenses, the following applies regarding acceptance of experience on various types of vessels:

(a) It is not required that an applicant must have obtained his experience on United States vessels. Experience on foreign vessels will be given due credit.

(b) Experience in towed barges fitted with sails and rigging cannot be considered as sail vessel time.

(c) An applicant for original license as pilot may be given credit for experience on motor vessels of a class not subject to inspection by the Coast Guard and not required to carry a licensed master or a licensed pilot. In such cases the Officer in Charge, Marine Inspection, may use his discretion in deciding whether the qualifying experience of the applicant is adequate.

Section 78.9 is amended to read as follows:

§ 78.9 *Renewal of licenses.* (See § 62.9 of this chapter, as amended, which is identical with this section.)

Section 78.10 is amended by adding to the first undesignated paragraph the following sentences:

§ 78.10 *Licenses; raises of grade.* * * * Applicants for extensions of route and raises of grade of licenses are charged with the duty of establishing to the satisfaction of the Coast Guard that they possess all of the qualifications necessary, such as age, experience, character, and citizenship before they are entitled to an

extension of route or raise of license. Every licensed officer who has not to date established beyond doubt that he is a citizen of the United States should promptly take all necessary steps to secure this evidence before requesting an extension of route or raise of grade of license, to prevent delay in issuing the license.

Section 78.15a is amended to read as follows:

§ 78.15a *Sea service as member of armed forces of United States as qualifying experience.* (See § 62.15a of this chapter, as amended, which is identical with this section.)

Section 78.42 is amended by adding the following paragraph immediately after the second undesignated paragraph:

§ 78.42 *General provisions as to licenses.* * * * Conversion of gross tonnage to horsepower on engineer license applies only to original and raise of grade of licenses; therefore, candidates for such licenses who have qualified by experience on steam or motor vessels, which normally would have entitled them to licenses for vessels of any gross tons, may be issued the appropriate grade of engineer licenses of any horsepower. Engineer licenses presented for renewal on which gross tonnage is indicated shall continue to be issued on the gross tonnage basis; therefore, the conversion of gross tonnage to horsepower as outlined above shall not apply.

REGISTRATION OF STAFF OFFICERS

Section 78.105 is amended to read as follows:

§ 78.105 *General.* (See § 62.204 of this chapter, as amended, which is identical with this section.)

Section 78.106 is amended to read as follows:

§ 78.106 *Sea service as member of armed forces of United States as qualifying experience.* (See § 62.15a of this chapter, as amended, which is identical with this section.)

PART 79—INSPECTION OF VESSELS

Section 79.7 *Permits to go to other ports for repairs* is amended by changing the title "District Coast Guard Officer" to "Coast Guard District Commander."

Section 79.9 is amended to read as follows:

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

PART 81—EXCURSION STEAMERS

Section 81.1 *Permits to engage in excursions* is amended by changing the title "District Coast Guard Offi-

cer" to "Coast Guard District Commander."

PART 83—DUTIES OF INSPECTORS

Sections 83.1, 83.2, 83.3, 83.10, and 83.17 are amended by changing the title "District Coast Guard Officer" to "Coast Guard District Commander."

Section 83.14 is amended to read as follows:

§ 83.14 *Guards and rails.* (See § 64.15 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 94—BOATS, RAFTS, BULKHEADS, AND LIFESAVING APPLIANCES

Sections 94.01, 94.5, 94.15, 94.16, 94.17, 94.32, 94.33, 94.35, and 94.53 are amended by changing the title "District Coast Guard Officer" to "Coast Guard District Commander."

Section 94.14a is amended to read as follows:

§ 94.14a *Mechanical means for lowering.* (See § 59.3a of this chapter, as amended, which is identical with this section.)

Section 94.15 is amended to read as follows:

§ 94.15 *Drawings, specifications, name plate.* (See § 59.13 of this chapter, as amended, which is identical with this section.)

Section 94.17 (c) is amended by adding the following sentence:

§ 94.17 *Construction of metallic lifeboats for lake, bay, and sound steamers.* * * * (c) * * * Where welding is employed in the construction of lifeboats, the welders shall be qualified by the Coast Guard.

Section 94.34 is amended to read as follows:

§ 94.34 *Construction of rafts of the catamaran type.* (See § 59.44 of this chapter, as amended, which is identical with this section.)

Section 94.55 is amended to read as follows:

§ 94.55 *Steering apparatus.* (See § 59.62 of this chapter, as amended, which is identical with this section.)

PART 95—FIRE APPARATUS; FIRE PREVENTION

Section 95.13 *Portable fire extinguishers* is amended by changing the title "District Coast Guard Officer" to "Coast Guard District Commander."

PART 96—LICENSED OFFICERS AND CERTIFICATED MEN

Section 96.1 is amended to read as follows:

§ 96.1 *Original licenses.* (See section 62.1 of this chapter, as amended, which is identical with this section.)

Section 96.2 is amended to read as follows:

§ 96.2 *Medical examination for original license.* (See section 62.2 of this chapter, as amended, which is identical with this section.)

Section 96.3 is amended to read as follows:

§ 96.3 *Medical examination for renewal of license and raise of grade.* (See section 62.3 of this chapter, as amended, which is identical with this section.)

Section 96.4 is amended by adding the following sentence and subparagraphs to the first undesignated paragraph:

§ 96.4 *Professional examination.* * * * In qualifying applicants for license, the following applies regarding acceptance of experience on various types of vessels:

(a) It is not required that an applicant must have obtained his experience on United States vessels. Experience on foreign vessels will be given due credit.

(b) Experience in towed barges fitted with sails and rigging cannot be considered as sail vessel time.

(c) An applicant for original license as pilot may be given credit for experience on motor vessels of a class not subject to inspection by the Coast Guard and not required to carry a licensed master or a licensed pilot. In such cases the Officer in Charge, Marine Inspection, may use his discretion in deciding whether the qualifying experience of the applicant is adequate.

Sections 96.7, 96.9, 96.13, 96.15a, and 96.18, are amended by changing the title "District Coast Guard Officer" to "Coast Guard District Commander."

Section 96.9 is amended to read as follows:

§ 96.9 *Renewal of licenses.* (See § 62.9 of this chapter, as amended, which is identical with this section.)

Section 96.10 is amended to read as follows:

§ 96.10 *Licenses; raises of grade.* (See § 78.10 of this chapter, as amended, which is identical with this section.)

Section 96.15a is amended to read as follows:

§ 96.15a *Sea service as member of armed forces of United States as qualifying experience.* (See § 62.15a of this chapter, as amended, which is identical with this section.)

Section 96.16 is amended to read as follows:

§ 96.16 *Notice of casualty and voyage records.* (See § 62.16 of this chapter, as amended, which is identical with this section.)

Section 96.41 is amended by adding the following paragraph immediately after the second undesignated paragraph:

§ 96.41 *General provisions as to licenses.* * * * Conversion of gross tonnage to horsepower on engineer license applies only to original and raise of grade of licenses; therefore, candidates for such licenses who have qualified by experience on steam or motor vessels, which normally would have entitled them to licenses for vessels of any gross tons, may be issued the appropriate grade of engineer licenses of any horsepower. Engineer licenses presented for renewal on which gross tonnage is indicated shall continue to be issued on the gross tonnage basis; therefore, the conversion of gross tonnage to horsepower as outlined above shall not apply.

PART 97—INSPECTION OF VESSELS

Section 97.7 *Permits to go to other ports for repairs* is amended by changing the title "District Coast Guard Officer" to "Coast Guard District Commander."

Section 97.11 is amended to read as follows:

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

PART 99—EXCURSION STEAMERS

Section 99.1 *Permits to engage in excursions* is amended by changing the title "District Coast Guard Officer" to "Coast Guard District Commander."

PART 101—DUTIES OF INSPECTORS

Sections 101.1, 101.2, 101.3, 101.10, and 101.17 are amended by changing the title "District Coast Guard Officer" to "Coast Guard District Commander."

Section 101.14 is amended to read as follows:

§ 101.14 *Guards and rails.* (See § 64.15 of this chapter, as amended, which is identical with this section.)

PART 102—BAY, SOUND AND LAKE STEAM YACHTS

Section 102.7 *Inspection of lifeboats when built* is amended by changing the title "District Coast Guard Officer" to "Coast Guard District Commander."

Subchapter J—Rivers: General Rules and Regulations

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

Sections 113.01, 113.2, 113.10, 113.11, 113.29, 113.30 and 113.46 (1) are amended by changing the title "District Coast Guard Officer" to "Coast Guard District Commander."

Section 113.10 is amended by the addition of a new sentence at the end of the first undesignated paragraph, reading as follows:

§ 113.10 *Lifeboats, drawings, specifications, name plate.* * * * The approval of a lifeboat shall include the arrangement for stowage of all equipment.

Section 113.31 is amended by changing the period to a comma, at the end of the sixth undesignated paragraph, and adding the following phrase:

§ 113.31 *Construction of rafts of the catamaran type.* * * * , or where welding is employed the welders shall be qualified by the Coast Guard.

Section 113.47 is amended to read as follows:

§ 113.47 *Steering apparatus.* (See § 59.62 of this chapter, as amended, which is identical with this section.)

PART 114—FIRE APPARATUS; FIRE PREVENTION

Section 114.15 *Portable fire extinguisher* is amended by changing the title "District Coast Guard Officer" to "Coast Guard District Commander."

PART 115—LICENSED OFFICERS

Section 115.1 is amended to read as follows:

§ 115.1 *Original licenses.* (See § 62.1 of this chapter, as amended, which is identical with this section.)

Section 115.2 is amended to read as follows:

§ 115.2 *Medical examination for original license.* (See § 62.2 of this chapter, as amended, which is identical with this section.)

Section 115.3 is amended to read as follows:

§ 115.3 *Medical examination for renewal of license and raise of grade.* (See § 62.3 of this chapter, as amended, which is identical with this section.)

Section 115.4 is amended by adding the following sentence and subparagraphs to the first undesignated paragraph:

§ 115.4 *Professional examination.* * * * In qualifying applicants for licenses, the following applies regard-

ing acceptance of experience on various types of vessels:

(a) It is not required that an applicant must have obtained his experience on United States vessels. Experience on foreign vessels will be given due credit.

(b) Experience in towed barges fitted with sails and rigging cannot be considered as sail vessel time.

(c) An applicant for original license as pilot may be given credit for experience on motor vessels of a class not subject to inspection by the Coast Guard and not required to carry a licensed master or a licensed pilot. In such cases the Officer in Charge, Marine Inspection, may use his discretion in deciding whether the qualifying experience of the applicant is adequate.

Sections 115.7, 115.9, 115.13, 115.15a, and 115.18 are amended by changing the title "District Coast Guard Officer" to "Coast Guard District Commander."

Section 115.9 is amended to read as follows:

§ 115.9 *Renewal of licenses.* (See § 62.9 of this chapter, as amended, which is identical with this section.)

Section 115.10 is amended to read as follows:

§ 115.10 *Licenses; raises of grade.* (See § 78.10 of this chapter, as amended, which is identical with this section.)

Section 115.15a is amended to read as follows:

§ 115.15a *Sea service as member of armed forces of United States as qualifying experience.* (See § 62.15a of this chapter, as amended, which is identical with this section.)

Section 115.16 is amended to read as follows:

§ 115.16 *Notice of casualty and voyage records.* (See § 62.16 of this chapter, as amended, which is identical with this section.)

Section 115.39 is amended by adding the following paragraph immediately after the 10th undesignated paragraph:

§ 115.39 *Classes of engineers; general provisions as to licenses.* * * * Conversion of gross tonnage to horsepower on engineer license applies only to original and raise of grade of licenses; therefore, candidates for such licenses who have qualified by experience on steam or motor vessels, which normally would have entitled them to licenses for vessels of any gross tons, may be issued the appropriate grade of engineer licenses of any horsepower. Engineer licenses presented for renewal on which gross tonnage is

indicated shall continue to be issued on the gross tonnage basis; therefore, the conversion of gross tonnage to horsepower as outlined above shall not apply.

PART 116—INSPECTION OF VESSELS

Section 116.7 *Permits to go to other ports for repairs* is amended by changing the title "District Coast Guard Officer" to "Coast Guard District Commander."

Section 116.16 is amended to read as follows:

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

PART 118—EXCURSION STEAMERS

Section 118.1 *Permits to engage in excursions* is amended by changing the title "District Coast Guard Officer" to "Coast Guard District Commander."

PART 120—DUTIES OF INSPECTORS

Sections 120.1, 120.2, 120.3, 120.10, and 120.17 are amended by changing the title "District Coast Guard Officer" to "Coast Guard District Commander."

Section 120.14 is amended to read as follows:

§ 120.14 *Guards and rails.* (See § 64.15 of this chapter, as amended, which is identical with this section.)

Subchapter K—Seamen

PART 133—DESIGNATION AND APPROVAL OF NAUTICAL SCHOOL SHIPS, RULES FOR CONDUCT OF SCHOOL SHIPS

Sections 133.8 and 133.15 are amended by changing the title "Director" to "Commandant, U. S. Coast Guard."

Section 133.18 *Inspection* is amended by changing the phrases "local inspectors of the Bureau of Marine Inspection and Navigation" and "appropriate board of local inspectors" to "Officer in Charge, Marine Inspection."

PART 136—"A" MARINE INVESTIGATION BOARD RULES

TEMPORARY WARTIME RULES GOVERNING INVESTIGATIONS OF ACCIDENTS AND CASUALTIES

Sections 136.102, 136.104 (a), (b), (c), and (d), 136.106 (c), 136.107 (a), (b), (c), (d), (f) and (g), and 136.112 are amended by changing the title "District Coast Guard Officer" to "Coast Guard District Commander."

Section 136.103 (c) is amended by changing the last sentence to read as follows:

§ 136.103 *Notice of casualty and voyage records.* * * *

(c) * * * The written report required herein for personal accident not involving death shall be made on Form NAVCG-924E and for all other marine casualties or accidents the written report shall be made on Form NAVCG-2692.

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

Section 138.1 (a) is amended to read as follows:

§ 138.1 *General provisions.* (a) (1) An applicant for a certificate of service, certificate of efficiency, certificate of identification, or continuous discharge book, shall make written application, in duplicate, on Form 719-b, furnished by the Coast Guard. The placing of fingerprints on the application shall be optional with the seaman. This application may be for as many certificates or ratings as the seaman believes he is qualified. In the case of a seaman applying for his first certificate, other than certificate of identification, the application shall include a request for either a continuous discharge book or a certificate of identification, at the option of the applicant.

(2) Every certificate of service, certificate of efficiency, or certificate of identification issued or reissued after November 1, 1945, shall be in the form of a merchant mariner's document, Form 2838. Any licensed officer or unlicensed seaman currently holding, in a valid status, any of the documents listed in subparagraph (a) (1) of this section may, upon request and without examination, be issued a merchant mariner's document.

(3) A merchant mariner's document shall be a certificate of service authorizing the holder to serve in any rating endorsed thereon or in any lower rating in the same department or in any rating covered by a general endorsement thereon. If the holder of a merchant mariner's document is qualified to serve in more than one department, the capacities for which he is qualified in each department will be endorsed separately.

(4) A merchant mariner's document issued to a licensed officer will be indorsed for "any unlicensed rating in the (insert 'deck' or 'engine') department" and will be a certificate of service authorizing the holder to serve in any unlicensed capacity in such department without being required to present his license. If a licensed officer qualifies as lifeboat man, the further indorsement "Lifeboat man" will be placed on the merchant mariner's document.

(5) A merchant mariner's document issued to a staff officer will be indorsed as follows: "See Certificate of Registry." A certificate of registry as chief purser, purser, or senior assistant purser will authorize the holder to serve in any purser's rating lower than that specified thereon. The holder of a certificate of registry as chief purser, purser, senior assistant purser, or junior assistant purser may serve as a purser's clerk without obtaining an indorsement on his merchant mariner's document.

(6) A merchant mariner's document endorsed as Able Seaman or as Lifeboatman shall be a certificate of efficiency as Lifeboatman.

(7) Every merchant mariner's document shall be a certificate of identification unless the holder also holds a continuous discharge book. The holder of a certificate of identification in the form issued before November 1, 1945, shall surrender that certificate before he is issued a merchant mariner's document.

Section 138.1 (c) is amended by designating material within present paragraph as subparagraph (1) and by adding three new subparagraphs as follows:

(2) No documents shall be issued to an enemy alien. The term "enemy alien" shall include the following:

(i) All aliens of the age of 14 years or older who were or are citizens or subjects of Germany or Japan.

(ii) All aliens of the age of 14 years or older who at present are stateless but who at the time at which they became stateless were citizens or subjects of Germany or Japan.

(3) The term "enemy alien" shall not include the following:

(i) Former German or Japanese citizens or subjects who, before December 7, 1941, in the case of former Japanese citizens or subjects, and before December 8, 1941, in the case of former German citizens or subjects, became and are citizens or subjects of any nation other than Germany or Japan.

(ii) Austrians or Austrian-Hungarians (Austro-Hungarians) or Koreans who registered as such under the Alien Registration Act of 1940, *Provided*, That such persons have not at any time voluntarily become German or Japanese citizens or subjects.

(iii) All citizens or subjects of Italy, and all aliens who at present are stateless but who at the time at which they became stateless were citizens or subjects of Italy.

(iv) Aliens of enemy nationalities during their term of military service in the armed forces of the United States.

(4) Should any difficulties arise as to whether or not any person is an

enemy alien, such case will be referred to the Commandant together with the date and place of birth and statements regarding the citizenship of the person whose status is in doubt.

Section 138.3 (d) (1) is amended by adding the following sentences:

§ 138.3 *Able seamen.* * * *

(d) *General*—(1) *Physical conditions.* * * * The medical examination is the same as for an original license as a deck officer for vessels navigating the same waters as set forth in §§ 62.2, 78.2 and 96.2 of this chapter, as amended. If the applicant is in possession of an unexpired deck license, the Officer in Charge, Marine Inspection, may waive the requirement for a physical examination.

Section 138.3 (d) (5) is amended by adding the following sentences:

(5) *Certificate.* * * * The holder of a merchant mariner's document indorsed for the rating of able seaman may serve in any of the following unlicensed ratings in the deck department without obtaining an additional indorsement: boatswain, quartermaster, lookout, ordinary seaman, deckhand, cadet, deck boy, carpenter, storekeeper, master-at-arms, fire patrolman, watchman, and winch driver. A merchant mariner's document indorsed as able seaman will also be considered a certificate of efficiency as lifeboatman without further indorsement. This type of document will describe clearly the type of able seaman certificate which it represents, e. g.: able seaman—any waters; able seaman—any waters, 12 months; able seaman—Great Lakes, 18 months; able seaman—on freight vessels 500 gross tons or less on bays or sounds, and on tugs, towboats, and barges on any waters. The holder of a document indorsed for the rating of able seaman may serve in any unqualified rating in the deck department without obtaining an additional indorsement.

Section 138.3a is amended by adding the following sentences:

§ 138.3a *Wartime Regulations; able seamen.* * * * A seaman who can produce documentary evidence of enough further service since obtaining a certificate or document as able seaman under wartime regulations to comply with the peacetime sea service requirements may be issued a merchant mariner's document on which the restrictive marking is omitted: *Provided*, That he shall surrender for cancellation the original certificate or document bearing the marking.

Section 138.5 (b) is amended by adding the following sentences:

§ 138.5 *Qualified member of engine department.* * * *

(b) * * * The medical examination for qualified member of the engine department is the same as for an original license as engineer, as set forth in §§ 62.2, 78.2 or 96.2 of this chapter, as amended, except that the exemption regarding monocular vision granted to engineers does not apply. If the applicant is in possession of an unexpired license, the Officer in Charge, Marine Inspection, may waive the requirement for a physical examination.

Section 138.5 (e) is amended by numbering the present material in paragraph (e) as subparagraph (1) and by adding two new subparagraphs reading as follows:

(2) The holder of a merchant mariner's document indorsed with one or more qualified member of the engine department ratings may serve in any unqualified rating in the engine department without obtaining an additional indorsement. This does not mean that an indorsement of one qualified member of the engine department rating authorizes the holder to serve in all qualified member of the engine department ratings. Each qualified member of the engine department rating for which a holder of a merchant mariner's document is qualified must be indorsed separately. When, however, the applicant qualifies for all ratings covered by a certificate as a qualified member of the engine department, the certification may read "QMED—any rating." The ratings are as follows:

Refrigerating engineer.
Oiler.
Watertender.
Fireman.
Deck engineer.
Junior engineer.
Electrician.
Boilermaker.
Machinist.
Pumpman.

(3) Documents as "assistant electrician" in the engine department may be issued to applicants without examination and without requiring evidence of previous sea service. The rating of "assistant electrician" is a rating not above that of coal passer or wiper, but equal thereto.

Section 138.5a is amended by adding the following sentences:

§ 138.5a *Wartime regulations; qualified members of the engine department.* * * * A seaman who can produce documentary evidence of enough further service since obtaining a certificate or document as Qualified Member of Engine Department to comply with the peacetime sea service requirements may be issued a merchant mariner's document on which the restrictive mark-

ing is omitted: *Provided*, That he shall surrender for cancellation the original certificate or document bearing the marking.

Section 138.6 (c) is amended by numbering the present material in paragraph (c) as subparagraph (1) and by adding a new subparagraph (2) reading as follows:

§ 138.6 *Certificates of service for ratings other than able seaman or qualified member of the engine department.* * * *

(c) (1) * * *

(2) A merchant mariner's document indorsed for steward, cook or baker will authorize the holder to serve in any unskilled capacity in the steward's department. When the holder of a merchant mariner's document has qualified as a food handler, the indorsement of his rating will be followed by the further indorsement "(F. H.)."

Section 138.6 (e) is amended by numbering the present material in paragraph (e) as subparagraph (1) and by adding two new subparagraphs reading as follows:

(e) (1) * * *

(2) Students in technical schools who are enrolled in courses in marine management and ship operations who present a letter or other documentary evidence that they are so enrolled shall be issued a merchant mariner's document as "student observers—any department" and may be signed on ships as such. Students holding these documents or certificates will not take the place of any of the crew, or fill any of the regular ratings.

(3) No ratings other than cadet-midshipman and lifeboatman shall be shown on a merchant mariner's document issued to a member of the U. S. Merchant Marine Cadet Corps. The merchant mariner's document shall also be stamped "Valid only while cadet-midshipman in the WSA training program." A merchant mariner's document thus prepared shall be surrendered upon the holder being certificated in any other rating or being issued a license and the rating of cadet-midshipman shall be omitted from any new merchant mariner's document issued.

Section 138.8 is amended by adding a new paragraph (i) reading as follows:

§ 138.8 *Rules for preparation and issuance of certificates of service and efficiency.* * * *

(i) (1) Merchant Marine Details abroad are authorized to conduct examinations for up-grading of seamen, but are not prepared to conduct the physical examination or the character investigation which is required in the

case of original documents. Merchant Marine Details will therefore not issue regular certificates, but temporary permits in lieu thereof. Merchant Marine Details will instruct the recipient of each temporary permit to present it to the Officer in Charge, Marine Inspection, upon arrival in the first port in the United States in which a Marine Inspection Office is located in order to exchange it for a permanent certificate.

(2) The temporary permit shall be accepted in a Marine Inspection Office as proof that the bearer has complied with the rules and regulations governing the issuance of certificates, except as noted in the body of the temporary permit. The requirements noted in the exceptions will be complied with as in the case of other applicants.

(3) The written examinations are forwarded to the Commandant by Merchant Marine Details, and any Marine Inspection Office at which an applicant with a temporary permit appears may request and obtain the examination in the case from the Commandant. Any Marine Inspection Office which doubts the propriety of issuing a permanent certificate in lieu of a temporary permit which has been issued by a foreign Merchant Marine Detail shall inform the Commandant fully as to the circumstances.

Dated: September 9, 1946.

PART 141—MANNING OF INSPECTED VESSELS

Section 141.2 *Right of appeal* is amended by changing the title "District Coast Guard Officer" to "Coast Guard District Commander."

Subchapter M—Construction or Material Alteration of Passenger Vessels of the United States of 100 Gross Tons and Over Propelled by Machinery

PART 144—CONSTRUCTION OR MATERIAL ALTERATION OF PASSENGER VESSELS OF THE UNITED STATES OF 100 GROSS TONS AND OVER PROPELLED BY MACHINERY

Section 144.4 (a) is amended by adding the following sentences:

§ 144.4 *Structural strength, fire control, materials or construction.* (a) * * * All vessels on which welding is used as a primary means of fabrication shall be fitted with a crack arrestor at the gunwale of the strength deck. Such crack arrestors shall extend for the amidship $\frac{2}{3}$ length of the ship. If there is a continuous deck above the strength deck, it shall be fitted with crack arrestors at the gunwale and consideration will be given to omitting the corresponding portions of the strength deck crack arrestors. Riveted gunwale angles or strapped riveted seams are considered

adequate crack arrestors. (Effective on vessels whose construction or material alteration commenced after September 1, 1946.)

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

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

The footnote number 3 to §§ 155.6, 155.7, 155.8 and 155.9 is amended by adding the following sentences:

§ 155.6 *Chief engineer of ocean and coastwise, Great Lakes, bays, sounds, and lakes other than the Great Lakes, or river, steam vessels.*

Section 155.12 (a) is amended by adding the following sentences:

§ 155.12 *Original licenses.* * * * (a) * * * Applicants for original licenses are charged with the duty of establishing to the satisfaction of the Coast Guard that they possess all of the qualifications necessary, such as age, experience, character and citizenship, before they shall be entitled to be issued an original license. Until an applicant meets this mandatory requirement he is not entitled to be licensed to serve as an officer on a vessel of the United States.

Section 155.35a is amended by adding the following sentences:

§ 155.35a *Sea service as member of armed forces of United States as qualifying experience.* * * * An applicant may be permitted to omit the examination for intermediate grades of license if his experience is of such character as to qualify him for a higher, or the highest, grade of license. The regulations governing the licensing of merchant marine personnel which are in effect on the date an applicant presents himself for examination shall be applicable in all cases.

Part 155 is amended by the addition of a new § 155.37, reading as follows:

§ 155.37 *Acceptable service for raise of grade.* (a) In computing the experience of applicants for raise in grade of license, no credit shall be

* * * Conversion of gross tonnage to horsepower on engineer licenses applies only to original and raise of grade of licenses; therefore, candidates for such licenses who have qualified by experience on steam or motor vessels, which normally would have entitled them to licenses for vessels of any gross tons, may be issued the appropriate grade of engineer licenses of any horsepower. Engineer licenses presented for renewal on which gross tonnage is indicated shall continue to be issued on the gross tonnage basis; therefore, the conversion of gross tonnage to horsepower as outlined above shall not apply.

given to the service of a junior officer which is not performed under the authority of an officer's license and when the junior officer is not in charge of a watch. For example, a man may be given credit for service as a junior third mate only if it is the practice on the vessel for him to take charge of a watch, in place of the chief mate or other officer.

(b) The above instructions regarding the acceptability of service as a junior officer in qualifying an applicant for raise in grade of license applies to engineer officers as to deck officers.

(c) Service as members of the crew or as engineers of steam or motor vessels engaged on trial runs may be given full consideration toward qualifying for examination for an original or raise of grade of licenses for steam and motor engineers. The applicant is required to present documentary evidence substantiating his service, and it is recommended that an applicant desiring to include trial run service be furnished with a statement of such service by an official of the shipyard concerned. The statement should include the names of the vessels upon which employed, the horsepower of the vessels, the duty the applicant performed, and the duration of the trial runs in days.

Dated: September 9, 1946.

(11 F. R. 10076 to 10091 September 11, 1946)

Subchapter P—General Provisions

PART 157—ENFORCEMENT

Section 157.1, *Reports of violations* is amended by changing the title "District Coast Guard Officer" to "Coast Guard District Commander."

Dated: September 4, 1946.

(11 F. R. 9806 September 16, 1946)

Subchapter Q—Specifications

PART 160—LIFESAVING EQUIPMENT

Sections 160.001-3 (c), 160.002-7 (a), 160.006-4 (b), and 160.006-5 (d) are amended by changing the title "District Coast Guard Officer" to "Coast Guard District Commander."

Dated: September 9, 1946.

(11 F. R. 10089, September 11, 1946)

Waivers

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

PHILIPPINE CITIZENS AND SUBJECTS

Pursuant to the authority vested in me by section 501 of the Second War Powers Act, 1942, as extended (56 Stat. 180; 50 U. S. C. 635), and Reorganization Plan No. 3 of 1946 (11 F. R. 7875), I hereby rescind and vacate, effective

upon date of publication of this order in the **FEDERAL REGISTER**, the order dated April 30, 1942 (7 F. R. 3271), which waived so much of subsection (b), section 5 of the act of June 25, 1936, and section 302 of the act of June 29, 1936 (46 U. S. C. 672a, 1132), to permit citizens or subjects of the Philippine Islands to be employed as unlicensed members of the crews of vessels of the United States, irrespective of the limitations of the statute as to the percentage of aliens who may be so employed: *Provided*, That all Philippine citizens or subjects signed on as unlicensed members of the crews of vessels of the United States on or before the effective date of this order in accordance with the order dated April 30, 1942, shall be permitted to remain as such crew members without the vessel being subject to fines or penalties until such crew members are discharged.

Philippine citizens or subjects may be employed as unlicensed members of the crews of vessels of the United States under the provisions of the waiver order, dated June 13, 1942 (7 F. R. 4515), as amended April 30, 1946 (11 F. R. 4868).

Dated: September 6, 1946 (F. R. 11-10076 September 11, 1946).

LOAD LINES FOR GREAT LAKES VOYAGES; WAIVERS

By virtue of the authority vested in me by the order of the Acting Secretary of the Navy, dated October 1, 1942 (7 F. R. 7979), as amended by order of the Secretary of the Navy dated June 5, 1945 (10 F. R. 6848) and continued in effect by order of the Secretary of the Treasury dated January 1, 1946 (11 F. R. 185) I hereby find it to be necessary in the conduct of the war that there be waived so much of § 45.016 of the Load Line Regulations (46 CFR 45.016) as to permit vessels engaged in voyages on the Great Lakes of North America to load to their summer load lines during the year 1946 through September 1946.

Dated: September 12, 1946. (11 F. R. 10436 September 18, 1946)

REFUSAL TO ISSUE CERTIFICATES OF AWARD OF NUMBERS FOR UNDOCUMENTED VESSELS

Pursuant to the authority vested in me by section 501 of the Second War Powers Act, 1942, as extended (56 Stat. 180; 50 U. S. C. 635; Public Law 475, 79th Congress), and Reorganization Plan No. 3 of 1946 (11 F. R. 7875), I hereby cancel, effective on publication in the **FEDERAL REGISTER**, the order of the Assistant Secretary of the Navy dated August 24, 1942 (7 F. R. 6746, 46 CFR, Supp. 1943, page 2077) which waived compliance with the provisions of the Act of June 7, 1918

as amended (46 U. S. C. 288) to the extent necessary to permit the Commandant, United States Coast Guard or any Coast Guard officer whom the Commandant, United States Coast Guard may designate to refuse to issue certificates of award of number to the owners of undocumented motorboats.

Dated: September 10, 1946. (11 F. R. 10770 September 25, 1946)

CANCELLATION OF CERTAIN WAIVERS

By virtue of the authority vested in me by the order of the Acting Secretary of the Navy, dated October 1, 1942 (7 F. R. 7979), as amended by order of the Secretary of the Navy dated June 5, 1945 (10 F. R. 6848), and continued in effect by order dated July 1, 1946 (11 F. R. 7775), I hereby cancel, effective on date of publication of this order in the **FEDERAL REGISTER**, the following general waiver orders in Part I subject to the conditions set forth in Parts II, III and IV together with individual waiver orders issued on the specific subjects listed in Parts II, III and IV:

PART I. List of general waiver orders canceled (Reconversion conditions stated by subjects in parts II, III and IV):

(a) Cubic capacity of lifeboats on EC-2 (Liberty) type vessels, dated July 21, 1944 (9 F. R. 9068; 46 CFR, Supp. 1944, page 3472).

(b) Lighting distribution panels for power distribution, dated November 22, 1944 (9 F. R. 14018; 46 CFR, Supp. 1944, page 3473).

(c) Designated items of equipment on U. S. Maritime Commission vessels, dated December 13, 1944 (9 F. R. 14681; 46 CFR, Supp. 1944, page 3473).

(d) Partitions between toilets in toilet rooms and number of toilets to be provided for members of the crew on EC-2-S-C1 cargo vessels, dated September 16, 1944 (9 F. R. 11547; 46 CFR, Supp. 1944, page 3473).

(e) Licensed officers or certificated tankermen on towing vessels towing tank barges on Gulf Intercoastal Waterway, dated November 15, 1944 (9 F. R. 13720; 46 CFR, Supp. 1944, page 3476).

(f) Hours of duty and watches for pilots on Alaskan runs, dated April 25, 1944 (9 F. R. 4480; 46 CFR, Supp. 1944, page 3476).

(g) Escape panels on vessels transporting troops for the U. S. Army, dated October 30, 1944 (10 F. R. 12165; 46 CFR, Supp. 1945, page 4232).

(h) Master control valve for steam-smothering system, dated February 23, 1945 (10 F. R. 2252; 46 CFR, Supp. 1945, page 4235).

(i) Life floats on certain Maritime Commission cargo vessels, dated March 1, 1945 (10 F. R. 2480; 46 CFR, Supp. 1945, page 4235).

(j) Acid-bessemer steel pipe, dated May 9, 1945 (10 F. R. 5424; 46 CFR, Supp. 1945, page 4238).

(k) Marine engineering and material specifications for flanges for class II piping, dated May 22, 1945 (10 F. R. 5961; 46 CFR, Supp. 1945, page 4238).

(l) Marine engineering and material specifications for flanges and fittings for class II piping, dated May 26, 1945 (10 F. R. 6314; 46 CFR, Supp. 1945, page 4239).

(m) 24-foot metallic lifeboats manufactured by the Globe American Corporation, dated May 9, 1945 (10 F. R. 5424; 46 CFR, Supp. 1945, page 4238).

(n) 24-foot metallic lifeboats manufactured by the Globe American Corporation, dated June 11, 1945 (10 F. R. 7057; 46 CFR, Supp. 1945, page 4239).

PART II. Waiver orders canceled by subjects, with vessels affected, and which have to comply with Navigation and Vessel Inspection Laws and regulations on and after the effective date of this order:

(a) Inspections of seagoing barges required by 46 U. S. C. 395-398.

(b) Carriage of Grade B fuel in lieu of Grade E in No. 3 center line cargo oil tank on MacEvoy hulls 1 to 7, inclusive, required by 46 CFR 32.2-3.

(c) Annual inspections of vessels on foreign voyages required by 46 U. S. C. 399.

(d) Spare bower anchor required on both Diesel Cargo or refrigerating vessels types C1-M-AV1 or R1-M-AV3, required by 46 CFR 63.14.

(e) General alarm bells in refrigerated cargo ice machine space and in main engine room on Diesel cargo or refrigerating vessels, types C1-M-AV1 or R1-M-AV3, required by 46 CFR 62.20.

PART III. Waiver orders canceled by subjects, with vessels affected and Navigation and vessel inspection laws and regulations which must be complied with at first annual inspection following effective date of this order:

(a) Steam-smothering systems, for electric drive tankers, type T2-SE-A1, required by 46 CFR 34.3-5 (b).

(b) Relief valves—Pump room, for electric drive tankers, type T2-SE-A1, required by 46 CFR 32.8-2.

(c) Valves and fittings on Victory troopships and electric drive tankers, types VC2-S-AP2, VC2-S-AP3, C4-S-A3, and T2-SE-A1, required by 46 CFR 55.19-3 and 55.19-6.

(d) Auxiliary boilers and piping for Defense Plant Corporation tugs, Marietta—505 and 506, Dubuque Boat and Boiler Works, 222, St. Louis Shipbuilding 795-800, Jeffersonville Boat 1-6, Cargill 9-12, and Mt. Vernon Bridge 12, 13, required by 46 CFR 51.1-4, 51.1-13 and 52.1-4.

(e) Fire and engine room bilge protection for Victory ships, type EC2-S-

C1, required by 46 U. S. C. 375, 463A and 46 CFR 61.5 (b).

(f) Mechanical means for lowering lifeboats, for Liberty and Victory troopships, types EC2-S-C1, VC2-AP2-VC2-AP3 and VC2-AP5, required by 46 U. S. C. 375, and 46 CFR 59.3 (h), 59.3a.

(g) Davits, unapproved types, for Liberty and Victory troopships, types EC2-S-C1, VC2-S-AP2, VC2-S-AP3, and VC2-S-AP5, required by 46 U. S. C. 375, 481 and 46 CFR, Part 59.

(h) Berth arrangement on Diesel cargo and Diesel refrigerating vessels, types C1-M-AV1, R1-M-AV3, required by 46 U. S. C. 80.

(i) Crew accommodations on Liberty vessels, type EC2-S-C1, required by 46 U. S. C. 375, 660a and 46 CFR 63.18.

(j) Switchboard—neutral bus, for Victory ships, type VC2-S-AP2, VC2-S-AP3, required by 46 U. S. C. 375, 392, and 46 CFR 63.9.

(k) Switchboard—fuses, for Victory ships, type VC2-S-AP2, and VC2-S-AP3, required by 46 U. S. C. 375, 392, and 46 CFR 63.9.

(l) Motor Controls—lifeboat winches, for Victory ships, types VC2-S-AP2 and VC2-S-AP3, required by 46 U. S. C. 375, 392, and 46 CFR 63.9.

(m) Sound-powered telephone—engine room, for Victory ships, types VC2-S-AP2 and VC2-S-AP3, required by 46 U. S. C. 375, 392, and 46 CFR 63.9.

(n) Transfer panel—steering gear, for Victory ships, types VC2-S-AP2 and VC2-S-AP3, required by 46 U. S. C. 375, 392, and 46 CFR 63.9.

(o) Lighting fixtures—receptacles and wiring devices, for Victory ships and Diesel cargo vessels, types VC2-S-AP2, VC2-S-AP3, and C1-M-AV1, required by 46 U. S. C. 375, 392, and 46 CFR 63.9.

(p) Battery charging apparatus, for Diesel cargo vessels, type C1-M-AV1, required by 46 U. S. C. 375, 392, and 46 CFR 63.9.

(q) General alarm bells, fuses and distribution points, for Victory ships and Diesel cargo vessels, types VC2-S-AP2, VC2-S-AP3, and C1-M-AV1, required by 46 U. S. C. 375, 392, and 46 CFR 63.9.

(r) Steering gear motor feeders, for Diesel cargo vessels, type C1-M-AV1, required by 46 U. S. C. 375, 392, and 46 CFR 63.9.

(s) Portable battery with equipment, for Victory ships and Diesel cargo vessels, type VC2-S-AP2, VC2-S-AP3, and C1-M-AV1, required by 46 U. S. C. 375, 392, and 46 CFR 63.9.

(t) Overload and short-circuit protection, for Diesel cargo vessels, type C1-M-AV1, required by 46 U. S. C. 375, 392, and 46 CFR 63.9.

(u) 240-volt receptacles, for Diesel cargo vessels, type C1-M-AV1, re-

quired by 46 U. S. C. 375, 392, and 46 CFR 63.9.

(v) Ventilation—battery rooms, for troopships, type C4-S-A3, required by 46 U. S. C. 375, 392, and 46 CFR 63.9.

(w) Ventilator—resistor rooms, for troopships, type C4-S-A3, required by 46 U. S. C. 375, 392, and 46 CFR 63.9.

(x) Forced draft fans, for troopships, type C4-S-A3, required by 46 U. S. C. and 46 CFR 63.9.

(y) General alarm supply, for troopships, type C4-S-A3, required by 46 U. S. C. 375, 392, and 46 CFR 63.9.

(z) General alarm control, for troopships, type C4-S-A3, required by 46 U. S. C. 375, 392, and 46 CFR 63.9.

PART IV. Waiver orders canceled by subject, with vessels effected and compliance with the Navigation and Vessel Inspection Laws and Regulations will be necessary at the time replacement is necessary:

(a) Shells for condensers and receivers of refrigerating equipment supplied U. S. Maritime Commission vessels under USMC P. O. Nos. PD-MC-44-27076, PD-MC-44-34484A and PD-MC-45-35764B, Airtemp Construction Corporation and USMC P. O. Nos. PD-MC-45-34509A, General Electric Co., required by 46 CFR 52.2-4, 52.2-5, 54.18-12, and 56.20-14.

(b) Piping for U. S. Maritime Commission Hulls 2354-2373 and 2388-2392 (25 hulls) required by 46 CFR, Part 51.

(c) Flanges for U. S. Maritime Commission vessels, types EC2-S-C1, Z-EC2-S-C5, EC2-S-AW1, VC2-S-AP2, C1-M-AV1, Mod., VC2-S-AP3 and VC2-S-AP5, required by 46 CFR, parts 51 to 57, inclusive.

(d) Engineer's signal and alarm panel, for Victory ships, types VC2-S-AP2, VC2-S-AP3, required by 46 U. S. C. 375, 392 and 46 CFR 63.9.

(e) Switches—Motor, for troopships, Victory and Diesel cargo vessels, types VC2-S-AP2, VC2-S-AP3, C4-S-A3, C1-M-AV1, required by 46 U. S. C. 375, 392, and 46 CFR 63.9.

(f) Auxiliary steam boilers—electrical control, for Diesel cargo vessel, type C1-M-AV1, required by 46 U. S. C. 375, 392 and 46 CFR 63.9.

(g) Lifeboat station feeders—circuit breakers, for troopship, type C4-S-A3, required by 46 U. S. C. 375, 392, and 46 CFR 63.9.

(h) Ventilation equipment, for troopship, type C4-S-A3, required by 46 U. S. C. 375, 392 and 46 CFR 63.9.

(i) Feeder distribution box—250 ampere fuse, for troopship, type C4-S-A3, required by 46 U. S. C. 375, 392 and 46 CFR 63.9.

(j) Distribution panel inclosures, for troopships and Victory ships types VC2-S-AP2, VC2-S-AP3, C4-S-A3, required by 46 U. S. C. 375, 392, and 46 CFR 63.9.

(k) Cargo winch and similar control resistor banks, location, for troopships and Victory ships, types VC2-S-AP2, VC2-S-AP3, C4-S-A3, required by 46 U. S. C. 375, 392 and 46 CFR 63.9.

(l) Motors, electric, and wiring devices for refrigeration recirculating fans (originally furnished by Diehl Mfg. Co.) for Victory ships, type VC2-S-AP2, required by 46 U. S. C. 375, 392 and 46 CFR 63.9.

(m) Refrigerated spaces—circuit interrupting devices, for troopships and Victory ships, types VC2-S-AP2, VC2-S-AP3, C4-S-A3, required by 46 U. S. C. 375, 392, 46 CFR 63.9.

(n) Cargo winch feeders—connection boxes, for Victory and Diesel cargo vessels, types VC2-S-AP2, C1-M-AV1, required by 46 U. S. C. 375, 392 and 46 CFR 63.9.

(o) Shore connection box, for Victory and Diesel cargo vessels, types VC2-S-AP2, C1-M-AV1, required by 46 U. S. C. 375, 392 and 46 CFR 63.9.

(p) Battery rooms—connection boxes, for troopships, type C4-S-A3, required by 46 U. S. C. 375, 392 and 46 CFR 63.9.

(q) Signal system in motor controller, for Diesel cargo vessels, type C1-M-AV1, required by 46 U. S. C. 375, 392 and 46 CFR 63.9.

(r) Sound-powered telephone equipment, for Diesel cargo vessels, type C1-M-AV1, required by 46 U. S. C. 375, 392 and 46 CFR 63.9.

(s) Main air compressor—motor controller control circuit, for Diesel cargo vessels, type C1-M-AV1, required by 46 U. S. C. 375, 392 and 46 CFR 63.9.

(t) Voltmeter circuits on switchboard, for Diesel cargo vessels, type C1-M-AV1, required by 46 U. S. C. 375, 392 and 46 CFR 63.9.

(u) Generator pilot lights, for troopships, type C4-S-A3, required by 46 U. S. C. 375, 392 and 46 CFR 63.9.

(v) Searchlight (nonwaterproof searchlights originally furnished by General Electric Co.) for troopships, type C4-S-A3, required by 46 U. S. C. 375, 392 and 46 CFR 63.9.

(w) Cable, for troopships, type C4-S-A3, required by 46 U. S. C. 375, 392 and 46 CFR 63.9.

(x) Armored cable, for troopships, Victory and Diesel cargo vessels, types VC2-S-AP2, VC2-S-AP3, C1-M-AV1, C4-S-A3, required by 46 U. S. C. 375, 392 and 46 CFR 63.9.

(y) Lifeboats, shell material, on Liberty and Victory troopships, types EC2-S-C1, VC2-S-AP2, VC2-S-AP3, and VC2-S-AP5, required by 46 U. S. C. 375, and 46 CFR 37.1-1, 37.2-1 to 37.2-19, inclusive, 59.13, 59.15, 60.10 and 60.12.

Dated: September 9, 1946. (11 F. R. 10076, September 11, 1946.)

Equipment Approved by the Commandant

BUOYANT CUSHION FOR MOTORBOATS

Approval No. A-318, standard kapok buoyant cushion for use on motorboats of Classes A, 1, and 2 not carrying passengers for hire, manufactured by International Cushion and Slip Cover Co., 515 N. Halsted Street, Chicago 22, Illinois.

(11 F. R. 10782, 25 September 1946)

BUOYANT CUSHION FOR MOTORBOATS

Approval No. A-317, standard kapok buoyant cushion, for use on motorboats of Classes A, 1, and 2 not carrying passengers for hire, manufactured by Curran Cushion & Textile Co., South Main Street, Downers Grove, Illinois.

Approval No. B-353, 13" x 19" x 2" rectangular buoyant cushion, 22 ounces kapok, manufactured by Burlington Mills, Inc., Burlington, Wisconsin.

(11 F. R. 9785, 5 September 1946)

CLEANING PROCESS FOR LIFE PRESERVERS

Denihan cleaning process for kapok life preservers, submitted by B. J. Denihan, 215 East 64th Street, New York, N. Y.

(11 F. R. 10782, 25 September 1946)

DAVITS

Welin aluminum gravity davit, Size 36A, General Arrangement Dwg. No. 3047, dated 24 September 1945, revised 25 July 1946, maximum working load 17,500 pounds per arm, submitted by the Welin Davit and Boat Division of the Robinson Foundation, Inc., Perth Amboy, New Jersey.

Aluminum gravity davit, Size 26A, General Arrangement Dwg. No. 3047, dated 24 September 1945, maximum working load 7,000 pounds per arm, submitted by the Welin Davit and Boat Division of the Robinson Foundation, Inc., Perth Amboy, New Jersey.

(11 F. R. 9785, 5 September 1946)

FIRE EXTINGUISHING APPARATUS

Fixed foam bilge extinguishing system, National AER-O-FOAM marine foam fire extinguishing system. One unit for an area not exceeding 800 square feet consists of one Type PP-S20-V, pressure proportioner, Assembly Dwg. No. C-10-1, Alt. B, dated 24 January 1946, holding 20 gallons of National AER-O-FOAM liquid, and using either one Type MB 12 nozzle, Assembly Dwg. No. E-11-2, dated 2 February 1945, or two Type MB 6 nozzles, Assembly Dwg. No. E-11-1, dated 26 January 1945, multiple units may be used to protect greater areas in the ratio of one unit for each 800

square feet or fraction thereof to be protected, manufactured by the National Foam System, Inc., 15th and Chestnut Streets, Philadelphia, Pa. (Supersedes approval 16 January 1946, 11 F. R. 666, insofar as new construction is concerned built on and after date of publication of this order in the FEDERAL REGISTER.

(11 F. R. 9785, 5 September 1946)

LIFEBOATS

30' x 9.25' x 3.83' steel motor-propelled lifeboat, without radio cabin, 56-person capacity, General Arrangement and Construction Dwg. No. 3018, dated 1/14/46, revised 7/25/46, submitted by the Lane Lifeboat and Davit Corporation, Foot of 40th Road and Flushing River, Flushing, New York.

18' x 6.25' x 2.75' aluminum oar-propelled lifeboat with independent air tanks, 18-person capacity, General Arrangement Dwg. No. 3049, dated 1/11/46, altered 16 August 1946, submitted by Welin Davit and Boat Division of the Robinson Foundation, Inc., Perth Amboy, New Jersey.

24' x 8.63' x 3.88' aluminum motor-propelled lifeboat, 43-person capacity, General Arrangement Dwg. No. 3050, dated 31 August 1945, altered 16 August 1946, submitted by the Welin Davit and Boat Division of the Robinson Foundation, Inc., Perth Amboy, New Jersey.

12' x 4.42' x 1.92' steel oar-propelled lifeboat, 6-person capacity for river service, General Arrangement Dwg. No. 3127, dated 3 August 1946, submitted by the Welin Davit and Boat Division of the Robinson Foundation, Inc., Perth Amboy, New Jersey.

(11 F. R. 10782, 25 September 1946)

WINCH

Welin type AH aluminum lifeboat winch, General Arrangement Dwg. No. 2927, dated 12/22/44, revised 3/23/45, working load 10,000 pounds per drum, 20,000 pounds per winch, submitted by the Welin Davit and Boat Division of the Robinson Foundation, Inc., Perth Amboy, New Jersey.

(11 F. R. 9785, 5 September 1946)

Withdrawal of Approval of Equipment

By virtue of the authority vested in me by R. S. 4405, 4417a, 4418, 4426, 4433 and 4491, as amended, 54 Stat. 163-167 (46 U. S. C. 375, 391a, 392, 404, 411, 489, 526-526t), and section 101, Reorganization Plan No. 3 of 1946, the following withdrawal of approval of equipment is prescribed, effective upon the date of publication in the FEDERAL REGISTER:

SAFETY VALVES

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

Withdrawal of approval of pop safety valve, submitted by Star Brass Manufacturing Co., Boston, Mass. (Original approval made in 1898)

Withdrawal of approval of No. 15, size 3" pop safety valve, submitted by Star Brass Manufacturing Co., Boston 18, Mass. (Original approval made in 1929)

Withdrawal of approval of No. 17, size 3½" pop safety valve, submitted by Star Brass Manufacturing Co., Boston 18, Mass. (Original approval made in 1929)

Withdrawal of approval of No. 18, size 4" style lever, twin safety valve, submitted by Star Brass Manufacturing Co., Boston 18, Mass. (Original approval made in 1929)

Withdrawal of approval of No. 19, size 4" style lever, twin safety valve, submitted by Star Brass Manufacturing Co., Boston 18, Mass. (Original approval made in 1929)

Withdrawal of approval of No. 50, 2" safety valve, submitted by Star Brass Manufacturing Co., Boston 18, Mass. (Original approval made in 1929)

Withdrawal of approval of Consolidated American safety valve, Type 1445, top outlet sizes 1½" to 2", Dwg. No. C-220-A, submitted by Consolidated Safety Valve Division, Manning, Maxwell and Moore, Inc., Bridgeport 2, Conn.

Notwithstanding the withdrawal of approvals of the above items of equipment, any vessel carrying such items may continue to use them so long as in good and serviceable condition.

Dated: 4 September 1946. (11 F. R. 9908, 7 September 1946)

ITEMS SUITABLE FOR MERCHANT MARINE USE

ACCEPTABLE FUSIBLE PLUGS

The Marine Engineering Regulations require that 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. For the information of all parties concerned, a list of approved heats which have been tested and found acceptable during the period from 15 August to 15 September 1946 are as follows:

The Lunkenheimer Co., P. O. Box 360, Annex Station, Cincinnati 14, Ohio. Heat Nos. 249 through 261.

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. The following affidavits were received and accepted

during the period ending 15 September 1946.

Electric Steel Casting Co., Indianapolis, Ind. Steel castings.

Proctor Engineering Co., 102-106 Key Highway, Baltimore 30, Md. Valves.

Mechanical Marine Co., 17 Battery Place, New York 4, N. Y. Valves and fittings.

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 MMT, United States 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.

Manufacturer and description of equipment	Location apparatus may be used				Date of action
	Passenger and crew quarters and public spaces	Machinery cargo and work spaces	Open decks	Pump rooms of tank vessels	
American Shipbuilding Co., Lorain, Ohio: Junction boxes, bulletin No. E-206, waterproof, cat. Nos. 167 to 171 inclusive, cat. Nos. 300 and 301 covers, drawing No. K. Q-36, alt. 0	X	X			8/20/46
Junction boxes, bulletin No. 207, cat. Nos. 273 and 281, waterproof, drawing No. K. Q-37, alt. 0	X	X			8/20/46
Junction box, bulletin No. E-236, cat. No. 385, waterproof	X	X	X		8/20/46
Bendix Aviation Corp., Norwood, Mass.: Salinity indicator system equipment: Drawing No. CAL-4700, alt. M—conductivity cell, drawing No. CAL-7203, alt. C—indicator panel, 8 cells, 115 V. A. C. 60-cycle, single-phase, bulkhead mounting	X	X			8/20/46
California Chandler Makers, San Francisco, Calif.: Mental ward fixture, nonwatertight, 60-watt, maximum, drawing No. C. C. M. 276, alt. 0	X				9/12/46
Dayton Manufacturing Co., Dayton, Ohio: Chronometer box light, fixture No. B-5475, nonwatertight, 25-watt maximum, drawing No. 1520, rev. 4	X				8/20/46
Ceiling fixture No. C-10834, nonwatertight, 60-watt maximum, drawing No. X46D932, rev. 0	X				8/20/46
Ceiling fixture No. C-10835, nonwatertight, 2 60-watt lamps maximum, drawing No. X46D933, rev. 0	X				8/20/46
Mirror or cabinet fixture No. B-5627, nonwatertight, 40-watt maximum, drawing No. X46D1132, rev. 0	X				8/20/46
Mirror or cabinet fixture No. B-5626, nonwatertight, 40-watt maximum, drawing No. X46D1133, rev. 0	X				8/20/46
Recessed wall bracket fixture No. B-5628, nonwatertight, 60-watt maximum, drawing No. X46D1283, rev. 0	X				8/20/46
Wall bracket fixture No. B-5629, nonwatertight, 60-watt maximum, drawing No. X46D1284, rev. 0	X				8/20/46
Berth light fixture No. B-5624, nonwatertight, 40-watt maximum, drawing No. X46D930, rev. 0	X				8/23/46
Wall light fixture No. B-5625, nonwatertight, 40-watt maximum, drawing No. X46D1070, rev. 0	X				9/5/46
Chiffonade light fixture No. B-5632, nonwatertight, 25-watt maximum, drawing No. X46D1085, rev. 0	X				9/5/46
Duran Co., Seattle, Wash.: Electric whistle control equipment: Drawing No. W-108-A, alt. 0—arrangement plan, Type W-108 timer, forms 1, 2, 3, K1 and K2	X	X			8/27/46
Drawing No. W-101-AC, alt. 0—control switch, waterproof, type W101, forms A and B	X	X	X		8/27/46
Drawing No. W-101-D-1, alt. 0—reset station for automatic timer, types W-101 and W-108, splash-proof	X	X			8/27/46
Lovell-Dressel Co., Inc., Arlington, N. J.: Receptacle plug, watertight, 10A, 125 V, single-phase, grounded, cat. No. 1800, drawing No. 1800, alt. 2	X	X	X		8/20/46

Manufacturer and description of equipment	Location apparatus may be used				Date of action
	Passenger and crew quarters and public spaces	Machinery cargo and work spaces	Open decks	Pump rooms of tank vessels	
Murlin Manufacturing Co., Philadelphia, Pa.: Desk light fixture, nonwatertight, 60-watt maximum, cat. Nos. 600 and 601, alt. 0	X				8/20/46
Table lamp (for fixed mounting), nonwatertight, 2 100-watt lamps maximum, cat. No. 615, alt. 0	X				8/22/46
Table lamp (for fixed mounting), nonwatertight, 40-watt maximum, cat. No. 617, alt. 0	X				8/22/46
Galley range hood light, 4 60-watt lamps maximum, vaporproof, cat. No. 430-1, alt. 0	X	X			8/26/46
Table lamp (for fixed mounting), nonwatertight, cat. No. 617, alt. 0	X				9/ 6/46
Pilot Marine Corp., New York, N. Y.: Salinity-indicator system equipment	X	X			8/27/46
Drawing No. FM-651-A, alt. 0—panel exterior					
Drawing No. FM-652-A, alt. 0—panel interior					
Drawing No. FM-650-G, alt. 1—circuit diagram					
Rambusch Decorating Co., New York, N. Y.: Ceiling dome fixture, nonwatertight, 4 200-watt lamps maximum, drawing No. LC-5, rev. 4	X				9/11/46
Bracket fixture, nonwatertight, 300-watt maximum, drawing No. LC-30, rev. 4	X				9/11/46
Ceiling fixture, nonwatertight, 100-watt maximum, drawing No. LC-31, rev. 4	X				9/11/46
Sterling Bronze Co., Inc., Long Island City, N. Y.: Ceiling fixture, nonwatertight, 50-watt maximum, drawing No. 67863-A, alt. 0	X				9/ 4/46
Bulkhead fixture, nonwatertight, 50-watt maximum, drawing No. 67864-A, alt. 0	X				9/ 4/46
Ceiling fixture, nonwatertight, 50-watt maximum, drawing No. 67871-A, alt. 0	X				9/ 4/46
Ceiling fixture, nonwatertight, 50-watt maximum, drawing No. 67884-A, alt. 0	X				9/ 4/46
Westinghouse Electric Corp., Washington, D. C.: Marine searchlight, 24" nonmagnetic, drawing No. 21-A-1060, alt. 0	X	X	X		9/11/46

CERTIFICATION OF ARTICLES OF SHIP'S STORES AND SUPPLIES

Articles of ship's stores and supplies certificated from 20 August to 20 September 1946, inclusive, for use on board vessels in accordance with the provisions of part 147 of the regulations governing "Explosives and other dangerous articles on board vessels."

Paint Cleaner, National Products Co., P. O. Box 2134, Memphis, Tenn. Certification No. 200, 16 September 1946.

Vapor Kill, National Products Co., P. O. Box 2134, Memphis, Tenn. Certification No. 201, 16 September 1946.

Liquid Dishwashing Compound, National Products Co., P. O. Box 2134, Memphis, Tenn. Certification No. 202, 16 September 1946.

Phenocide, National Products Co., P. O. Box 2134, Memphis, Tenn. Certification No. 203, 16 September 1946.

Metal Polish, National Products Co., P. O. Box 2134, Memphis, Tenn. Certification No. 204, 16 September 1946.

You can get a permanent injury with a temporary repair job.

Merchant Marine Personnel Statistics

WAIVERS OF MANNING REQUIREMENTS FROM 1 AUG. TO 31 AUG., 1946

Authority for These Waivers Contained in Navigation and Vessel Inspection Circular No. 31, Dated 13 Mar. 1943, and Navigation and Vessel Inspection Circular No. 37, Dated 6 July 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	548	73	158	13	1,043	66	192	31	10	1,586
Gulf coast	205	31	48	11	433	32	71	5	6	637
Pacific coast	162	15	31	5	283	33	66	2	1	430
Great Lakes	202		2	1	455	2	148			608
Total	1,117	119	239	30	2,214	133	471	38	17	3,201

CREW SHORTAGE REPORTS FROM 1 AUG. TO 31 AUG., 1946

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	29			4		17	12		5		6	10	5	59
Gulf coast	16		4	3	1	11	1		1	1	3	5	1	31
Pacific coast	19					7	2		1			16	3	31
Great Lakes	235	2	1	21		151	77		8	9	65	279	113	726
Total	299	2	5	28	1	186	92		15	12	74	310	122	847

MERCHANT MARINE LICENSES ISSUED DURING AUGUST 1946

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	53	81	2	13			8	43	2	5	70	18	3				7		1		73	14		1						
Gulf coast	13	19		1			3	4		4	23	1							1		22	3								
Great Lakes and rivers		1			1	10			1	5	15								7	20										
Pacific coast	24	26	3	3			2	13			24	3									36	5								
Total	90	127	5	17	1	10	13	61	7	24	117	22	3				7	8	22	131	22		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-nal	Grand total
	O	R	O	R	O	R	O	R	O	R	O	R	O	R	O	R	O	R	O	R			
Atlantic coast	99	16											66	144	1	2		1			374	343	717
Gulf coast	27	1											26	26		4					115	64	179
Great Lakes and rivers												7	6	13	28	25					47	92	139
Pacific coast	25	2											7	41		1	3	6	2		126	100	226
Total	151	13										7	105	224	29	32	3	7	2		662	599	1,261

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	45	139	7	31	53	41	1	4	51	51		2	57	16		1
Gulf coast	11	15		4	14	6		1	17	6			18	2		
Great Lakes and rivers		6	3	23	5	6	5	13	5	1	5		5	3	1	
Pacific coast	25	39		5	26	4		4	39	10			39	3		
Total	81	199	10	63	98	57	6	22	112	72	1	7	119	24	1	1

Region	Motor vessels								Uninspected vessels				Totals		
	Chief engineer		First assistant engineer		Second assistant engineer		Third assistant engineer		Chief engineer		Assistant engineer		Original	Re-nal	Grand total
	O	R	O	R	O	R	O	R	O	R	O	R			
Atlantic coast	30	70	14	27	13	4	39	7					310	393	703
Gulf coast	8	13	3	1			7						78	48	126
Great Lakes and rivers	4	15	6	7	3		3	2					41	85	126
Pacific coast	13	31	3	5	9	4	10	3	4	3	2		170	111	281
Total	55	129	26	40	25	8	59	12	4	3	2		599	637	1,236

ORIGINAL SEAMEN'S DOCUMENTS ISSUED, MONTH OF AUGUST 1946

Region	Continuous discharge book	Certificate of identity	A. B., green, 3 years	A. B., green, 9 months emergency	A. B., blue, 18 months	A. B., blue, 6 months emergency	A. B., blue, 6 months emergency	Lifeboat, 12-24 months	U. S. M. E. R. M. A. R. D. O. C.	Q. M. E. D., 6 months	Q. M. E. D., emergency	Radio operators	Certificate of service	Tanker man	Staff officer	Total
Atlantic coast	1	1	49	218	167	4	0	468	2,627	374	259	8	2,072	15	80	6,313
Gulf coast	11	0	17	114	15	0	0	123	725	182	133	4	543	12	23	1,902
Pacific coast	1	7	27	130	108	0	0	200	1,345	261	99	4	954	4	63	3,203
Great Lakes and rivers	22	0	19	22	62	23	0	120	1,457	84	32	0	1,378	4	6	3,229
Total	35	8	112	484	152	27	0	911	6,154	901	493	16	4,947	35	172	14,647

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.

NOTE.—There were 32 Panamanian employment cards issued.

