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The Cover: The *Mackinaw* runs interference for four freighters through ice-covered waters on the Great Lakes.

COUNCIL ACTIVITIES

Two new specifications entitled, "Life Preservers, General," and "Life Preservers, Kapok, Adult, and Child (jacket type), Models 2, 3, 5, and 6" were recommended to the Commandant for approval and inclusion in the new Subchapter Q-Specifications.

The first specification set forth the requirements for the general design and characteristics of life preservers, as well as the general provisions for approval. The other specification sets forth the requirements for the standard jacket type kapok life preservers, models 2, 3, 5, and 6. This specification is the same as the specification of 10 June 1944, with slight modifications. In conjunction with the adoption of the specification for kapok life preservers, the withdrawal of approval of all types of kapok life preservers not conforming with the standard specification was recommended to the Commandant. The withdrawal of approval of certain types of kapok life preservers does not prohibit the use of such life preservers where required. All kapok life preservers inspected and stamped approved on or before 8 February 1946, may be used so long as they are in good and serviceable condition.

The "Motorboat Regulations" were amended by revising the definitions of a motorboat and motor vessel to eliminate duplications and certain sections in Part 29 were transferred to Part 25 in order that all requirements on navigation lights and whistles or other sound-producing devices would be in one place.

The requirements in Part 48, entitled, "Foreign Voyages During the National Emergency," of the Load Line Regulations were cancelled effective 1 January 1946. These regulations permitted the deeper loading of vessels under certain conditions. By the Proclamation No. 2675 the President reestablished the International Load Lines Convention in ports and waters of the United States, and it is necessary for all vessels subject to the Load Lines Convention to be in compliance with these requirements when leaving ports of the United States for foreign voyages.

An amendment to the conditional waiver of manning requirements, dated 8 April 1943, was approved by the Commandant. The findings for the conditional waiver of manning requirements were revised and the phrase "conduct of the war," as used in the waiver, was defined. The phrase "conduct of the war" comprehends the conduct of the government's military and civilian programs in the readjustments to post-hostilities conditions in the United States, its possessions or territories, and in theaters of war, including disposition of personnel and material, government of occupied territory, and rehabilitation of liberated areas. The other change made was the extension of the waiver to vessels engaged in any trade or commerce deemed necessary in the national interest.

Icebreaker Starts Busy Season on the Great Lakes

Answering a rapid series of distress calls from vessels caught in the first big freeze on the Great Lakes, the Cutter *Mackinaw* went to the assistance of seven ships in the first 3 days of the season's icebreaking.

The broad-beamed, 10,000-horsepower icebreaker, which was commissioned last year and put to the maiden test breaking out new warships and merchant ships built on the lakes and sent to salt water in midwinter, once more proved herself.

From Port Huron, the *Mackinaw* led the Steamers *Fred L. Hewitt* and *Sonoma*, down through the St. Clair River, across Lake St. Clair, which was encrusted with about 8 inches of ice, down into the Detroit River, where most of the channel was covered with 6- to 8-inch ice. The two ships were bound for Erie with cargoes of grain.

Near Bar Point, in the Lower Detroit River, a third vessel, the *Lagonda*, caught in the ice, was freed by the *Mackinaw* and added to the convoy.

At the mouth of the Detroit River, in Lake Erie, an ice-bound Canadian coal boat, the *Alexander Leslie*, carrying 5,000 tons of coal from Toledo to Erieau, Ontario, was broken out. At 6 a. m., approximately 24 hours after the beginning of the operation, the *Mackinaw* reported all four ships were in open water in Lake Erie, proceeding to their original destinations.

That accomplished, the big white cutter next went to the assistance of two sand ships, the *Kelley Island* and the *John M. McKerchey*, which were frozen fast outside Sandusky Harbor. These two vessels had no radio sending equipment, so in order to communicate with them, to determine the depth of water and whether help other than icebreaking was needed, the *Mackinaw* sent four men over the ice. For safety they were tied together with a line and dragged a skiff. Each man carried an oar. By night, after careful maneuvering in shallow water, the *Mackinaw* had freed the two vessels and cut a channel into Sandusky Harbor to their docks.

The next afternoon, at Southeast Shoal in the western end of Lake Erie, the icebreaker met the Steamer *Venus*, bound from Buffalo to Detroit with a load of scrap iron. The *Mackinaw* broke a channel up through the Detroit River and delivered the *Venus* in Detroit at 5 a. m. the next morning (21 December 1945).

The *Mackinaw* is specially designed and equipped for winter duties, with 1⅝-inch plating at the ice belt, cutaway bow, forward screw to create a wash or vacuum under ice, and ballast tanks to rock the vessel. The ship is insulated against a temperature of 30 degrees below zero by a 3-inch layer of cork on outside surfaces. With a length of 290 feet, 74-foot beam, and engines of 10,000 horsepower, she displaces 5,000 tons.

A distinctive feature of the *Mackinaw* is the manner in which she can be quickly heeled or trimmed by the transfer of water ballast. More than 400 tons can be pumped from end to end or from side to side in about 2½ minutes. This weight shifting enables the vessel to be rocked free should she become lodged in the ice, or in the

Admiral Waesche Receives Distinguished Service Medal

Admiral Russell R. Waesche, U. S. C. G., who served 10 years as Commandant of the Coast Guard until his retirement 1 January 1946, received the Distinguished Service Medal on 14 January 1946. Secretary of the Navy James Forrestal made the presentation at ceremonies in the Navy Department.

Accompanying the award was the following citation:

"For exceptionally meritorious service to the Government of the United States in a duty of great responsibility as Commandant of the United States Coast Guard from December 7, 1941, to August 31, 1945. A forceful leader,

Admiral Waesche was largely responsible for the consistent development of the United States Coast Guard from a peacetime organization of approximately 15,000 to a wartime force of more than 170,000 officers and men, which has distinguished itself heroically in supporting landing operations of the United States Army, Navy and Marine Corps, in convoying merchant ships, and in other hazardous and difficult tasks. Throughout this period of unprecedented expansion and activity, Admiral Waesche has displayed unlimited energy, keen foresight, wise judgment, and complete devotion to duty. He has been an unfailing source of inspiration to the officers and men of the United States Coast Guard and his performance of duty has at all times been in keeping with the highest traditions of the Armed Forces of the United States."

event the bow slides on top of a particularly thick ice pan.

On her first real test the *Mackinaw* plowed through 20 inches of solid blue ice as though it were soft butter and also broke her way through windrows of drifted ice as much as 10 feet high.

COMMODORE SHEPHEARD REASSIGNED CHIEF MERCHANT VESSEL INSPECTION DIVISION

Coast Guard Headquarters, Washington, D. C., has announced the reassignment of Commodore Halert C. Shepheard as Chief of the Merchant Vessel Inspection Division, Coast Guard Headquarters, Washington, D. C. Commodore Shepheard relieves Commodore Norman B. Hall, who returns to his regular Coast Guard duties.

During World War II, Commodore Shepheard was assigned duties where his years of merchant marine experience would be of greatest benefit to the maritime industry and the nation. Soon after the duties of the Bureau of Marine Inspection and Navigation were transferred to the Coast Guard in 1942, he was commissioned Captain in the Coast Guard Reserve, and became Chief of the Merchant Marine Inspection Division, Coast Guard Headquarters, Washington, D. C. In June 1944, he was temporarily detached from Headquarters for duty in the European war zone, where he served with the Commander, U. S. Naval Forces in Europe, and with the Supreme Commander, Allied Expeditionary Force. Detached early in 1945 he was promoted to Commodore, and continued on special assignments for the Commandant on merchant marine affairs, such assignments taking him to Copenhagen in November, where he was assigned as an adviser to the United States Delegate to the Maritime Preparatory Technical Conference of the International Labor Organization.

Hearing Units

Coast Guard Merchant Marine Hearing Units and Details investigated a total of 5,915 cases during the months of October and November 1945. From this number hearings resulted involving 180 officers, and 1,177 unlicensed men. In the case of officers, 2 licenses were ordered revoked, 47 were suspended, 98 were suspended on probation, 32 were voluntarily surrendered, 7 were closed with admonitions, and 30 cases were dismissed. Of the unlicensed personnel 44 certificates were revoked, 385 were suspended, 597 were suspended on probation, 299 voluntarily surrendered, 14 closed with admonitions and 71 dismissed after hearing.

NUMBERED AND UNDOCUMENTED VESSELS

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

Coast Guard district	Customs port		Total
1 (Boston)	(4) Boston	12,133	
	(1) Portland, Maine	9,202	
	(2) St. Albans	2,539	
	(5) Providence	3,319	
			27,193
3 (New York)	(10) New York	37,393	
	(6) Bridgeport	7,026	
			44,419
4 (Philadelphia)	(11) Philadelphia	18,154	
			18,154
5 (Norfolk)	(14) Norfolk	18,069	
	(13) Baltimore	19,069	
			37,138
6 (Charleston)	(16) Charleston	1,551	
	(15) Wilmington, N. C	2,337	
	(17) Savannah	2,510	
			6,398
7 (Miami)	(18) Tampa (part)	15,901	
			15,901
8 (New Orleans)	(20) New Orleans	15,731	
	(18) Tampa (part)	909	
	(19) Mobile	5,745	
	(21) Port Arthur	3,437	
	(22) Galveston	8,242	
	(23) Laredo	1,636	
	(24) El Paso	6	
	(43) Memphis (part)	77	
			35,783
9 (Cleveland)	(41) Cleveland	13,193	
	(7) Ogdensburg	6,351	
	(8) Rochester	8,415	
	(9) Buffalo	8,072	
	(36) Duluth	3,800	
	(37) Milwaukee	12,370	
	(38) Detroit	25,279	
	(39) Chicago	7,271	
			84,751
9 (St. Louis)	(45) St. Louis	18,520	
	(12) Pittsburgh	3,794	
	(34) Pembina	118	
	(35) Minneapolis	8,464	
	(40) Indianapolis	5,127	
	(42) Louisville	3,602	
	(43) Memphis (part)	8,239	
	(44) Vacant (Des Moines)	198	
	(46) Omaha (part)	779	
			48,841
10 (San Juan)	(49) San Juan	238	
	(51) St. Thomas	66	
			304
11 (Long Beach)	(27) Los Angeles	6,073	
	(25) San Diego	1,215	
	(26) Nogales	53	
			7,341
12 (San Francisco)	(28) San Francisco	18,201	
	(47) Denver		
			18,201
13 (Seattle)	(30) Seattle	27,420	
	(29) Portland, Oregon	9,057	
	(33) Great Falls	895	
	(46) Omaha (part)	2	
			37,374
14 (Honolulu)	(32) Honolulu	1,816	
			1,816
17 (Ketchikan)	(31) Juneau	5,790	
			5,790
Grand total			389,404

LESSONS FROM CASUALTIES

Death in the Bight of a Line

A ship was recently being overhauled in drydock. The Chief Mate, in charge of a work party consisting of the Boatswain and five seamen, was directing a test of the releasing gear on the #2 life raft. The raft had been hoisted from the skids by means of tackle attached to a wire bridle on the raft and to the mainmast crosstree. The hauling part was led to #3 port winch and several turns taken around the port forward niggerhead, the remainder of the 3" manila line being coiled down outboard of the winch. The falls were rove through two single ten-inch blocks on the crosstree through a double-sheave block at the raft and back, and thence to the winch on deck. A sudden shower had interrupted the work for about 25 minutes, and the job was resumed at approximately 3:25 p. m.

The Chief Mate was directing the operation from the top of the mainmast house. An A. B. was operating the winch with two men tending the line, while the Bo'sun guided the two others holding a guy line to the raft, which had shown a tendency to slue while being lowered onto the skids.

When the Mate called out to "Hold her!" the winch, being out of gear, commenced "backing off," and the weight of the raft slipping and gathering momentum jerked the line from the men's grip and whipped the turns from the niggerhead. The winch is so constructed that when operated with both clutches disengaged there is no interconnection with the brake, which acts on the forward drum only when one or the other clutch is engaged; hence steam pressure alone was holding the load, and proved inadequate to take the strain. The machinery had stood idle in the rainstorm for nearly a half hour, and the condensed steam had not been drained from the pet cock before resuming operations.

The seaman who was clearing the line was not quick enough in heeding warning cries, and his left leg became entangled in a bight of the line. The weight of the slipping raft pulled him quickly to the block at the crosstree, where his leg was severed just below the knee, dropping him headfirst to the deck, 43 feet below, and killing him instantly, as graphically described on back cover.

The speed with which the accident took place made it impossible for witnesses to say exactly how the man's foot became caught in the line, but the use of a niggerhead not connected to a mechanical brake, and the failure to drain off condensed steam before resuming work after the winch had been inoperative, were contributing factors to the tragedy, as well as the seaman's inability to get clear of the running line in time to avoid being carried aloft and dropped to his death.

Care should be taken in undertaking any such operation to see that the machinery is in proper working order and tackle is properly rigged and adequate to cover any unexpected slip. If the job demands it, preventer lines should always be rigged in addition.

The main point to be stressed, however, is that of being "safety-minded." Every seaman, whether he be a member of the working party or an onlooker, should study the job to be done, or that is being done, and make a mental note of the hazards that can be expected in such an undertaking. Having done this, he should locate himself so that he has the best chance of coming out uninjured if anything goes wrong. The experienced sailor will do this instinctively; others should think "safety" until they gain that experience which gives a quick understanding of the risks of their employment.

CARBON MONOXIDE AGAIN TAKES TOLL

The ever present danger of asphyxiation by carbon monoxide gas has been much emphasized in connection with closed garages and the exhaust from automobile engines ashore, but the fact that this odorless gas can be just as insidiously deadly from a stove in an unventilated space afloat is evidenced by the following recent incident.

It was the custom on a noninspected fishing vessel sailing out from New Bedford, Mass., to employ someone to sleep aboard as watchman after the supplies for a voyage had been loaded preparatory to sailing. Upon the occasion in question, a young dock laborer had been employed to watch the boat for two nights, and had brought a friend to share his vigil. As the weather was unusually cold, the two boys, aged 16 and 17, built a coal fire in the forecastle stove, and then closed off the air vent which leads through the deck, and also closed the shutter on the companionway. They then turned in for the night in the forecastle bunks, and both were found dead a day later from asphyxiation by carbon monoxide gas.

The only fault manifested in this case was ignorance or thoughtlessness in closing all the openings through which ventilation might have taken place, and thus exhausting the air of all but the deadly gas. The action was a natural one, in view of the coldness of the night, and therefore it cannot be emphasized too forcefully that fire should never be allowed to burn in an unventilated living space with human beings, as the oxygen necessary for life will eventually be consumed, and unconsciousness and death will result from the lethal carbon monoxide.

When there is plenty of pure oxygen, as when the air is in motion, carbon monoxide mixes with it and is not dangerous. However, when released in closed places it is deadly poisonous.

One exposed to carbon monoxide in dangerous concentrations will be affected as follows: if he has been breathing even small amounts for a long time a tight feeling across the forehead will be the result, and this will be followed by a throbbing headache. In addition he becomes nervous, depressed, and dizzy. The face may become flushed and the eyeballs become bright red. A sickness in the stomach together with vomiting may occur. If exposed for too long a time the victim will pass out.

To render first aid, carry the patient to the fresh air at once. If he has stopped breathing or is gasping give artificial respiration, which practice should be known by every seaman.

Loosen the man's clothes. Rub his hands and feet. Keep his body warm with blankets and hot water bottles (don't let the bottles burn him). Keep him at rest.

Never let a carbon monoxide victim get up and walk about until he is entirely recovered! Many lives have been lost because people thought the victim could walk off the effects right after he came to. Exercise simply speeds up the attack of the monoxide on the heart. When this happens, the patient may collapse and die before help can reach him. Keep the man "turned in"—it may be several days before he gets over being uncomfortable, dizzy, and nauseated!

Asphyxiation From Gasoline Fumes

Numerous articles have appeared in this and other publications emphasizing the precautions that should be exercised before an individual enters a space or compartment likely to contain poisonous gases or an atmosphere which is deficient in life-supporting oxygen. By illustrating with actual casualty cases, it has been shown how accidents have occurred through the failure of ships' personnel to heed the normal safety precautions, and it has been the hope of the Coast Guard that in this manner individuals would learn from the experiences of others, and the number of casualties of this type would be reduced considerably.

Only recently another casualty occurred through the failure of ship's personnel to take proper safety precautions, resulting in the asphyxiation of one man and the serious gassing of two others. The vessel concerned was a tanker which, at the time of the casualty, had just completed the discharging of gasoline at a foreign port. The shore personnel had requested that the lines be flushed with salt water, which necessitated a man descending into the pump room to open the sea suction. The chief mate and the first pumpman were aware of the fact that there were considerable gasoline fumes in the pump room even though both doors and the ventilating hatches were open.

Gasoline fumes in the pump room had been a cause for concern for some time. As a matter of fact, the quantity of gas was so great after leaving the last loading port that the master and chief engineer conferred on the advisability of turning back. The voyage was continued, however, when an examination revealed leaking glands on the cargo pumps and it was believed that, by taking up on these glands, the leaks could be stopped. Apparently this was effective as long as no cargo was being discharged but, as soon as unloading operations were begun, the leaking condition returned and the pump room filled up with petroleum fumes.

These facts were known to the chief mate and first pumpman when they were standing near the pump room discussing the need of sending a man below to open the sea suction in order to flush the lines with salt water. The first pumpman believed he could perform the task required and began to descend without any breathing apparatus or life line, even though a strong odor of gasoline fumes was emanating from the pump room. Upon reaching the second landing, he began to stagger. Two men rushed to his assistance and managed to get him on deck where he lay for about 10 minutes recovering from the inhalation of the gasoline fumes. The casualty report does not reveal why the man chose to risk his life when the presence of fumes should have immediately warned him that some form of breathing apparatus would be required. This vessel was equipped with one fresh air and two oxygen breathing apparatuses; however, the crew, including the officers, were, for the most part, in doubt as to their place of stowage on shipboard. It was undoubtedly the general lack of familiarity with the places where this equipment was kept which led to the pumpman descending into the gas-filled pump room without proper safety equipment.

While the pumpman was recovering from his first experience, two members of the crew searched for and located the fresh air breathing apparatus. Upon their return with the equipment, the pumpman had recovered sufficiently to state that with this mask he could make the bottom of the pump room. In spite of the man's willingness to try again to go below to open the sea suction, he should not have been permitted to do so. Having once been overcome only a short time before, his lungs and head were not clear enough to stand a second exposure and the possibility of a second whiff of the fumes.

Nevertheless, the mask was tested to insure proper operation and was then fitted tightly about the head of this individual. He again descended to the bottom of the pump room and attempted to open the sea suction. At this time, he was aware that he was getting dizzy again from gas which seemed to seep in around the top of the mask. Apparently the mask had not been properly fitted and, as a result, full protection was not afforded. The man again passed out—this time at the bottom of the pump room.

Due to the failure to attach a life line to the pump man prior to his entering the space, he could not be pulled out upon collapsing from the fumes. The investigation revealed that the reason for not attaching a life line to the man was because none was around at the time. It was locked in the boatswain's locker, the key to which was with the boatswain, who was ashore. Another key had been assigned previously to one of the officers present at the time of the casualty, but he stated that he did not take the time to find it since it was mixed up with a bunch of other keys in his desk.

Upon noticing the pump man's collapse, the chief mate called for a mask and was brought a spray-gun mask. This he donned and immediately proceeded toward the bottom of the pump room. Life lines had not been secured as yet. Inasmuch as a spray-gun mask is designed to filter out liquids suspended in the air in droplet form, such as is the case when spraying paint onto a surface, and is not designed to filter out gases in a dry state, this type of mask afforded the chief mate no protection and, as a result, he soon began to feel dizzy and made a rapid retreat. He managed to reach the second grating before collapsing, from which point he was assisted to the open deck.

About this time, the master arrived on the scene and, upon appraising the situation, immediately called for an oxygen breathing apparatus and life lines, both of which were obtained. The quartermaster was fitted with the breathing apparatus. The mask and valves were adjusted and tested prior to his descending into the pump room. It is not known, however, whether any attention was paid to the indicator, which shows the quantity of oxygen available in the cylinder. Although life lines had been secured and brought to the scene, the quartermaster entered the pump room without one being attached to him and without taking one to secure to the pumpman who was still lying unconscious below. The quartermaster reached the floor of the pump room and bodily carried the pump man to the first grating and then appeared about to collapse. From the investigation, it could not be determined whether he collapsed because of a leak around the face mask, the lack of sufficient oxygen because of his exertion, or because the oxygen cylinder was exhausted. Upon testing the cylinder the following day, there was no oxygen in it. When the master observed that the quartermaster was going to collapse, he descended without any mask or life line to the first grating in an attempt to assist him. While aiding the quartermaster, both he and the quartermaster collapsed at the foot of the ladder leading to the weather deck. Numerous attempts were then made by various members of the crew on deck to get life lines around the three inert men. Finally they were extricated and given artificial respiration until the ambulance arrived and removed them to the hospital. The pump man and the quartermaster recovered, but the master died at the hospital.

This casualty is of particular interest because, with the exercise of normal safety precautions at the very beginning, the foregoing series of events could have been prevented. In reviewing this case, there are certain points which should be particularly noted, as follows:

(a) The failure of the chief mate and the first pump man to realize that the presence of gas fumes in the pump room necessitated the exercise of safety precautions. A fresh air or an oxygen-breathing apparatus with life lines should have been procured.

(b) Apparently the exhaust fan for the pump room was not put into operation until some time during the casualty. As soon as the odor of petroleum fumes was noticeable, ventilation of the pump room should have been provided either by blowers, wind sails or other efficient means.

(c) Having collapsed once from the inhalation of gas fumes, the pump man should not have been permitted to make a second attempt, even though provided with a suitable mask.

(d) Entrance into gas-filled spaces should not be permitted until it has been definitely ascertained that the fresh air or oxygen-breathing apparatus is properly fitted and has been tested to insure proper operation. In the case of oxygen-breathing apparatus, valves should be tested and adjusted. The pressure indicator should be thoroughly checked in order to confirm that the oxygen cylinder is amply filled and is not liable to become exhausted during the period of its use.

(e) Spray-gun masks and the canister type gas masks are of no use whatsoever in spaces where there is a deficiency of life-supporting oxygen.

(f) No person should be permitted to enter a space containing poisonous gases or an atmosphere which is deficient in oxygen unless a life line is attached to his body, even though he may be equipped with the proper type of breathing apparatus. While below, he should be continually watched by a man on deck who can observe the party's actions and immediately call help when assistance is needed. By means of the life line, rescue can be easily performed.

(g) The officers of a vessel should be thoroughly acquainted with the location of all breathing apparatus and life lines, and should conduct, at periodical intervals, drills to make certain that the crew is also acquainted with the location of the equipment, its use and proper operation. In this connection, the crew should also be thoroughly trained in the method of applying artificial respiration.

(h) Keys to cabinets, lockers and other storage places where vital safety equipment is stored should be tagged for ready identification. Keys of this nature should not be thrown in a drawer with many other keys as in the foregoing case, since considerable time is lost in locating the desired key.

In this particular casualty, there was an obvious lack of experience on the part of the crew and the officers in the use of the equipment as well as in its location. The importance of both cannot be stressed too strongly. The delay in securing safety equipment and the time consumed by inexperienced crew members in donning such equipment can mean the difference between life and death to the man who has collapsed below. In the case set forth above, only 15 minutes elapsed between the time the pumpman originally entered the pumproom and the time the men were finally extricated, yet one of these men died. Remember that all cargo spaces and spaces which have been closed for a considerable period of time may possibly contain poisonous gases or be deficient in life-supporting oxygen and it is, therefore, necessary that the utmost precaution be taken before individuals are permitted to enter.

APPENDIX

Amendments To Regulations

EXECUTIVE ORDER 9666

Directing the Return of the Coast Guard to the Treasury Department

WHEREAS Executive Order No. 8929 of November 1, 1941 (6 F. R. 5581), directed that from that date and until further orders the Coast Guard should operate as a part of the Navy, subject to the orders of the Secretary of the Navy; and

WHEREAS the need for the operation of the Coast Guard as a part of the Navy no longer exists, its primary mission in operating as a part of the Navy having been accomplished:

NOW THEREFORE, by virtue of the authority vested in me by the Constitution and statutes of the United States, including Title I of the First War Powers Act, 1941 (55 Stat. 838), and as President of the United States, it is hereby directed that on and after January 1, 1946, the Coast Guard shall operate under the Department of the Treasury; and thereupon all authority, powers, and duties conferred upon or vested in the Secretary of the Navy by any law, proclamation or Executive order affecting the Coast Guard, enacted or promulgated during the period the Coast Guard has been operating as a part of the Navy and now in effect, shall, to the extent that they affect the Coast Guard, vest in and be exercised by the Secretary of the Treasury.

This order is subject to the following exceptions, provisions, and conditions:

1. In the interest of expeditious demobilization and other exigencies of the Naval Service, such Coast Guard vessels, facilities, and personnel as the Secretary of the Treasury and the Secretary of the Navy may mutually agree upon shall continue to operate as a part of the Navy, subject to the orders of the Secretary of the Navy, for such additional tme beyond January 1, 1946, as the agreement may provide.

2. The Coast Guard shall continue, for such period as may be mutually agreeable to the Secretary of the Treasury and the Secretary of the Navy, Air-Sea Rescue functions and the maintenance and operation of mid-ocean weather stations and air-sea navigational aids, under the directional control of the Navy; and all vessels, facilities, equipment and supplies required by the Coast Guard in connection with the maintenance and operation of such activities and not required by the Naval Establishment are authorized to be transferred to the jurisdiction of the Department of the Treasury for the use of the Coast Guard.

3. In the initiation, prosecution, and completion of disciplinary action, including remission and mitigation of punishments for any offense committed by any officer or enlisted man of the Coast Guard, the jurisdiction shall depend upon and be in accordance with the laws and regulations of the department having jurisdiction of the person of such offender at the various stages of such action.

4. In effecting the transfer herein prescribed no change shall be made until June 30, 1946, in existing methods of appropriation accounting, or in existing methods of disbursement for the Coast Guard, which shall continue until that date to be performed as heretofore by officers of the Navy or Coast Guard designated under existing regulations for that purpose. The appropriation accounts of the

Coast Guard shall be kept on the general ledgers of the Navy Department until June 30, 1946, after which date they shall be transferred to the Treasury Department.

The said Executive Order No. 8929 of November 1, 1941, is hereby revoked. (11 F. R. 1 and 3, 1 January 1946.)

PROCLAMATION 2675

Revocation of the Proclamation Suspending the International Load Lines Convention in Ports and Waters of the United States

BY THE PRESIDENT OF THE UNITED STATES OF AMERICA

A PROCLAMATION

WHEREAS by Proclamation No. 2500, dated August 9, 1941, the President declared and proclaimed the International Load Lines Convention, signed by the respective plenipotentiaries of the United States of America and certain other countries at London on July 5, 1930, suspended and inoperative in the ports and waters of the United States of America, and in so far as the United States of America was concerned, for the duration of the existing emergency; and

WHEREAS it appears that the continued suspension of the said International Load Lines Convention is no longer necessary or desirable:

NOW, THEREFORE, I, HARRY S. TRUMAN, President of the United States of America, do declare and proclaim that the said Proclamation No. 2500, dated August 9, 1941, is hereby revoked, effective as of January 1, 1946.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the seal of the United States of America to be affixed.

DONE at the City of Washington this 21st day of December in the year of our Lord nineteen hundred and forty-five and of the Independence of the United States of America the one hundred and seventieth. [SEAL]

(10 F. R. 15365, 28 December 1945.)

TITLE 33—NAVIGATION AND NAVIGABLE WATERS

Chapter I—Coast Guard: Department of the Treasury

[Gen. Order 1–46]

TRANSFER OF COAST GUARD TO DEPARTMENT OF TREASURY

Pursuant to the authority vested in me by Executive Order No. 9666, dated December 28, 1945 (11 F. R. 1) and by various acts of Congress applicable to the Coast Guard, it is hereby directed that all orders, regulations, directives and other instructions issued by the Secretary of the Navy while the Coast Guard has been operating as a part of the Navy, and in effect on December 31, 1945, shall, to the extent that they effect the Coast Guard and are not inconsistent with any law applicable to the Coast Guard when operating under the Treasury Department, be continued in effect until modified, repealed, or superseded.

Any action of the Secretary of the Navy required by or in the administration of any such order, regulation, directive, or other instruction shall, in lieu thereof, be treated and considered as action required of the Secretary of the Treasury.

Dated: January 1, 1946.

(11 F. R. 185–186, 3 January 1946.)

MODIFICATION OF WAIVER WITH RESPECT TO DIMMING OR EXTINGUISHING LIGHTS

By virtue of the authority vested in me by Executive Order No. 8976, dated December 12, 1941 (3 CFR Cum. Supp.), as modified by Executive Order No. 9083, dated February 28, 1942 (3 CFR Cum. Supp.), and as further modified by Executive Order No. 9666, dated December 28, 1945 (11 F. R. 1), I hereby rescind and vacate so much of the order dated March 19, 1942 (7 F. R. 2478), as amended by the order dated September 23, 1942 (7 F. R. 7513), as waived compliance with the Navigation and Vessel Inspection Laws to the extent necessary to permit conformity with instructions and orders to dim or extinguish lights.

Except as herein rescinded and vacated, the order dated March 19, 1942, as amended by the order dated September 23, 1942, remains in effect.

Dated: January 8, 1946.

(11 F. R. 494, 10 January 1946.)

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

SUBPART C—ANCHORAGE AREAS

The anchorage areas for the Fifth Naval District were published in the Federal Register 22 January 1946, 11 F. R. 802–813. Information concerning such areas may be obtained from the District Coast Guard Officer, 5th Naval District, Box 540, New Post Office Building, Norfolk 1, Virginia.

TITLE 46—SHIPPING

Chapter I—Coast Guard: Inspection and Navigation

All the changes in the regulations are now in effect. The exact effective date may be obtained from the Federal Register in which the amendment was published.

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 (a) is amended by changing the first sentence to read as follows:

§ 24.10 *Definition of terms.* * * *

(a) *Motorboat.* Motorboat means any vessel 65 feet in length or less which is propelled by machinery (including steam), except tugboats and towboats propelled by steam. The word "motorboat" includes a boat temporarily or permanently equipped with a detachable motor and any such boat when so propelled is subject to the applicable provisions of the Motorboat Act of April 25, 1940, and the regulations promulgated thereunder.

Section 24.10 (b) is amended to read as follows:

§ 24.10 *Definition of terms.* * * *

(b) *Motor vessel.* Motor vessel means any vessel more than 65 feet in length, which is propelled by machinery other than by steam.

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

NAVIGATION LIGHTS

Section 25.1–1 is amended to read as follows:

§ 25.1–1 *When carried and exhibited.* Every motorboat in all weathers from sunset to sunrise shall carry and exhibit the following lights when under way and during such time no other lights which may be mistaken for those prescribed shall be exhibited. No penalty is incurred by motorboats for a failure to carry lights between the hours of sunrise and sunset.

Part 25 is amended by adding two new §§ 25.1–7 and 25.1–8, reading as follows:

§ 25.1–7 *Running lights.* The lights provided for in section 3 of the Act of April 25, 1940 (54 Stat. 164, 46 U. S. C. 526b), are running lights for motorboats subject to the provisions of that act in lieu of the lights prescribed, respectively, by Article 2 of the Act approved June 7, 1897 (30 Stat. 96, 33 U. S. C. 172) (covering certain harbors, rivers, and inland waters of the United States); Rule 3 of the act approved February 8, 1895, as amended (28 Stat. 645, as amended, 33 U. S. C. 252) (covering the Great Lakes and their connecting and tributary waters); and Rules 3, 5, 6, and 7 of R. S. 4233, as amended (28 Stat. 672, 33 U. S. C. 312, 314–316) (covering western rivers and the Red River

of the North). These runing lights are required to be carried on all motorboats when under way on navigable waters of the United States, in all weathers, from sunset to sunrise, but not on the high seas. Motorboats, when on the high seas, shall exhibit the lights prescribed by the International Rules of 1890, as amended (26 Stat. 321–325, as amended, 33 U. S. C. 71–82).

§ 25.1–8 *Running lights not in conflict with anchor light and other lights.* The provisions of section 3 of the Act of April 25, 1940 (54 Stat. 164, 46 U. S. C. 526b), requiring running lights on motorboats are not in conflict with the provisions of the acts cited in § 25.1–7, requiring anchor lights and other lights in addition to the running lights on pilot, towing, and fishing vessels. It will be observed that the penalties for violations of existing laws not in conflict with the Act of April 25, 1940 (54 Stat. 163–167, 46 U. S. C. 526–526t), remain unchanged.

Part 25 is amended by adding a new § 25.2–2, reading as follows:

WHISTLES OR OTHER SOUND-PRODUCING DEVICES

§ 25.2–2 *Where not required.* The provisions of sections 4 and 5 of the Act of April 25, 1940 (54 Stat. 164, 165, 46 U. S. C. 526c, 526d, 526h), requiring whistles and bells on motorboats do not apply to motorboats propelled by outboard motors while competing in any race previously arranged or announced, nor do they apply to such boats if they are designed and intended solely for racing, while they are engaged in such navigation as is incidental to the tuning up of the boats and engines for the race.

PART 28—SPECIFICATIONS AND PROCEDURE FOR APPROVAL OF EQUIPMENT

LIFESAVING EQUIPMENT

Section 28.4–2 is amended by deleting paragraph (c) and by changing the headnote and first sentence to read as follows:

§ 28.4–2 *General characteristics of ring buoys.* Every ring buoy shall conform to the following general requirements:

Section 28.4–6 *Specifications for kapok life preserver* and Figure 2 are deleted.

PART 29—NUMBERING OF UNDOCUMENTED VESSELS

The heading for Part 29 is changed from "Enforcement" to "Numbering of Undocumented Vessels."

Section 29.1 *Reporting of violations* is deleted.

Section 29.2 *Definition of motorboat* is deleted.

Section 29.3 *Running lights* is deleted. (The text of this section has been transferred to § 25.1–7 of this subchapter.)

Section 29.4 *Running lights not in conflict with anchor lights* is deleted. (The text of this section has been transferred to § 25.1–8 of this subchapter.)

Section 29.5 *Lights, when not required* is deleted. (The text of this section has been transferred to § 25.1–1 of this subchapter.)

Section 29.6 *Whistles and bells; when not required on outboard motorboats* is deleted. (The text of this section has been transferred to § 25.2–2 of this subchapter). (11 F. R. 846–847, 23 January 1946.)

Subchapter D—Tank Vessels

PART 37—SPECIFICATIONS FOR LIFESAVING APPLIANCES

LIFE PRESERVERS

Section 37.6–1 *General provisions, approval—TB/ALL* is deleted.

Section 37.6–2 *General characteristcs—TB/ALL* is deleted.

Section 37.6–6 *Specifications for standard type kapok life preserver—TB/ALL* and Figure 2 are deleted. (11 F. R. 847, 23 January 1946.)

Subchapter E—Load Lines

PART 48—FOREIGN VOYAGES DURING THE NATIONAL EMERGENCY

RESCISSION OF REGULATIONS

By virtue of the authority vested in me by section 2, act of March 2, 1929, section 2, act of August 27, 1935, as amended (45 Stat. 1493, 49 Stat. 888, 1543; 46 U. S. C. 85a, 88a), and Executive Order No. 9083, dated February 28, 1942 (3 CFR Cum. Supp.), as modified by Executive Order No. 9666, dated December 28, 1945 (11 F. R. 1), Part 48 is rescinded, effective January 1, 1946. (11 F. R. 639, 16 January 1946.)

Subchapter G—Ocean and Coastwise: General Rules and Regulations

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

Section 59.55 *Life preservers* is amended by deleting paragraphs (c) *General provisons, approval,* (d) *General characteristics,* (h) *Specifications for standard type kapok preserver,* and Figure 2.

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

Section 60.48 *Life preservers* is amended by deleting paragraphs (c) *General provisons, approval,* (d) *General characteristics,* (h) *Specifications for standard type kapok preserver,* and Figure 2. (11 F. R. 847, 23 January 1946.)

Subchapter H—Great Lakes: General Rules and Regulations

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

Section 76.52 *Life preservers* is amended by deleting paragraphs (c) *General provisons, approval,* (d) *General characteristics,* (h) *Specifications for standard type kapok preserver,* and Figure 2. (11 F. R. 847, 23 January 1946.)

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

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

Section 94.52. *Life preservers* is amended by deleting paragraph (c) *General provisons, approval,* (d) *General characteristics,* (h) *Specifications for standard type kapok preserver* and Figure 2. (11 F. R. 847, 23 January 1946.)

Subchapter J—Rivers: General Rules and Regulations

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

Section 113.44 *Life preservers* is amended by deleting paragraphs (c) *General provisons, approval,* (d) *General characteristics,* (h) *Specifications for standard type kapok preserver and Figure 2.* (11 F. R. 847, 23 January 1946.)

Subchapter Q—Specifications

PART 160—LIFESAVING EQUIPMENT

SUBPART 160.001—LIFE PRESERVERS

GENERAL

By virtue of the authority vested in me by R. S. 4405, 4417a, 4426, 4482, 4488, and 4491, as amended, sec. 11, 35 Stat. 428, as amended, 49 Stat. 1544, 54 Stat. 163–167, sec. 5, 55 Stat. 244 (46 U.S.C. 375, 391a, 404, 475, 481, 489, 396, 367, 526–526t, 50 U.S.C. 1275), Executive Order No. 9083, dated February 28, 1942 (3 CFR, Cum. Supp.), as modified by Executive Order No. 9666, dated December 28, 1945 (11 F.R. 1) and Coast Guard General Order 1–46 of the Secretary of the Treasury dated January 1, 1946 (11 F.R. 185), Part 160—*Lifesaving Equipment,* is amended by adding a new subpart 160.001 and the following new regulations are prescribed, which shall be in effect on and after February 8, 1946:

Sec.

§ 160.001–1 *Applicable specifications.* (a) There are no other specifications applicable to this subpart.

§ 160.001–2 *General characteristics of life preservers.* (a) Life preservers

shall be simple in design, reversible, and capable of being quickly adjusted, and shall support the wearer in the water in an upright or slightly backward position.

(b) The buoyancy shall not be dependent upon air compartments or loose granulated material.

(c) Construction, materials, and workmanship shall be at least equivalent to that of a standard type described in detail by other subparts in this part.

§ 160.001–3 *General provisions for approval of life preservers.* (a) Designs of life preservers are approved only by the Commandant, U. S. Coast Guard, Washington 25, D. C.

(b) Standard type life preservers covered by detailed specifications in this part shall be submitted as provided by the applicable subpart.

(c) Life preservers in any degree different from the standards contained in this part shall be submitted for approval through the District Coast Guard Officer of the district in which the factory is located, and shall include duplicate specimen life preservers, together with plans, material lists, and construction specifications in quadruplicate.

PART 160—LIFESAVING EQUIPMENT

SUBPART 160.002—LIFE PRESERVERS, KAPOK, ADULT AND CHILD (JACKET TYPE), MODELS 2, 3, 5 AND 6

By virtue of the authority vested in me by R. S. 4405, 4417a, 4426, 4482, 4488, and 4491, as amended, sec. 11, 35 Stat. 428, as amended, 49 Stat. 1544, 54 Stat. 163–167, sec. 5, 55 Stat. 244 (46 U. S. C. 375, 391a, 404, 475, 481, 489, 396, 367, 526–526t, 50 U. S. C. 1275), Executive Order No. 9083, dated February 28, 1942 (3 CFR, Cum. Supp.), as modified by Executive Order No. 9666, dated December 28, 1945 (11 F. R. 1) and Coast Guard General Order 1–46 of the Secretary of the Treasury dated January 1, 1946 (11 F. R. 185), Part 160—*Lifesaving Equipment*, is amended by adding a new subpart 160.002 and the following new regulations are prescribed, which shall be in effect on and after February 8, 1946:

Sec.

§ 160.002–1 *Applicable specifications and plans*—(a) *Specifications.* The following specifications, of the issue in effect on the date life preservers are manufactured, form a part of this subpart:

(1) *Navy Department specifications.*

21T4—Twine, cotton, mattress, polished, for use in tufting machines.
23P12 (INT)—Preservers, life, kapok (jacket type).
27D1—Drill, cotton, fire and weather-resistant.

(2) *Army specifications.*

6–185—Webbing, cotton, natural, or in colors.

(3) *Federal specifications.*

V–T–276—Thread; cotton.
CCC–D–651—Drill, unbleached.
CCC–T–191—Textiles; general specifications, test methods.
DDD–S–751—Stitches; seams and stitching.

(4) *Coast Guard specifications.*

164.003—Kapok, processed.
164.004—Kapok, reprocessed.

(b) *Plans.* The following plans, of the issue in effect on the date life preservers are manufactured, form a part of this specification:

Dwg. No. F–49–6–1:
(Sheet 1)—Cutting pattern and general arrangement (adult).
(Sheet 1A)—Alternate stitching of tapes and webbing (adult and child).
(Sheet 1B)—Alternate body strap arrangement (adult and child).
(Sheet 2)—Pad detail (adult).
Dwg. No. F–49–6–5:
(Sheet 1)—Cutting pattern and general arrangement (child).
(Sheet 2)—Pad detail (child).

§ 160.002–2 *Types and models.* (a) Life preservers specified by this subpart shall be of the following types:

Type A—Adult:
Model 2—Adult, 24 ounces kapok, removable pads not enclosed within coated fabric outer pad covering.
Model 3—Adult, 24 ounces kapok, removable pads enclosed within coated fabric outer pad covering.
Type B—Child.
Model 5—Child, 16 ounces kapok, removeable pads enclosed within coated fabric outer pad covering.
Model 6—Child, 16 ounces kapok, removeable pads not enclosed within coated fabric outer pad covering.

§ 160.002–3 *Materials*—(a) *Kapok.* The kapok shall comply with subpart 164.003 or 164.004 of this subchapter, and shall be properly processed.

(b) *Envelope.* The life preserver envelope, or cover, shall be made of cotton drill without sizing, thread count approximately 74 x 60, having a minimum breaking strength of 100 pounds in the warp and 80 pounds in the filling when tested in accordance with Federal Specification CCC–T–191, listed in Section 1, and may be treated with a clear, uncolored, fire-resistive substance of an approved type. Cotton drills conforming to Navy Department Specification 27D1 or those meeting the requirements for Type A drill contained in Federal Specification CCC–D–651, are acceptable. Until June 30, 1946, the color may be unbleached or orange. After June 30, 1946, the color shall be Indian Orange, Cable No. 70072, Standard Color Card of America, Ninth Edition, issued by The Textile Color Card Association of the United States, Inc., 200 Madison Avenue, New York, N. Y. Samples of fabric conforming to this color requirement may be obtained upon request.

(c) *Tunnel strip.* The tunnel strip shall be made of cotton drill conforming to the requirements for the envelope cover, and shall not be treated with a fire-resistive substance.

(d) *Pad covering.* The covering for the kapok pads shall be any cotton sheeting or print cloth which possesses not less strength than unbleached cotton print cloth known commercially as 38½ inch, 64 x 56, 5.50 yards, having a minimum breaking strength of 36 pounds in the warp and 22 pounds in the filling.

(e) *Outer pad covering.* The outer covering for the kapok pads shall consist of a coated fabric which possesses the hydrostatic test values, flame resistance, and other characteristics specified by the appliable paragraphs of Navy Department, Bureau of Ships Ad Interim Specification 23P12 (INT), listed in § 160.002–1.

(f) *Tie tapes and drawstrings.* The tie tapes at the neck and the lower drawstrings shall be made of 1¼ inch cotton tape equal in color to the treated drill jacket covering, weighing not less than 0.3 ounce per linear yard, and having a minimum breaking strength of 200 pounds. The tie tapes and drawstrings shall not be treated with a fire-resistive substance.

(g) *Body strap.* The body strap shall be made of one inch cotton webbing, olive drab or equal in color to the cotton drill covering, and have a minimum breaking strength of 400 pounds. Types IIb, III, IV, V, or VI, 1" webbing meeting the requirements of U. S. Army Specification No. 6–185, listed in § 160.002–1, are satisfactory.

(h) *Dee rings and tip.* The Dee rings and tip shall be made of brass or bronze. The Dee ring ends shall be welded together to form a complete ring. They shall be of the approximate size indicated by Dwg. No. F–49–6–1, Sheet 1, or by Dwg. No. F–49–6–5, Sheet 1. When assembled, the complete body strap with Dee ring fastening arrangement shall have a breaking strength of not less than 360 pounds.

(i) *Reinforcing tape.* The reinforcing tape shall be made of ¾ inch cotton tape equal in color to the treated drill jacket covering, weighing not less than 0.18 ounce per linear

yard and having a minimum breaking strength of 120 pounds. This cotton tape may be treated with an approved fire-resistive substance.

(j) *Thread.* The thread shall be Type 1B, No. 20, 4-ply cotton thread, conforming to the requirements of Federal Specification V–T–276, listed in § 160.002–1.

(k) *Tufting twine.* The tufting twine shall be in compliance with Navy Department Specification 21T4, listed in § 160.002–1.

§ 160.002–4 *Construction* — (a) *General.* This specification covers life preservers which essentially consist of a vest-cut envelope containing pockets in which are enclosed pads of buoyant material, the life preserver being fitted with tapes and webbing to provide complete reversibility, proper adjustment for close fit to the bodies of various size wearers, and proper flotation characteristics to hold the wearer in an upright backward position with head and face out of water.

(b) *Envelope.* The envelope shall be of not more than two pieces, one piece for either side, cut to the pattern shown on Dwg. No. F–49–6–1, Sheet 1, for adult size, and Dwg. No. F–49–6–5, Sheet 1, for child size, joined by seams and stitching as shown on the drawing. A drawstring tunnel shall be formed by stitching a strip of the tunnel strip material as shown by the drawing. The ends of the tunnel strip shall be tucked under the reinforcing tape stitched around the end openings so there is no direct access to the pads from the outside. Three pockets shall be formed for insertion of the kapok pads. The two front pads shall be removable from the envelope when portions of the lower longitudinal seam are opened, and the back pad shall be removable when a portion of one armhole seam is opened. The pads shall be well inserted into the pockets of the envelope, in no case more than one inch from the top seam of the pocket.

(c) *Pad inserts.* The kapok pads shall be formed from two pieces of material cut to the pattern shown by Dwg. No. F–49–6–1, Sheet 2, for adult size, and Dwg. No. F–49–6–5, Sheet 2, for child size, with seams as indicated on the drawing, and filled with kapok distributed as follows:

Distribution of Kapok in Pad Inserts

	Models 2 and 3 life preservers	Models 5 and 6 life perservers
	Ounces	*Ounces*
Kapok, minimum	24	16
Front pad:		
Lower section	5¼	3½
Upper section	3¾	2½
Back pad	6	

For Models 3 and 5 life preservers, the kapok pads shall be enclosed in the outer pad covering specified by § 160.002–3 (e) which shall be heat sealed tight to pass the tests prescribed by the applicable paragraphs of Navy Department Bureau of Ships Ad Interim Specification 23P12 (INT). For Models 2 and 6 life preservers, the pads shall not be in the coated fabric outer pad covering.

(d) *Tie tapes.* The tie tapes at the neck shall extend not less than 14 inches from the edge of the adult life preserver and not less than 12 inches from the edge of the child life preserver. They shall be stitched through both thicknesses of the envelope as shown by Dwg. No. F–49–6–1, Sheet 1, for adult size, and Dwg. No. F–49–6–5, Sheet 1, for child size, or by the alternate stitching shown on Sheet 1A. The free ends shall be doubled over and stitched in accordance with Section G–G of Sheet 1.

(e) *Drawstrings.* The drawstrings at the waist shall extend not less than 8 inches from the edge of the life preserver and shall be secured in the drawstring tunnel as shown by Dwg. No. F–49–6–1, Sheet 1, for adult size, and Dwg. No. F–49–6–5, Sheet 1, for child size, or by the alternate stitching shown on Sheet 1A. The free ends shall be doubled over and stitched in accordance with Section G–G of Sheet 1.

(f) *Body strap.* The body or lifting strap shall be fitted with double Dee rings on one end and metal tip on the other. The strap shall be secured in a tunnel formed between the two pieces of the envelope as shown on Dwg. No. F–49–6–1, Sheet 1, for adult size, and Dwg. No. F–49–6–5, Sheet 1, for child size, or by the alternate stitching shown on Sheet 1A. The alternate arrangement with body strap not between the two pieces of the envelope, as shown by Sheet 1B, may be utilized. The outside edge of the double Dee rings shall be 20 inches from the center line of the adult jackets and 15 inches from the center line of the child jackets. The other end of the body strap shall be fitted with a metal tip to facilitate threading of the strap through the Dee rings.

(g) *Reinforcing tape.* Binding tape shall be stitched approximately 15 inches for adult jackets and 12 inches for child jackets around the back of the neck as shown by Dwg. No. F–49–6–1, Sheet 1, for adult size, and Dwg. No. F–49–6–5, Sheet 1, for child size. Binding tape shall also be stitched around the end openings of the drawstring tunnel, as indicated by the drawing.

(h) *Stitching.* All stitching shall be a short lock stitch, conforming to Stitch Type 301 of Federal Specification DDD–S–751 listed in § 160.002–1, and there shall be not less than 7, nor more than 9 stitches to the inch.

(i) *Tufting.* The pad inserts shall be tufted in the locations shown on Dwg. No. F–49–6–1, Sheet 2, for adult size, and Dwg. No. F–49–6–5, Sheet 2, for child size, except the alternate method provided by § 160.002–4 (j) may be employed for certain tufts in the case of Models 2 and 6 life preservers.

(j) *Securing pad inserts in envelope pockets.* The removable pad inserts shall be secured in the pockets of the envelopes of Models 2 and 6 life preservers, in no case more than one inch from the top seam of the pocket, by a row of stitching, approximately 1¼ inches long near the upper edge of each pocket, which stitching shall extend through both envelope covers and the pad cover fabric. The alternate method of securing the pad inserts in the pockets of the envelopes of Models 2 and 6 life preservers, in no case more than one inch from the top seam of the pocket, shall be by extending the tufts in the upper section of the front pads, and the tuft in the back pad, through the envelope covers and the pads. The removable pad inserts, which are contained in coated fabric outer pad covering, shall not be stitched or tufted to the envelopes of Models 3 and 5 life preservers.

(k) *Workmanship.* Life preservers shall be of first class workmanship and shall be free from any defects materially affecting their appearance or serviceability.

§ 160.002–5 *Inspections and tests*— (a) *General.* An inspector shall examine all life preservers at the place of manufacture for compliance with this specification. Samples of materials entering into the construction may be taken at random by the inspector and tests made for compliance with the applicable requirements. After satisfying himself that the life preservers have been manufactured according to this specification, he shall select indiscriminately from each lot of 250 or less, at least one life preserver to be tested for buoyancy as specified by § 160.002–5 (b). If the specimen life preserver passes the buoyancy test, the lot shall be acceptable as to buoyancy. If the specimen life preserver fails the buoyancy test, ten additional specimen life preservers shall be selected at random from the lot and tested for buoyancy. If all the ten additional specimen life preservers pass the test, the lot shall be acceptable as to buoyancy. If any one of the ten additional specimen life preservers fails the buoyancy test, the lot shall be rejected. Rejected lots may be tested 100 percent by the manufacturer and all non-conforming

units eliminated, whereupon the remainder of the lot may be re-submitted for official inspection. When any specimen life preserver shall fail the buoyancy test, ten specimen life preservers shall be selected at random and tested from the next succeeding lot submitted for official inspection. When the inspector has satisfied himself that the life preservers submitted for inspection are of a type officially approved in the name of the company, and that such life preservers meet the requirements of this specification, they shall be plainly marked in waterproof ink with the words, "Approved, U. S. Coast Guard, (Inspection date), (Inspector's initials), (Port)."

(b) *Buoyancy test.* A Model 2 or 6 life preserver may be tested as a unit. For a Model 3 or 5 life preserver, the pads shall be separated from the preserver and the coated fabric outer pad covering removed. The pads (or life preserver in the case of Model 2 or 6) shall be placed in a weighted wire cage. The cage shall be submerged forty-eight hours in a tank of fresh water so the top is approximately two inches below the surface. The weights shall be more than sufficient to submerge the cage with the enclosed pads (or life preserver in the case of Model 2 or 6). The buoyancy shall be determined to equal the weight of the weighted cage in the water less the weight of the cage in water with the pads (or life preserver in the case of Model 2 or 6) inside. The pads from life preserver Model 3, and the Model 2 life preservers, shall support not less than 16½ pounds net weight; and the pads from life preserver Model 5 and the Model 6 life preservers, shall support not less than 11 pounds net weight.

§ 160.002–6 *Marking*—(a) *General.* Each life preserver shall be plainly marked in waterproof ink on a front compartment with the word "Adult", or "Child", as the case may be, with the model number, with the name and address of the manufacturer, and with the official approval number assigned to the life preserver.

§ 160.002–7 *Procedure for approval*—(a) *General.* Life preservers are approved only by the Commandant, U. S. Coast Guard, Washington, D. C. Correspondence pertaining to the subject matter of this specification shall be addressed to the District Coast Guard Officer of the district in which the factory is located. Manufacturers who desire to manufacture Models 2, 3, 5, or 6 life preservers shall submit one set of pad inserts and one complete specimen of each model life preserver for which approval is desired for assignment of an official approval number for each model. (11 F. R. 847–849, 23 January 1946.)

Waivers

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

CONDITIONAL WAIVER OF MANNING REQUIREMENTS

The Commandant, United States Coast Guard, having by an order dated April 8, 1943 (8 F. R. 4736), as amended by an order dated August 30, 1945 (10 F. R. 11251), issued pursuant to the authority of the order of the Acting Secretary of the Navy, dated October 1, 1942 (7 F. R. 7979), as amended by an order of the Secretary of the Navy, dated June 5, 1945 (10 F. R. 6848), found it necessary in the conduct of the war to invoke conditional waivers of manning requirements set forth in navigation and vessel inspection laws and regulations administered by the Coast Guard to the extent and in the manner and upon the terms and conditions therein set forth, and said order of October 1, 1942, as amended, has been continued by Executive Order 9666, dated December 28, 1945 (11 F. R. 1), and Coast Guard General Order 1–46 of the Secretary of the Treasury, dated January 1, 1946 (11 F. R. 185), and finding the following further amendment to the order dated April 8, 1943, necessary in the conduct of the war:

It is ordered, That the order dated April 8, 1943, as amended August 30, 1945, be and it hereby is further amended in the following respects:

1. The first paragraph is amended to read as follows:

Having determined upon investigation that there is a shortage of experienced personnel in the merchant marine industry due to the increase of the number of ships required to be manned and the demands of other industries and the Armed Services upon the available manpower of the country, and that as a result of such shortage the masters of merchant cargo vessels and tank vessels engaged in business connected with the conduct of the war or in any trade or commerce deemed necessary in the national interest, have been unable to obtain the number of experienced personnel required for their vessels by or pursuant to law or regulation; therefore, to avoid delays in the sailings of such merchant vessels, to insure that such vessels have on board the best qualified crews available, to provide a simplified and uniform procedure for accomplishing the foregoing and otherwise to further the conduct of the war, I find in the case of merchant cargo vessels and tank vessels engaged in business connected with the conduct of the war, or in any trade or commerce deemed necessary in the national interest, that the waiver of the navigation and vessel inspection laws and regulations is necessary in the conduct of the war to the extent and in the manner and upon the terms and conditions set forth in the following paragraphs. The phrase, "conduct of the war" as used herein, comprehends the conduct of the government's military and civilian programs in the readjustments to post-hostilities conditions in the United States, its possessions or territories, and in theaters of war, including disposition of personnel and matériel, government of occupied territory and rehabilitation of liberated areas.

2. The second paragraph is amended by changing the first part of the first sentence before the proviso to read as follows:

Extent, terms and conditions of waivers. The master of any cargo vessel or tank vessel engaged in business connected with the conduct of the war or any trade or commerce deemed necessary in the public interest may if such action is necessary to permit such vessel to sail without delay substitute for any licensed officer or rated seaman required as part of the complement of such vessel by or pursuant to law or regulation, any licensed officer of lower rank, who is an American citizen, or any certified seaman of lower rating: *Provided*, * * *.

3. The last paragraph is amended to read as follows:

Authority for waiver. This conditional waiver is made and is effective pursuant to and under authority of section 501 of the Second War Powers Act (Sec. 501, 56 Stat. 180, 50 Appendix USC, Sup. IV, 635), as extended, and the order of the Acting Secretary of the Navy dated 1 October, 1942 (7 F. R. 7979), as amended by order of the Secretary of the Navy dated June 5, 1945 (10 F. R. 6848), as continued by Executive Order 9666, dated December 28, 1945 (11 F. R. 1), and Coast Guard General Order 1–46 of the Secretary of the Treasury, dated January 1, 1946 (11 F. R. 185).

Nothing herein shall impair the continuing effectiveness of waivers heretofore effectuated pursuant to the said order, dated April 8, 1943, prior to its amendment by this order.

Dated: January 4, 1946. (11 F. R. 300–301, 5 January 1946.)

MODIFICATION OF WAIVER WITH RESPECT TO DIMMING OR EXTINGUISHING LIGHTS

CROSS REFERENCE: See Chapter I of Title 33, *supra*, page 24.

CANCELLATION OF WAIVER WITH RESPECT TO PLACING LICENSE UNDER GLASS

By virtue of the authority vested in me by Executive Order No. 8976, dated December 12, 1941 (3 CFR Cum. Supp.), as modified by Executive Order No. 9083, dated February 28, 1942 (3 CFR Cum. Supp.), and as further modified by Executive Order No. 9666, dated December 28, 1945 (11 F. R. 1), I hereby rescind and vacate, effective February 1, 1946, the order dated March 21, 1942 (7 F. R. 2477), which waived so much of R. S. 4446, as amended, (46 U. S. C. 232), as requires the master, mate, engineer, or pilot employed on board ocean and coastwise vessels to place his certificate of license under glass, in some conspicuous place on the vessel upon which he is employed.

Dated: January 8, 1946.

CANCELLATION OF WAIVER WITH RESPECT TO POSTING OF FORMS, NOTICES OR OTHER DOCUMENTS UNDER GLASS

By virtue of the authority vested in my by the order of the Acting Secretary of the Navy dated October 1, 1942 (7 F. R. 7979), as amended by the 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), the order dated April 6, 1944 (9 F. R. 3826) which waived compliance with the requirements of any navigation and vessel inspection law or regulation issued thereunder applicable to ocean and coastwise vessels and administered by the United States Coast Guard, requiring the posting of forms, notices, or other documents under glass, is hereby cancelled.

Dated: January 7, 1946. (11 F. R. 494, 10 January 1946.)

Equipment Approved by the Commandant

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. A, dated 19 May, 1945) 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. (11 F. R. 666, 16 January 1946.)

FIRE RETARDANT MATERIALS FOR VESSEL CONSTRUCTION: PANELS FOR CLASS B BULKHEAD CONSTRUCTION

Hollow steel Class "B" bulkhead panel, Aetna Ship Bulkhead, over-all thickness 2", filled with two 1" blankets of 3¼ pound density Fiberglas, Dwg. No. 1007, dated 6 November, 1945, submitted by the Aetna Steel Products Corp., 50 Church Street, New York City, N. Y. (11 F. R. 868, 23 January 1946.)

FIRE RETARDANT MATERIALS FOR VESSEL CONSTRUCTION: DECK COVERINGS

DEX-O-TEX, Magnabond No. 1 deck covering, for use as a Class B deck covering, minimum ¼ inch DEX-O-TEX underlay and ⅜ inch magnesite, total weight 4.6 pounds per square foot as laid, submitted by Crossfield Products Corp., 191 Centre Street, Brooklyn 31, New York.

DEX-O-TEX, Magnabond No. 2 deck covering, for use as a Class B–1 deck covering, minimum ¾ inch DEX-O-TEX underlay and ¼ inch magnesite, total weight 3.4 pounds per square foot as laid, submitted by Crossfield Products Corp., 191 Centre Street, Brooklyn 31, New York. (11 F.R. 1144, 30 January 1946.)

GAS MASKS AND BREATHING APPARATUS

McCaa 2-hour Oxygen breathing apparatus, General Assembly Dwg. No. A990–1, Rev. 3, dated 11 August 1939, and A990–2, dated 15 September 1931, manufactured by Mine Safety Appliances Co., Braddock, Thomas and Meade Streets, Pittsburgh 8, Pa. (11 F. R. 666, 16 January 1946.)

LIFEBOATS

33.5' x 11.75' x 4.87' aluminum motor lifeboat, 109-person capacity, General Arrangement Dwg. No. 2882–A, Alt. 12/18/45, dated 19 December 1945, submitted by Welin Davit and Boat Division of the Robinson Foundation, Inc., Perth Amboy, New Jersey.

26' x 8.3' x 3.6' aluminum oar-propelled lifeboat, 46-person capacity, General Arrangement Dwg. No. 2815–A, Alt. 12/4/45, dated 18 December 1945, submitted by Welin Davit and Boat Division of the Robinson Foundation, Inc., Perth Amboy, N. J. (11 F. R. 666, 16 January 1946.)

26.0' x 9.0' x 3.6' steel motor-propelled lifeboat, 44-person capacity, Arrangement and Construction Dwg. No. 2059, dated 6 August, 1945, submitted by Imperial Lifeboat and Davit Co., Inc., Athens, New York. (11 F. R. 868, 23 January 1946.)

Withdrawal of Approval

KAPOK LIFE PRESERVERS

Withdrawal of approval of all kapok type life preservers, adult and child, approved by Coast Guard and its predecessors except those assigned the following approval numbers: B–226, B–227, B–230, B–231, B–233, B–234, B–236, B–237, B–238, B–240, B–241, B–244, B–246, B–247, B–249, B–250, B–253, B–254, B–255, B–256, B–258, B–261, B–266, B–268, B–271. (This cancels all approvals of kapok type life preservers except Models 2 and 3 which are in accordance with Specification 160.002, originally the Specification dated June 10, 1944, as amended.)

Notwithstanding the withdrawal of approval of certain models of kapok type life preservers, all such life preservers inspected and stamped approved on or before February 8, 1946, may be used so long as they are in good and serviceable condition.

A list of the manufacturers of approved kapok life preservers with a complete listing of approvals still in effect may be obtained upon written request to the Commandant (EMM), United States Coast Guard, Washington 25, D. C.

The suspension of approval of adult kapok life preservers used on ocean and coastwise merchant vessels, dated August 5, 1944, and published in the Federal Register of August 12, 1944 (9 F. R. 9871), is hereby canceled. (11 F. R. 869, 23 January 1946.)

ITEMS SUITABLE FOR MARINE USE

AFFIDAVITS

It is required by the Marine Engineering Regulations that manufacturers submit affidavits before they manufacture items of equipment in accordance with these regulations for use on vessels subject to inspection by the Coast Guard. These affidavits are kept on file at Coast Guard Headquarters and a list of approved manufacturers is published for the information of all parties concerned. The affidavits received and accepted during the period from 16 December 1945 to 15 January 1946, are as follows:

Bell and Gossett Company, Morton Grove, Illinois, valves and fittings.

Merchant Marine Personnel Statistics

MERCHANT MARINE LICENSES ISSUED DURING DECEMBER 1945

DECK OFFICERS

Region	Master										Chief mate										Second mate									
	Ocean		Coastwise		Great Lakes		B. S. & L.		Rivers		Ocean		Coastwise		Great Lakes		B. S. & L.		Rivers		Ocean		Coastwise		Great Lakes		B. S. & L.		Rivers	
	O	R	O	R	O	R	O	R	O	R	O	R	O	R	O	R	O	R	O	R	O	R	O	R	O	R	O	R	O	R
Atlantic coast	49	34	7	5	----	----	6	17	----	3	87	9	2	----	----	----	2	3	----	----	125	10	1	----	----	----	----	----	----	----
Gulf coast	12	17	2	4	----	----	----	3	1	3	25	----	----	----	----	----	2	----	----	1	40	4	----	----	----	----	----	----	----	----
Great Lakes and rivers	----	1	----	----	3	1	6	6	10	----	----	----	----	1	----	----	----	----	4	4	1	1	----	1	----	----	----	----	----	----
Pacific coast	24	39	----	1	----	----	----	9	1	----	42	1	----	1	----	----	1	2	----	----	61	3	----	----	----	----	----	----	----	----
Total	85	91	9	10	----	3	7	35	8	16	154	10	2	2	----	----	5	5	4	5	227	18	1	1	----	----	----	----	----	----

Region	Third mate										Pilots						Master mate				Total		
	Ocean		Coastwise		Great Lakes		B. S. &L.		Rivers		Great Lakes		B. S. & L.		Rivers		Uninspected vessels, high seas				Original	Renewal	Grand total
	O	R	O	R	O	R	O	R	O	R	O	R	O	R	O	R	O	R	O	R			
Atlantic coast	154	5	----	----	----	----	----	----	----	----	----	----	36	64	1	----	----	1	----	3	470	154	624
Gulf coast	32	----	----	----	----	----	----	----	----	----	----	----	6	28	----	----	----	----	----	----	120	60	180
Great Lakes and rivers	1	1	----	----	----	----	----	----	----	----	----	----	4	21	17	10	----	----	----	----	34	59	93
Pacific coast	90	1	----	----	----	----	----	----	----	----	----	----	12	39	----	----	1	3	----	----	232	99	331
Total	277	7	----	----	----	----	----	----	----	----	----	----	58	152	18	10	1	4	----	3	856	372	1,228

ENGINEER OFFICERS

REGION	Chief engineer, steam				First assistant engineer, steam				Second assistant engineer, steam				Third assistant engineer, steam			
	Ocean		Inland		Ocean		Inland		Ocean		Inland		Ocean		Inland	
	O	R	O	R	O	R	O	R	O	R	O	R	O	R	O	R
Atlantic coast	67	90	2	26	93	26	1	10	158	29	1	1	237	20	----	----
Gulf coast	16	21	----	4	13	5	----	2	23	4	----	----	29	5	----	----
Great Lakes and rivers	2	6	2	24	2	3	4	9	2	1	3	4	7	3	----	1
Pacific coast	37	36	2	6	53	5	----	3	56	9	----	----	100	2	----	----
Total	122	153	6	60	161	39	5	24	239	43	4	5	373	30	----	1

REGION	Motor vessels								Uninspected vessels				Totals		
	Chief engineer		First assistant engineer		Second assistant engineer		Third assistant engineer		Chief engineer		Assistant engineer		Original	Renewal	Grand total
	O	R	O	R	O	R	O	R	O	R	O	R			
Atlantic coast	31	43	9	11	6	6	158	4	----	----	1	----	764	266	1,030
Gulf coast	6	8	1	2	3	----	9	----	----	----	----	----	100	51	151
Great Lakes and rivers	2	6	3	3	2	----	----	1	----	----	----	----	29	61	90
Pacific coast	10	21	3	4	5	4	69	----	1	3	1	----	337	93	430
Total	49	78	16	20	16	10	236	5	1	3	2	----	1,230	471	1,701

ORIGINAL SEAMEN'S DOCUMENTS ISSUED, MONTH OF DECEMBER 1945

Region	Continuous discharge book	Certificate of identity	A. B., green, 3 years [1]	A. B., green, 9 months emergency [1]	A. B., blue, 18 months, 12 months [1]	A. B., blue, 6 months emergency [2]	A. B., blue, 6 months emergency [3]	Lifeboat, 12-24 months [4]	U. S. Mer. Mar. doc.	Q. M. E. D., 6 months	Q. M. E. D., emergency	Radio operators	Certificate of service	Tankerman	Staff officer	Total
Atlantic coast	7	3	40	161	100	5	0	1,311	6,809	286	855	17	5,856	4	236	15,692
Gulf coast	40	1	5	22	10	0	0	229	1,509	102	148	3	1,426	18	37	3,550
Pacific coast	13	137	35	110	52	1	1	176	4,062	329	342	11	3,612	11	117	9,009
Great Lakes and rivers	58	3	15	6	33	6	0	12	270	82	50	0	301	9	5	845
Total	118	144	95	299	195	12	1	1,728	12,650	799	1,395	31	11,195	42	395	29,099

[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 25 Panamanian Employment Cards issued.

WAIVERS OF MANNING REQUIREMENTS FROM 1 DECEMBER TO 31 DECEMBER, 1945

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

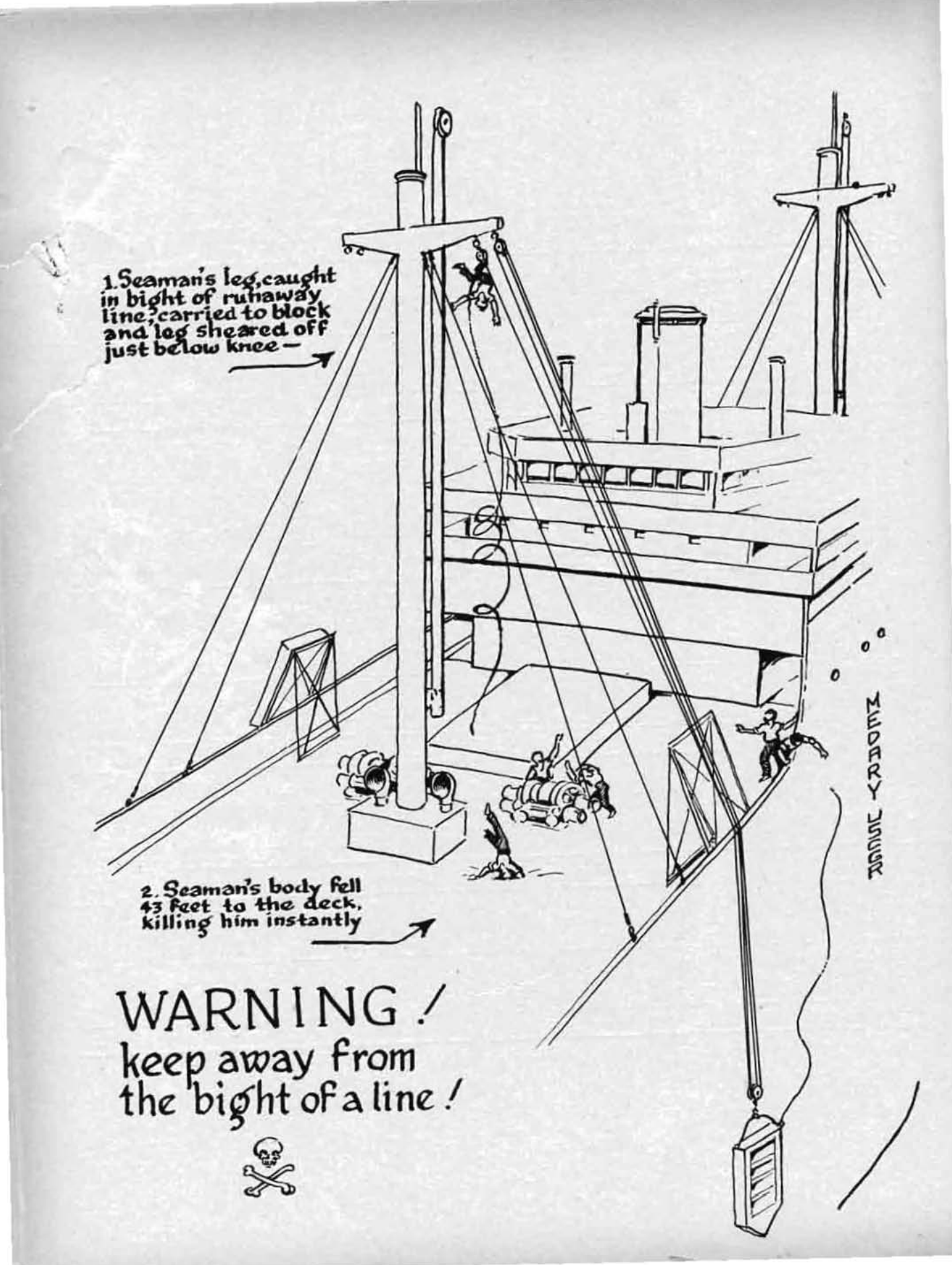
Region	Number of vessles	Deck officers substituted for higher ratings	Engineer officers substituted for higher ratings	Able seamen substituted for deck officers	Ordinary seamen substituted for able seamen	Qualified members of engine department substituted for engineer officers	Wipers or coal passers 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	544	123	244	21	1,234	58	301	18	23	2,022
Gulf coast	229	73	110	16	628	32	155	6	10	1,030
Pacific coast	307	78	158	14	815	100	427	8	10	1,610
Great Lakes	101	.....	.....	.....	202	.....	36	.....	.....	238
Total	1,181	274	512	51	2,879	190	919	32	43	4,900

CREW SHORTAGE REPORTS FROM 1 DECEMBER TO 31 DECEMBER, 1945

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

Region	Number of vessels	Ratings in which shortages occurred												Total
		Chief mate	Second mate	Third mate	Radio	Able seaman	Ordinary seaman	Chief engineer	First engineer	Second engineer	Third engineer	Qualified member engine department	Wiper or coal passer	
Atlantic coast	34	.....	3	6	.....	21	12	.....	1	3	2	22	12	82
Gulf coast	25	.....	7	4	.....	16	7	1	3	3	6	18	2	67
Pacific coast	12	.....	.....	4	.....	3	1	.....	3	1	1	6	.....	19
Great Lakes	125	.....	1	3	.....	77	52	.....	1	2	8	121	72	337
Total	196	.....	11	17	.....	117	72	1	8	9	17	167	86	505

U. S. GOVERNMENT PRINTING OFFICE: 1946


1. Seaman's leg, caught in bight of runaway line, carried to block and leg sheared off just below knee —
2. Seaman's body fell 43 feet to the deck, killing him instantly
WARNING!
keep away from the bight of a line!
MEARY USSR