# PROCEEDINGS OF THE MERCHANT MARINE COUNCIL UNITED STATES COAST GUARD



**Proceedings** of the

# 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

Council Activities
Admiral Johnson Retires
Training Ship Eagle
Administrative Procedure Act
Government Surplus Vessels
American Merchant Marine Conference
Notice of Change in Shipping Articles
Hearing Units
Lessons from Casualties:
Flooding of Engine Room
Dropping of Lifeboat During Boat Drill
Renewing Packing Grommets on Economizer Clean-Out Plu Correction
Appendix:
The President: Reorganization Plan No. 3 of 1946
Amendments to Regulations
Waiver
Navigation and Vessel Inspection Circulars
Equipment Approved by the Commandant
Merchant Marine Personnel Statistics
The Cover: The three-masted bark EAGLE which will be used as a

The Cover: The three-masted bark EAGLE which will be used as a training ship for cadets at the Coast Guard Academy.

# COUNCIL ACTIVITIES

The Council recommended approval of amendments to regulations regarding notice of casualty and voyage records after considering the many comments received from the merchant marine industry and interested parties. The regulations in Tank Vessel Regulations, section 35.2-9; General Rules and Regulations for Vessel Inspection, Ocean and Coastwise, section 62.16; General Rules and Regulations for Vessel Inspection, Great Lakes, section 78.16; General Rules and Regulations for Vessel Inspection, Bays, Sounds, and Lakes Other Than the Great Lakes, section 96.16: General Rules and Regulations for Vessel Inspection, Rivers, section 115.16; and Rules and Regulations for Merchant Marine Personnel, section 136.106: were all amended to read the same and certain material changes were made in the text. See page 126 of the Appendix for complete text of regulation.

The master, owner, or agent of a vessel involved in a marine casualty has to give notice as soon as possible to the nearest marine inspection office whenever the casualty results in one of the following: (1) Material damage to property in excess of \$1,500.00: (2) Material damage affecting the seaworthiness or efficiency of a vesvel; (3) Stranding or grounding; (4) Loss of life; and (5) Injury causing any person to remain incapacitated for a period in excess of 72 hours. In addition to the notice, the person in charge of the vessel involved shall, as soon as possible, report in writing and in person to the Officer in Charge, Marine Inspection, U. S. Coast Guard, at the port in which the casualty occurred or nearest the port of first arrival after the casualty, except that the report in person may be omitted when from distance it may be inconvenient to do so.

The written report required from the person in charge of a vessel involved in a casualty has to be made on Form NAVCG 924E, Report of Personal Accident Not Involving Death, in case of serious injury to persons where there is no damage to the property or ship, and on Form NAVCG 2692, Report of Marine Casualty (Or Accident), in all other cases. If the appropriate completed form is filed with the Officer in Charge, Marine Inspection, without delay, the form may also provide the notice required.

When a vessel is involved in a casualty the owner, agent, master, or person in charge of the vessel involved shall retain such voyage records of the vessel as are maintained by the vessel, which shall be made available upon request to a duly authorized Coast Guard officer or employee.

The other important change regarding notice of casualty is the raising of the amount of what constitutes material damage from \$500 to \$1,500 before the notice is required. The amount of \$1,500 will be used as a factor in determining what constitutes "material damage" as used in the statute.

A new form of shipping articles is under consideration which would effect an estimated saving of 75 percent of the time spent in the preparation of the shipping articles. This new form would not disrupt any established procedures to which industry and public are accustomed and the requirements of the statutes will be met.

The only changes in substance on

the shipping articles are the omission of the height and description of each man, since this information is no longer necessary for identification. To reduce the cost of printing, the laws which are quoted at the bottom of the present articles have been omitted. It is proposed to have the agreement appear on the cover sheet when the form is made up. A sample form of the articles will be referred to the industry for comment prior to its final adoption and use by the shipping commissioners.

# ADMIRAL JOHNSON RETIRES

Rear Admiral Harvey F. Johnson, who has served as chairman of the Merchant Marine Council since April 1943, retired on 1 August after 38 years' service in the Coast Guard.

Admiral Johnson was born in Wheatley, Ark., on 27 August 1882. He received his early education in the public schools of New Orleans, La. After attending Louisiana State and Tulane Universities, he served 3 years in the British Merchant Marine. Upon completion of this service he enrolled at Cornell University and was graduated in 1906 with the degree of Mechanical Engineer, after which he was employed for 1 year by the Newport News Shipbuilding and Dry-



Rear Admiral Harvey Fletcher Johnson

dock Co., Newport News, Va. In July 1907 he was appointed an engineering cadet in the U. S. Coast Guard, and received a commission as ensign in February 1908.

Admiral Johnson's first assignment was on the McCulloch. Subsequently he served on the cutters Bear, Apache, Windom, Gresham, and Tybee. From August 1918 to March 1919 he served as engineer officer of the Aphrodite on duty in European waters during World War L From March to September 1919 he served as engineer officer of the Cleveland (later named Mobile), which was a German vessel temporarily transferred to the United States under terms of the Armistice to bring troops home from France. Following this duty he was assigned to Coast Guard Headquarters in the office of the Engineer-in-Chief for 3 years, and then was ordered to the cutter Pequot as engineer officer. In 1924 he was at the Navy Yard, Philadelphia, for duty in connection with reconditioning the destroyer Jouett and then was engineer officer of the Jouett until 1926. He was again assigned to the Philadelphia Navy Yard for duty in connection with reconditioning of destroyers for transfer to the Coast Guard and subsequently was assigned to the destroyer Tucker as engineer officer.

From 1928 to 1931 Admiral Johnson served a tour of duty at Coast Guard Headquarters. In January 1932 he was assigned as Inspector of Machinery at Trenton, N. J., following which he was assigned as Chief Inspector at the Defoe Shipbuilding Co., Bay City, Mich., in connection with the construction of the cutter Escanaba.

In May 1936 he was appointed Engineer-in-Chief of the Coast Guard and served continuously in this capacity until retirement 1 August 1946. During this duty he was appointed by the Secretary of the Navy on 20 April 1943 as chairman of the board to investigate the design and methods of construction of welded steel merchant vessels.

Admiral Johnson holds the Legion of Merit for meritorious conduct in the performance of outstanding services to the Government of the United States as Engineer-in-Chief during the period of World War II.

# ADMINISTRATIVE PROCEDURE ACT

The Administrative Procedure Act, an act to improve the administration of justice by prescribing fair administrative procedure, was signed by the President on June 11, 1946. The act becomes effective 3 months after its approval, except that those sections devoted to "hearings" and "decisions" become effective 6 months after approval and the section requiring employment of examiners will not take effect until June 11, 1947, in order to permit present military service personnel an opportunity to qualify for these positions.

The legislation has been under consideration for more than 10 years, during which time it has had painstaking and detailed study and drafting. Private interests of all kinds have had an opportunity to present their views and the recommendations of these groups were considered in drafting the bill.

The procedures of some 50 Federal agencies having rule making and quasi-judicial powers were studied. Among these agencies was the Bureau of Marine Inspection and Navigation, which at the time of the study was in the Department of Commerce. The results of the investigation revealed that there was a lack of uniformity of procedure for hearings and no uniform method and scope of judicial review. The act corrects this.

The Coast Guard in its administration of the functions of the Bureau of Marine Inspection and Navigation and of the Secretary of Commerce transferred by Executive Order 9083 is bound by the requirements of the act insofar as rule making and judicial functions are concerned.

The provisions of the act which embrace the above two functions are those bearing the titles, "Public Information," "Rule Making," "Adjudication," "Hearings," "Decisions," "Judicial Review," and "Examiners."

The section on rule making will require that on and after September 11, 1946, a general notice of proposed regulations shall be published in the Federal Register. The notice shall include (1) a statement of the time, place, and nature of the public rule making proceedings; (2) reference to the authority under which the rule is proposed; and (3) either the terms or substance of the proposed rule or a description of the subjects and issues involved. With the exception of the advanced publication in the Federal Register this practice is now being observed by the Merchant Marine Council in its submission to members of industry of copies of proposed regulations with an opportunity to comment prior to action being taken on the changes.

No agency hearings in connection with either regulations or adjudication are required unless existing statutes require such action in particular cases. There are two such statutes which require the Coast Guard in exercising its rule making power to conduct public hearings. They are the statutes which authorize the regulation of tank vessels and of the carriage cf dangerous articles and substances; 46 U. S. C. 391a and 46 U. S. C. 170, respectively.

Adjudication, which is defined as an agency process for the formulation of an order, would include the proceedings under R. S. 4450 in the investigations of marine casualties and of acts of incompetency or misconduct. Hearings on matters involving adjudication are not required unless statutes already do so, and R. S. 4450 does require such hearings.

In cases of adjudication required by statute to be determined on the record after an opportunity for a hearing such as hearings under R. S. 4450, the act provides that (1) persons entitled to notice of a hearing shall be timely informed of the time, place, and nature of the hearing; the legal authority and jurisdiction under which the hearing is to be held, and the matters of fact and law asserted: (2) all interested parties shall be given an opportunity for the submission and consideration of facts, arguments, offers of settlement, or proposals of adjustment where time, the nature of the proceeding, and the public interest permit; and a hearing and decision upon notice in accordance with the requirements of the sections on those matters, which requirements will be stated later: (3) the same officers who preside at the reception of evidence shall make the initial decision or recommended decision and shall not have taken part in the investigative or prosecuting functions in the cases.

Where hearings are required, whether they be hearings on rule making or on adjudication, there shall preside at the taking of evidence (1) the agency; (2) one or more members of the body which comprises the agency; or (3) one or more examiners appointed as provided in the act. However, where other statutes specially provide for the conduct of specified classes of proceedings before boards or other officers, examiners need not be employed.

In the rule making hearings the members of the Merchant Marine Council being chiefs of offices and divisions having responsibilities for merchant marine matters possibly may be considered as members of the body which comprises the agency. It is possible also that the act can be

interpreted that the hearings required by R. S. 4450 can be classed as specified classes of proceedings before boards specially provided for and hence not required to be heard before examiners provided for in the act. However, this is a question which merits some study and about which there may be disagreement. The hearing unit procedure established during wartime whereby investigations of casualties and acts of misconduct or incompetence were made by an examining officer who, if the circumstances warranted, preferred charges against an individual for a hearing before a hearing officer, meets the requirements of the act in that the person charged is given timely notice of the time and place of hearing and of the matters of fact and law asserted, is given opportunity to be represented by counsel, and there is a separation of the prosecuting and the judicial functions.

Decisions made as a result of hearings shall appear on the record and shall include a statement of (1) findings and conclusions, with the reasons therefor, upon all material issues of fact, law, or discretion presented on the record; and (2) the appropriate rule, order, sanction, relief, or denial thereof.

The public information section of the act requires that publication be made in the Federal Register to inform the general public of the procedures and methods by which the Coast Guard applies navigation and inspection laws. A description of the Headquarters and District organizations, including delegations by the Commandant of final authority and the places at which, and the methods whereby the public may secure information or make submittals or requests, will be so published in the Federal Register as well as in a later issue of the Proceedings. In addition, there shall be published or made available to public inspection, all final opinions or orders in the adjudication of cases and all rules, except that those considered for good cause to be confidential need not be pub lished or be open to public inspection.

Matters of official record, shall, in accordance with published rule, be made available to persons properly and directly concerned except where the information is classed as confidential.

#### GOVERNMENT SURPLUS VESSELS

Many veterans and private citizens are purchasing boats from the United States Maritime Commission or the War Shipping Administration under the Surplus Property Act with the intention of using them to carry passengers for hire. Before surplus vessels are purchased for the purpose of carrying passengers for hire, it is suggested that the requirements of the Coast Guard regulations and the navigation and vessel inspection laws be reviewed and full information obtained as to their application to the vessel or boat under consideration.

In many cases to date, vessels have been awarded or have been purchased without any knowledge of the laws and regulations regarding passenger carrying vessels, and in some cases the purchasers have been disappointed to learn that the vessels may not be certificated for the purpose intended without undergoing considerable alterations to comply with the laws and regulations. In addition, many were surprised to learn that certain vessels of above 15 gross tons and in excess of 65 feet in length carrying passengers for hire may not be operated without such officers and crew as are found necessary for their safe navigation.

The Coast Guard will make every effort to acquaint purchasers of surplus vessels with the requirements of the laws and regulations governing the inspection, manning, and safety requirements applicable thereto. The Commanders of all Coast Guard districts, as well as Officers in Charge, Marine Inspection, U. S. Coast Guard, are in a position to furnish this information.

### **Training Ship Eagle**

The Eagle, a three-masted bark, arrived in New London, Conn., on 13 July 1946 after a run from Bremerhaven, Germany, via Falmouth, England, Funchal, Madeira and Bermuda. She will be used as a training ship for the cadets at the Coast Guard Academy and replaces the Danish ship Danmark which served in that capacity during the war.

The *Eagle*, formerly the *Horst Wessel*, was acquired through reparations from Germany where she served as a Navy training vessel in the waters of the Baltic.

The new training ship has a displacement tonnage of 1,727 and measures approximately 294 feet over-all, and 230 feet along the water line. She has a beam of 39 feet, a draft of 16 feet, 2 inches, and carries 21,300 square feet of sail. For auxiliary power the *Eagle* has an 8-cylinder 750 horsepower Diesel engine capable of driving the ship at 10 knots.

Built in 1936, the hull, masts, and yards are steel. Her decks are steel overlaid with teak planking on the weather deck and Oregon pine on the second deck. She is equipped for a complement of 81 officers and men and will accommodate approximately 220 cadets.

### Comparative Rules of the Road: Correction

In the Proceedings of the Merchant Marine Council for July 1946, the article "Comparative Rules of the Road," page 103, states that this pamphlet is for free distribution. This is not the case and copies may only be obtained from the Superintendent of Documents, Government Printing Office, Washington 25, D. C., and the price will be determined later.

### American Merchant Marine Conference

The American Merchant Marine Conference, sponsored by The Propeller Club of the United States in conjunction with its Twentieth Annual Convention, will be held in New York, 16, 17, and 18 October 1946 at the Waldorf-Astoria.

The Conference theme will be "The American Merchant Marine and World Commerce." Problems of vital importance to the future of the American Marine Industry growing out of the period of world reconstruction and the rehabilitation of our foreign trade will be presented and discussed by the recognized authorities. The Conference will concentrate the experience and wisdom of its outstanding leadership upon subjects of utmost importance affecting the future of the American Merchant Marine.

Panel discussion meetings will be held on Wednesday and Thursday, 16 and 17 October; the main conference session on Thursday afternoon, 17 October; Propeller Club Convention sessions on Friday, 18 October, and on the evening of that date, the annual American Merchant Marine Conference dinner. Complete details and advance program may be obtained from the Propeller Club of the United States, National Headquarters, 17 Battery Place, New York 4, N. Y.

#### **Hearing Units**

Coast Guard Merchant Marine Hearing Units and Details investigated a total of 6.029 cases during the months of March, April, and May 1946. From this number hearings resulted involving 239 officers, and 1,115 unlicensed men. In the case of officers, 6 licenses were ordered revoked, 96 were suspended, 127 were suspended on probation, 18 were voluntarily surrendered, 11 were closed with admonitions, and 27 cases were dismissed. Of the unlicensed personnel, 44 were revoked, 448 were suspended, 577 were suspended on probation, 172 were voluntarily surrendered, 23 closed with admonition and and 63 dismissed after hearing.

### NOTICE OF CHANGE IN SHIPPING ARTICLES

A notice of proposed changes in the Shipping Articles and Certificate as to shipment of seamen was published in the Federal Register on 2 August 1946, 11 F. R. 8561. The notice filed with the Federal Register constitutes a referral of the proposed change in form of shipping articles to the industry and other interested agencies and persons. This procedure is the one that will be required in similar cases after 11 September 1946 by the recently enacted "Administrative Procedure Act."

#### Shipping Articles and Certificate as to Shipment of Seamen

Notice of proposed changes in Shipping Articles and Certificate as to Shipment of Seamen.

1. It is proposed that thirty (30) days from the date of this notice to replace the present forms of Shipping Articles (forms NAVCG-705, 705-A and 705-B) by a form using inserted carbon sheets which will make it possible to prepare four copies of the shipping articles in one manual operation, and to eliminate form NAVCG-708, Certificate as to Shipment of Seamen, by endorsing the statement contained on that form directly on the proposed new form of shipping articles.

 At the present time it is necessary to prepare four copies of the shipping articles in four separate operations at the time of signing-on a vessel. These four copies are distributed as follows:

a. Original.—Retained on board the vessel until the conclusion of the voyage, at which time it is forwarded to Coast Guard Headquarters to become part of the permanent ship's file.

b. Duplicate.—Retained on board the vessel until the completion of the voyage, at which time it becomes a part of the file maintained by the U.S. Shipping Commissioner who witnesses the discharge of the crew.

c. Triplicate.—Retained by the U.S. Shipping Commissioner who witnesses the engagement of the crew.

d. Quadruplicate. — Forwarded to Coast Guard Headquarters immediately after the departure of the vessel to serve as the source for the maintenance of a locator file.

It is estimated that the preparation of the four copies of shipping articles at the time of signing-on the average vessel now consumes approximately 3 hours. It is believed that the adoption of the form using inserted carbon sheets will cut the time of preparation from 3 hours to 1 hour.

3. The proposed form of shipping articles will be arranged in one unit pads of sheets measuring 15 by 21 inches printed on one side only in the following order:

a. Four copies of the face of the shipping articles. The information contained hereon will be the same as that now contained on the face of the shipping articles, forms NAVCG 705, 705-A and 705-B, plus the certification of the citizenship of the crew signed on and the list of statutes for attention of masters both of which were taken from the back of present articles.

b. Four copies of the particulars of engagement. This sheet contains all of the information now included under particulars of engagement except height and race or color, which items are considered to be unnecessary, plus the endorsement which replaces the Certificate as to Shipment of Seamen.

c. Four copies of the particulars of discharge. This sheet contains all of the information now included under particulars of discharge.

d. Three sheets of pencil carbon paper.

e. One sheet of manila board.

The original copies of the face of the shipping articles, the particulars of engagement and the particulars of discharge will be printed on white bond Sub 40 Wt 25%; the duplicate copies will be printed on orange bond Sub 26 Wt 25%; the triplicate copies on yellow bond Sub 26 Wt 25%; the quadruplicate copies on pink bond Sub 26 Wt 25%. The various lines of the particulars of engagement will be related to the lines of the particulars of discharge by line numbers and the only basic difference between the present and proposed forms is that the particulars of discharge will be found on the page following the particulars of engagement instead of on the page opposite. The proposed form will be set up so that it can be prepared on a typewriter or in longhand. The original copies of the face of the shipping articles, the particulars of engagement and the particulars of discharge will remain bound to the manila board backing at all times and the duplicate, triplicate, and quadruplicate copies of the face of the articles, particulars of engagement and particulars of discharge, as well as the three sheets of pencil carbon, will be perforated 3/4 inch from the top so that they can be easily removed from the basic unit.

4. Comments, criticisms, or recommendations concerning any or all of the proposed changes are invited. They should be adressed to—The Commandant (MMP), U. S. Coast Guard, 1300 E. Street, NW., Washington 25, D. C. A multilithed print of the proposed shipping articles is available for inspection at Coast Guard Headquarters, Washington, D. C., The Division of Federal Register, Washington, D. C., and in the office of each Coast Guard District Commander located in the following ports:

Boston, 1400 Custom House.

New York, 42 Broadway. Philadelphia, 210 West Washington Square.

Norfolk, New Post Office Building. Miami, Dupont Building. New Orleans, 327 Custom House. Cleveland, 1700 Keith Building. St. Louis, 232 Old Custom House. Long Beach, 706 Times Building. San Francisco, 907 Appraisers Building.

Seattle, Alaskan Building. Ketchikan, Commercial Building. Honolulu, Federal Building. San Juan, Federal Building.

5. Authority: R. S. 4405 (46 U. S. C. 375); R. S. 4511 (46 U. S. C. 564); R. S. 451 (46 U. S. C. 565); R. S. 4520 (46 U. S. C. 574); R. S. 4521 (46 U. S. C. 575) Act of Feb. 18, 1895 (46 U. S. C. 646); and Reorganization Plan #3, Section 101, effective July 16, 1946.

# LESSONS FROM CASUALTIES

### **Flooding of Engine Rooms**

Two cases of partial flooding of engine rooms and damage to machinery have recently come to the attention of the Coast Guard, which because of similarity of circumstances it was thought should be brought to the attention of the Service and the operators of vessels.

The vessels involved were both T2 tankers. It appears that vessel "A" was in a repair yard on the West Coast and vessel "B" was in a repair yard on the Gulf Coast. In each instance the cargo tank bulkheads were being tested by filling the tanks with water. On vessel "A" the inspection plates from the main condensers had been removed, presumably after closing the overboard discharge valve. On vessel "B" the impellor from the main circulator had been removed and the overboard discharge valve closed tight and lashed. Testing of the tanks on each vessel was carried out by filling the forward tanks, which set the vessels down by the head and raised the after ends sufficiently so that the overboard discharges were out of water. As the testing of the tanks proceeded aft the vessels were set down by the stern until the overboard discharges were below the surface of the water.

In vessel "A", the night engineer stated that up to midnight everything appeared to be normal in the engine room and that there was no water in the engine room bilge. However, at about 3 o'clock in the morning he noticed the vessel taking a list to port and upon entering the engine room he found that water was coming from the main condenser through the inspection openings and had partly flooded the lower engine room. Upon investigation he found that a gate valve in the main condenser overboard discharge line was partly open and with the assistance of the pumpman he was able to close the valve, but not until sufficient water had entered the engine room to damage 5 cargo room motors and the main propulsion motor. The night engineer had assumed that as the inspection plates of the condenser were off, the overboard discharge valve was properly closed. In this case it was found that the first assistant engineer was at fault in not properly closing the overboard discharge valve and that the night engineer was at fault in not checking the valves, particularly when he knew that the inspection plates were off and that the vessel's draft was changing due to the testing of the tanks.

In vessel "B" it seems that the first assistant engineer instructed an employee of the shipyard to close the overboard discharge valve and then the first assistant checked to determine if it was closed and upon finding it closed he lashed the valve wheel with a rope. The third assistant engineer took over the watch in the evening and made a check of conditions in the engine room and found them satisfactory. He then went on deck to give instructions to an oiler to obtain some things for him ashore. About an hour later the third assistant was notified by the shipyard employee that water was entering the engine room at a rapid rate. The third assistant went below and found water entering the engine room from the main circulator where the impellor had been removed. He immediately went to the overboard discharge valve, removed the lashing

and with the assistance of the fireman was able to turn the valve in both directions and finally succeeded in closing it several turns, preventing additional water from entering the engine room.

The vessel was placed in dry dock and one of the crew entered the overboard discharge line through an inspection plate on the main condenser and found a piece of 1- by 4-inch pine, approximately 3 feet long, lying in the discharge line just on the overboard side of the valve. Examination of this piece of wood showed that it had marks indicating it had jammed the valve.

The valves in question were 24-inch gate valves of the nonrising stemtype. The records of the investigations of these accidents fail to disclose whether either of these valves was fitted with a device to show clearly whether it was open or closed.

It is, of course, not uncommon for foreign substances to be lodged on the seat of a valve, such as pieces of wood, marine growths, etc. The presence of such substances can sometimes be detected by the "feel" of the valve while closing it. In closing overboard valves in cases similar to those set forth herein, the engineer should take every precaution to make sure that the valve is closed tightly on its seat.

### DROPPING OF LIFEBOAT DURING BOAT DRILL

This service recently investigated an accident occurring on board a Victory ship at Mobile, Ala., wherein a motor lifeboat after being swung out was accidently dropped, resulting in serious damage to the boat and injury to two seamen.

The circumstances of the case appear to be that the vessel in question was holding a fire and boat drill in the course of an annual inspection. During the drill the No. 1 motor lifeboat was lowered to the water and raised to a position approximately level with the ship's rail. While suspended over the side, 2 engineers were instructed to test the motor. While the motor was being cranked the boat suddenly dropped without warning. An examination of the releasing gear indicated that there was nothing mechanically wrong with it.

The lifeboat was fitted with a releasing gear which is considered one of the safest and most foolproof types of releasing gear installed in lifeboats and can only be activated by raising a lever in the bottom of the boat.

The examining officer making the investigation stated that the gear must have been accidently released by one of the persons in the boat. He also made certain recommendations which have considerable merit and which might prevent future accidents of this type.

The suggestions made by the examining officer were:

(a) That the boat be secured in the chocks before attempting to start the motor in order to test it.

(b) That some responsible officer examine the lifeboat releasing gear before drill is held in order to determine that it is functioning properly.

In the course of the investigation one of the injured persons stated that had the lifeboat davits been fitted with manropes his injuries might have been minimized. The present regulations only require manropes to be fitted between davits on the emergency lifeboats of passenger vessels.

## RENEWING PACKING GROM-METS ON ECONOMIZER CLEAN-OUT PLUG; CORREC-TION

In the article published in the June 1946 "Proceedings" entitled, "Renewing Packing Grommets on Economizer Clean-Out Plug," it was stated that the casualty occurred on a Liberty ship. This casualty occurred on a Victory ship and the record should be corrected.

# The President

### REORGANIZATION PLAN NO. 3 OF 1946

Prepared by the President and transmitted to the Senate and the House of Representatives in Congress assembled, May 16, 1946, pursuant to the provisions of the Reorganization Act of 1945, approved December 20, 1945.<sup>3</sup>

#### PART I. DEPARTMENT OF THE TREASURY

SECTION 101. Functions transferred to the United States Coast Guard. (a) There are hereby transferred to the Commandant of the Coast Guard those functions of the bureau, offices, and board specified in the first sentence of section 104 of this plan, and of the Secretary of Commerce, which pertain to approval of plans for the construction, repair, and alteration

<sup>1</sup> Effective July 16, 1946, under the provisions of section 6 of the act; published pursuant to section 11 of the act (Pub. Law 263, 79th Cong.).

# APPENDIX

of vessels; approval of materials, equipment, and appliances; classification of vessels; inspection of vessels, and their equipment and appliances; issuance of certificates of inspection and of permits indicating the approval of vessels for operations which may be hazardous to life or property; administration of load line requirements; enforcement of other provisions for the safety of life and property on vessels; licensing and certificating of officers; pilots, and seamen; suspension and revocation of licenses and certificates; investigation of marine casualties: enforcement of manning requirements, citizenship requirements, and requirements for the mustering and drilling of crews; control of logbooks; shipment, discharge, protection, and welfare of merchant seamen; enforcement of duties of shipowners and officers after accidents; promulgation and enforcement of rules for lights, signals, speed, steering, sailing, passing, anchorage, movement, and towlines of vessels and lights and signals on bridges; numbering of undocumented vessels; prescription and enforcement of regulations for outfitting and operation of motorboats; licensing of motorboat operators; regulation of regattas and marine parades; all other functions of such bureau, offices, and boards which are not specified in section 102 of this plan; and all other functions of the Secretary of Commerce pertaining to those functions of the agencies abolished under section 104 of this plan which are not specified in section 102 of this plan. including the remission and mitigation of fines, penalties, and forfeitures incurred under the laws governing these functions and those incurred under the act of December 17, 1941 (55 Stat. 808), as amended.

(b) The functions relating to the award of numbers to undocumented vessels vested by law in the Collectors of Customs are hereby transferred to the Commandant of the Coast Guard.

SEC. 102. Functions transferred to Bureau of Customs. There are hereby transferred to the Commissioner of Customs those functions of the bureau, offices, and boards specified in the first sentence of section 104 of this plan, and of the Secretary of Commerce, which pertain to registry, enrollment, and licensing of vessels, including the issuance of commissions to yachts, the assignment of signal letters, and the preparation of all reports and publications in connection therewith; measurement of vessels, administration of tonnage duties, and collection of tolls; entry and clearance of vessels and aircraft, regulation of vessels in the coasting and fishing trades, and limitation of the use of foreign vessels in waters under the jurisdiction of the United States; recording of sales, conveyances, and mortgages of vessels; protection of steerage passengers; all other functions of such bureau, offices, and boards which were performed by the Bureau of Customs on behalf thereof immediately prior to the effective date of Executive Order No. 9083 of February 28, 1942 (7 F. R. 1609); and the power to remit and mitigate fines, penalties and forfeitures incurred under the laws governing these functions.

SEC. 103. Powers of the Secretary of the Treasury. The functions transferred by sections 101 and 102 of this plan may be performed through such officers and employees of the United States Coast Guard and the Bureau of Customs, respectively, as may be designated by the Commandant of the Coast Guard and the Commissioner of Customs, respectively, and shall be performed subject to the direction and control of the Secretary of the Treasury except as otherwise required by law with respect to the United States Coast Guard whenever it operates as a part of the Navy.

SEC. 104. Abolition of agencies. The Bureau of Marine Inspection and Navigation, the office of the director thereof, the offices of supervising inspectors, principal traveling inspectors, local inspectors, assistant inspectors, shipping commissioners, deputy shipping commissioners, and the Board of Supervising Inspectors, the Boards of Local Inspectors, the Marine Casualty Investigation Board, and the Marine Boards are hereby The Secretary of the abolished. Treasury shall provide for winding up those affairs of the said abolished agencies which are not otherwise disposed of herein.

#### PART II. DEPARTMENT OF WAR AND DE-PARTMENT OF THE NAVY

SECTION 201. Functions with respect to certain insane persons. (a) The functions of St. Elizabeths Hospital and the superintendent thereof, and of the Federal Security Agency and the Federal Security Administrator, with respect to the care, treatment. and custody of insane persons as provided in section 4843 of the Revised Statutes (24 U. S. C. 191) are hereby transferred or abolished as follows:

(1) Functions with respect to insane persons belonging to the Army or falling, by reason of employment or service in the Army, within any of the categories enumerated in said section, are transferred to the Secretary of War and shall be performed by the Secretary or, subject to his direction and control, by such officers and agencies of the Department of War as he may designate.

(2) Functions with respect to insane persons belonging to the Navy or falling, by reason of prior service in the Navy, within any of the categories enumerated in said section, are transferred to the Secretary of the Navy and shall be performed by the Secretary, or subject to his direction and control, by such officers and agencies of the Department of the Navy as he may designate. (For the purposes of this subpar. (2), the Marine Corps but not the Coast Guard is included in the Navy.)

(3) Functions with respect to insane persons belonging to the Coast Guard are abolished.

(b) Nothing in subsection (a) of this section shall affect the functions and authority of St. Elizabeths Hospital, the superintendent thereof, the Federal Security Agency, or the Federal Security Administrator with respect to any person heretofore ad-mitted to St. Elizabeths Hospital and a patient therein on the effective date of this plan under the provisions of section 4843 of the Revised Statutes. or the functions and authority of said officers and agencies or of the Public Health Service with respect to Coast Guard members as beneficiaries of the Public Health Service, as provided by section 504 of the Public Health Service Act (58 Stat. 710, 42 U. S. C. 222).

#### PART III. DEPARTMENT OF THE NAVY

SECTION 301. Hydrographic Office and Naval Observatory. The Hydrographic Office and the Naval Observatory, together with their respective functions, are hereby transferred from the Bureau of Naval Personnel, Department of the Navy, to the Chief of Naval Operations and shall be administered, subject to the direction and control of the Secretary of the Navy, under the Chief of Naval Operations.

SEC. 302. Supply Department of the United States Marine Corps. The Paymaster's Department of the United States Marine Corps and the Quartermaster's Department of the United States Marine Corps, and the functions of such departments, are hereby consolidated to form a single new agency, which shall be known as the Supply Department of the United States Marine Corps, and at the head of which there shall be the Quartermaster General of the Marine Corps. The office and title of "The Paymaster General of the Marine Corps," provided for in the act of March 24, 1944 (58 Stat. 121), are hereby abolished.

#### PART X. RECORDS, PROPERTY, PERSONNEL, AND FUNDS

SECTION 1001. Transfer of records. property, personnel, and junds. There are hereby transferred to the respective agencies in which functions are vested pursuant to the provisions of this plan, to be used, employed, and expended in connection with such functions, respectively, or in connection with winding up the outstanding affairs of agencies abolished by this plan, (1) the records and property now being used or held in connection with such functions, (2) the personnel employed in connection with such functions, and (3) the unexpended balances of appropriations, allocations, or other funds available or to be made available for use in connection with such functions.

SEC. 1002. Disposition of excess personnel. Any of the personnel transferred under this plan which the transferee agency shall find to be in excess of the personnel necessary for the administration of the functions transferred to such agency by such plan shall be retransferred under existing law to other positions in the Government or separated from the service.

SEC. 1003. Dispositions by Director of the Bureau of the Budget. Such further measures and dispositions as the Director of the Bureau of the Budget shall determine to be necessary in order to effectuate the provisions of this Part or in order to wind up the outstanding affairs relating to agencies or functions abolished by this plan shall be carried out in such manner as the Director may direct and by such agencies as he may designate. (F. R. Doc. 46-12365; Filed, 19 July, 1946; 11:57 a. m.) (11 F. R. 7875; 20 July 1946.)

# Amendments to Regulations

TITLE 33—NAVIGATION AND NAVIGABLE WATERS

#### Chapter I—Coast Guard, Department of the Treasury

PART 6—SECURITY OF PORTS AND THE CONTROL OF VESSELS IN THE NAVI-GABLE WATERS OF THE UNITED STATES

#### SUBPART C-ANCHORAGE AND RESTRICTED AREAS

Miscellaneous amendments were made to the Anchorage and Restricted Areas Regulations for the Fifth Naval District, Sixth Naval District, Eleventh Naval District, and Thirteenth Naval District and published in the Federal Register dated 27 July 1946, 11 F. R. 8119. Copies of the amendments may be obtained upon request from the Commandant, U. S. Coast Guard, Washington 25, D. C., or from the Commanders of Coast Guard Districts having jurisdiction over the areas involved.

PART 9—REGULATIONS RELATING TO THE REMOVAL AND EXCLUSION OF PERSONS FROM VESSELS AND WATERFRONT FA-CILITIES

Pursuant to the authority contained in section I, Title II of the act approved June 15, 1917 (40 Stat. 220; 50 U.S.C. 191), and by virtue of Proclamation No. 2412, dated June 27, 1940 (3 CFR Cum. Supp.) the regulations relating to the removal and exclusion of persons from vessels and waterfront facilities, contained in \$\$ 9.1, 9.2, 9.3, 9.4, 9.101, 9.102, 9.103 and 9.104 are hereby cancelled effective on publication in the Federal Register.

Approved: July 19, 1946. (11 F.R. 8164; 30 July 1946.)

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

CONTINUANCE OF TRANSFER OF FUNCTIONS

CROSS REFERENCE: For continuance of the transfer of functions of the Bureau of Marine Inspection and Navigation, Department of Commerce, transferred to the Coast Guard by Executive Order 9083, see section 101 of Reorganization Plan No. 3 of 1946, supra.

#### [General Order 2-46]

#### TRANSFER OF FUNCTIONS UNDER REOR-GANIZATION PLAN

#### CONTINUANCE IN EFFECT OF ORDERS, RULES, REGULATIONS, ETC.

All orders, rules, regulations, permits, or other privileges made, issued, or granted in respect of all functions transferred to the Commandant, United States Coast Guard, by section 101 of Reorganization Plan No. 3 of 1946 and in effect at the time of such transfer shall continue in effect to the same extent as if such transfer had not occurred.

Approved: July 16, 1946. (11 F.R. 7775, 17 July 1946.)

#### TITLE 46-SHIPPING

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

#### CONTINUANCE OF TRANSFER OF FUNCTIONS

CROSS REFERENCE: For continuance of the transfer of functions of the Bureau of Marine Inspection and Navigation, Department of Commerce, transferred to the Coast Guard by Executive Order 9083, see section 101 of Reorganization Plan No. 3 of 1946, supra.

#### Subchapter D-Tank Vessels

#### PART 35-OPERATION

#### NAVIGATION

Section 35.2-9 is amended to read as follows:

§ 35.2–9 Notice of casualty and voyage records—TB/ALL. (a) The owner, agent, master, or person in charge of a vessel involved in a marine casualty shall give notice as soon as possible to the nearest marine inspection office of the U. S. Coast Guard whenever the casualty results in any of the following:

 Damage to property in excess of \$1,500.00.

(2) Material damage affecting the seaworthiness or efficiency of a vessel.

(3) Stranding or grounding.

(4) Loss of life.

(5) Injury causing any person to remain incapacitated for a period in excess of 72 hours.

(b) The notice required in the above paragraph shall show the name and official number of the vessel involved, the owner or agent thereof, the nature and probable cause of the casualty, the locality in which it occurred, the nature and extent of injury to persons and the damage to property.

(c) In addition to the notice required above, the person in charge of the vessel shall, as soon as possible, report in writing and in person to the Officer in Charge, Marine Inspection, at the port in which the casualty occurred or nearest the port of first arrival: Provided, That when from distance it may be inconvenient to report in person it may be done in writing only. The written report required herein shall be made on Form NAVCG-924E in case of death or serious injury to persons where there is no damage to property and on Form NAVCG-2692 in all other cases.

Note: If filed without delay these forms may also provide the notice required by paragraph (a) of this section.

(d) The owner, agent, master, or other person in charge of any vessel involved in a marine casualty shall retain such voyage records of the vessel as are maintained by the vessel, such as both rough and smooth deck and engine room logs, bell books, navigation charts, navigation work books, compass deviation cards, gyrocompass records, stowage plans, record of draft, aids to mariners, radiograms sent and received, the radio log and crew and passenger lists. The owner, agent, master, or other officer in charge, shall make those records available to a duly authorized Coast Guard officer or employee for examination upon request.

(e) Whenever a vessel collides with a lightship, buoy, or other aid to navigation under the jurisdiction of the Coast Guard, or is connected with any such collision, it shall be the duty of the person in charge of such vessel to report the accident to the nearest Officer in Charge, Marine Inspection. No report on Form NAVCG 2629 is required unless any of the results listed in paragraphs (a) (1) to (a) (5) inclusive, of this section, occurs.

Subchapter G-Ocean and Coastwise: General Rules and Regulations

#### PART 62-LICENSED OFFICERS AND CERTIFICATED MEN

Section 62.16 is amended to read as follows:

§ 62.16 Notice of casualty and voyage records. (a) The owner, agent, master, or person in charge of a vessel involved in a marine casualty shall give notice as soon as possible to the nearest marine inspection office of the U. S. Coast Guard whenever the casualty results in any of the following:

 Damage to property in excess of \$1,500.00.

(2) Material damage affecting the seaworthiness or efficiency of a vessel.

(3) Stranding or grounding.

(4) Loss of life.

(5) Injury causing any persons to remain incapacitated for a period in excess of 72 hours.

(b) The notice required in the above paragraph shall show the name and official number of the vessel involved, the owner or agent thereof, the nature and probable cause of the casualty, the locality in which it occurred, the nature and extent of injury to persons and the damage to property.

(c) In addition to the notice required above, the person in charge of the vessel shall, as soon as possible, report in writing and in person to the Officer in Charge, Marine Inspection, at the port in which the casualty occurred or nearest the port of first arrival: *Provided*, That when from distance it may be inconvenient to report in person it may be done in writing only. The written report required herein shall be made on Form NAVCG-924E in case of death or serious injury to persons where there is no damage to property and on Form NAVCG-2692 in all other cases.

Norz: If filed without delay these forms may also provide the notice required by paragraph (a) of this section.

(d) The owner, agent, master, or other person in charge of any vessel involved in a marine casualty shall retain such voyage records of the vessel as are maintained by the vessel, such as both rough and smooth deck and engine room logs, bell books, navigation charts, navigation work books. compass deviation cards, gyrocompass records, stowage plans, record of draft, aids to mariners, radiograms sent and received, the radio log and crew and passenger lists. The owner, agent, master, or other officer in charge, shall make these records available to a duly authorized Coast Guard officer or employee for examination upon request.

(e) Whenever a vessel collides with a lightship, buoy, or other aid to navigation under the jurisdiction of the Coast Guard, or is connected with any such collision, it shall be the duty of the person in charge of such vessel to report the accident to the nearest Officer in Charge, Marine Inspection. No report on Form NAVCG-2692 is required unless any of the results listed in paragraphs (a) (1) to (a) (5), inclusive, of this section occurs.

Subchapter H-Great Lakes: General Rules and Regulations

PART 78—LICENSED OFFICERS AND CERTIFICATED MEN

INSPECTED VESSELS

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.)

Subchapter I-Bays, Sounds, and Lakes Other Than the Great Lakes; General Rules and Regulations

PART 96-LICENSED OFFICERS AND CERTIFICATED MEN

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.)

Subchapter J—Rivers: Geenral Rules and Regulations

PART 115-LICENSED OFFICERS

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.)

#### Subchapter K-Seamen

PART 136—"A" MARINE INVESTIGATION BOARD RULES

Section 136.103 is amended to read as follows:

#### **EFFECTIVE DATES**

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.

The Federal Register contains the Executive orders and Proclamations of the President and all changes in rules and regulations promulgated by the Federal Government. The Federal Register may be obtained from the Superintendent of Documents, Government Printing Office, Washington 25, D. C.

§ 136.103 Notice of casualty and voyage records. (a) The owner, agent, master, or person in charge of a vessel involved in a marine casualty shall give notice as soon as possible to the nearest marine inspection office of the U. S. Coast Guard whenever the casualty results in any of the following:

 Damage to property in excess of \$1,500.00.

(2) Material damage affecting the seaworthiness or efficiency of a vessel.

(3) Stranding or grounding.

(4) Loss of life.

(5) Injury causing any person to remain incapacitated for a period in excess of 72 hours.

(b) The notice required in the above paragraph shall show the name and official number of the vessel involved, the owner or agent thereof, the nature and probable cause of the casualty, the locality in which it occurred, the nature and extent of injury to persons and the damage to property.

(c) In addition to the notice required above, the person in charge of the vessel shall, as soon as possible, report in writing and in person to the Officer in Charge, Marine Inspection, at the port in which the casualty occurred or nearest the port of first arrival: Provided, That when from distance it may be inconvenient to report in person it may be done in writing only. The written report required herein shall be made on Form NAVCG-924E in case of death or serious injury to persons where there is no damage to property and on Form NAVCG-2692 in all other cases.

Norz: If filed without delay these forms may also provide the notice required by paragraph (a) of this section.

(d) The owner, agent, master, or other person in charge of any vessel involved in a marine casualty shall retain such voyage records of the vessel as are maintained by the vessel, such as both rough and smooth deck and engine room logs, bell books, navigation charts, navigation work books, compass deviation cards, gyrocompass records, stowage plans, record of draft, aids to mariners, radiograms sent and received, the radio log and crew and passenger lists. The owner, agent, master, or other officer in charge, shall make these records available to a duly authorized Coast Guard officer or employee for examination upon request.

(e) Whenever a vessel collides with a lightship, buoy, or other aid to navigation under the jurisdiction of the Coast Guard, or is connected with any such collision, it shall be the duty of the person in charge of such vessel to report the accident to the nearest Officer in Charge, Marine Inspection. No report on Form NAVCG-2692 is required unless any of the results listed in paragraphs (a) (1) to (a) (5), inclusive, of this section, occurs.

Dated: July 25, 1946. (11 F.R. 8165, 30 July 1946.)

#### WAIVER

#### Appendix A-Waivers of Navigation and Vessel Inspection Laws and Regulations

#### CANCELLATION OF WAIVER RE VOYAGE DESCRIPTIONS

By virtue of the authority vested in me by Title V of the Second War Powers Act (50 U.S.C. Appendix 635) and Executive Order 9666 dated December 28, 1945 (11 F. R. 1), I hereby cancel, effective on publication in the Federal Register, the order of the Secretary of the Navy dated March 6. 1942 (7 F. R. 2477), which waived compliance with so much of section 4511 R. S., as amended (46 U. S. C. 564), and section 2 of the Act of June 19, 1886, as amended (46 U.S.C. 563), as requires shipping articles to contain, in writing or in print, particulars as to the nature of the intended voyage or engagement.

Dated: July 2, 1946. (11 F. R. 7463, 4 July 1946.)

# Navigation and Vessel Inspection Circular No. 72

Navigation and Vessel Inspection Circular No. 70; Amendment to

UNITED STATES COAST GUARD,

#### Washington 25, D. C., 19 June 1946.

1. Several inquiries have been received by the Coast Guard as to whether Liberty ships with riveted shell seams are required to have installed the riveted gunwale angles or sheer strake slots and straps called

•

for in sub-paragraphs 2 (a), (b), and (c), of Navigation and Vessel Inspection Circular No. 70. This circular is issued in order to clear up any possible misconception in regard to this point.

2. In each of the above-mentioned sub-paragraphs full compliance with Coast Guard Drawing No. EMM 17-S11-17-1 is specified and for convenience the requirements are listed separately in each case.

3. General Note No. 2 on Coast Guard Drawing No. EMM 17-S11-17-1 states in part that "Vessels with riveted shell seams are not required to have either riveted gunwale bars or sheer strake straps." This note applies to the Liberty ships referred to in sub-paragraphs 2 (a), (b), and (c), of Navigation and Vessel Inspection Circular No. 70 and, therefore, no requirements calling for such riveted gunwale angles or sheer strake slots and straps should be made against vessels with riveted shell seams.

> (Signed) J. F. FARLEY, Admiral, U. S. Coast Guard, Commandant.

# No. 73

Requirements for Motorboats Operated for Pleasure and Commercial Fishing Purposes

#### 20 June 1946.

1. In the interests of safety, the United States Coast Guard desires to acquaint all owners and operators of motorboats operated for pleasure and commercial fishing purposes, with the Federal law and regulations governing their equipment, operation, and statutory requirements affecting their numbering and recording.

The latest laws affecting motorboats are contained in an Act of Congress dated April 25, 1940, which superseded the Motorboat Act of 1910. Regulations required for the proper administration of this act have been prepared by the United States Coast Guard. Prior to issuing these regulations, the cooperation of yachtsmen, yacht and boat builders, and manufacturers of boating equipment was solicited. The regulations therefore have been formulated for the safety of the boating public by practical men who represent both the Government and the industry, and the operation of motorboats in compliance with these regulations should not be found burdensome. Those features of the old act which had been so considered, have been eliminated.

3. Given below is a brief digest of the more important features of the Motorboat Act of April 25, 1940, and the regulations issued thereunder.

A. Fines or penalties will not be incurred for failure to carry the following: (a) Pilot rules.

(b) Fire extinguishers on outboard motorboats.

(c) Fog bells on motorboats less than 26 feet.

(d) Whistles on motorboats less than 16 feet.

(e) Fog horns on all motorboats.

B. Navigation lights.—If lights now installed are those which complied with the old motorboat law and have the range of visibility required by the new act, they may be continued in use as long as they are in serviceable condition. Lights installed or fitted 6 months after the termination of the national emergency shall be of a type approved by the commandant.

C. Whistles.—If the whistle on board complies with the audibility requirements of the rules even though not the type of whistle required, it may be continued in service until 6 months after the termination of the national emergency. After that date the specified type is required.

D. Lifesaving equipment.—A lifesaving device is required for every person on board. Box-type buoyant cushions will be permitted as life preservers on boats up to 40 feet in length. Life preservers or ring buoys are required for motorboats 40 feet and over. Purchasers of lifesaving equipment should look for the label or stamp indicating that the device is of a type approved by the Coast Guard.

Commercial fishing motorboatslife floats .- Wooden life floats made of light buoyant wood may be used on commercial fishing motorboats. The dimensions of every such wooden life float shall be not less than 4 feet in length, 12 inches in width, and 134 inches in thickness, and the weight shall not exceed 25 pounds. The float may be made in one or two pieces. If made in two pieces, the pieces shall be securely attached with wooden dowels. No metal shall be used in the construction of the float. It shall be provided with two handholes, one at each side, midway in the length, which handholes shall be not less than 6 inches in length and 2 inches in width, with a margin of at least 1 inch at the edge of the float. Wooden life floats, made of balsa wood, shall not be less than 3 feet in length, 111/2 inches in width, and 2 inches in thickness. The balsa wood used in the construction of such floats shall be of the same quality as required for balsawood life preservers. Each two-piece float, in addition to the doweling, shall be securely glued and the dowels shall be four in number, of 3/4-inch diameter made of straight-grained dry hardwood, driven through and entirely across the float through holes bored to slightly less diameter than the dowel.

E. Ventilation. — All motorboats which are constructed or decked over after April 25, 1940, and which use gasoline or other liquid fuel having a flashpoint of less than  $110^{\circ}$  F. shall be provided with ventilation as follows:

(a) At least two ventilators fitted with cowls or their equivalent for the purpose of properly and efficiently ventilating the bilges of every engine and fuel tank compartment in order to remove any inflammable or explosive gases.

(b) The ventilation of the boat is not required where the greater portion of the bilges of the engine and fuel tank compartments is open to the natural atmosphere.

F. Fire extinguishers.-The number of extinguishers listed in the table is required on board. The extinguishers on motorboats, if in good and serviceable condition, may be used until 6 months after the national emergency. Purchasers of fire extinguishers may inquire from the seller if the extinguisher is of a type approved by the Coast Guard. When in doubt, this information may be obtained from the Officer in Charge, Marine Inspection, U. S. Coast Guard, in the area where the motorboat is located, or from the Commandant (MVI), U. S. Coast Guard, Washington 25, D. C.

G. Reckless operation.—Any person who shall operate any motorboat or any vessel in a reckless or negligent manner so as to endanger the life, limb, or property of any person shall be deemed guilty of a misdemeanor and on conviction thereof by any court of competent jurisdiction shall be punished by a fine not exceeding \$2,000, or by imprisonment for a term of not exceeding 1 year, or by both such fine and imprisonment, at the discretion of the court.

4. From the following table one may readily determine the equipment required on the various classes of motorboats which are operated for pleasure purposes. The failure to have such equipment on board at all times when the vessel is operated, constitutes a menace to safety of life and subjects the owner and vessel to the penalties prescribed by law.

5. Equipment is required for the safety of the persons on board. To be effective it must be in good condition. For proper protection, equipment must not only be on hand but by frequent check it should be ascertained that the equipment is in working order and fully ready for the purpose for which it was designed.

6. Every undocumented vessel operated in whole or in part by machinery, owned in the United States and found on the navigable waters thereof, except public vessels and vessels not exceeding 16 feet in length, measured from end to end over the deck exclud-

REQUIREMENTS	FOR	PLEASURE	AND	COMMERCIAL	FISHING	MOTORBOATS

Therefore	Class A	Class 1	Class 2	Class 3
Equipment	0 to 16 feet	16 to 26 feet	26 to 40 feet	40 to 65 feet
Combination light	and green to starbo	showing red to port ard from right ahead he beam. Visible at	None	None.
Port side light	None	None	1 on port side, propered from right and the beam, visible a	rly screened to show ad to 2 points abaft t least 1 mile.
Starboard side light.	None	None	show green from ris	properly screened to ght ahead to 2 points Visible at least 1 mile.
Stern light	1 bright white light	aft showing all around	the horizon. Visible	at least 2 miles.
Bow light	None	None	1 bright white light showing from righ abaft the beam on b least 2 miles.	in fore part of boat t ahead to 2 points ooth sides. Visible at
Whistle 1	None	1 hand, mouth, or power-operated, audible at least ½ mile.	1 hand or power- operated, audible at least 1 mile.	1 power-operated, audible at least 1 mile.
Bell	None	None	1 which produces, y bell-like tone of full	vhen struck, a clear round characteristics.
Lifesaving devices <sup>2</sup> _	1 life preserver or rin on bourd.	ng buoy or buoyant et	ishion for each person	I life preserver or ring buoy for each person on board.
Flame arrestors	1 on each carburetor motors.	of all gasoline engines	installed after Apr. 25,	1940, except outboard
Ventilation	in engine and fuel	tank compartments of	ent capable of removing of boats constructed or shipoint less than 110°	deckod after Apr. 25.
Fire extinguishers	1 1-quart carbon tet gallon foam or 1 guisher. None required on ou	4-pound CO <sup>2</sup> extin-	21-quart carbon tet- rachloride or 2134- gallon foam or 2 4-pound CO <sup>2</sup> ex- tinguishers.	3 1-quart carbon tet- trachloride or 3 114-gallon foam or 3 4-pound CO <sup>2</sup> ex- tinguishers.

<sup>1</sup> Commercial fishing motorboats may carry any of these specified devices.
<sup>2</sup> Commercial fishing motorboats may carry in lieu of this specified equipment prescribed wooden life floats.

ing sheer, temporarily equipped with detachable motors, shall be numbered. The regulations issued by the Commandant under authority of this act clarify the language of the statute to require the following undocumented vessels to be numbered:

A. All boats equipped with permanently fixed engines.

B. All boats over 16 feet in length equipped with detachable engines.

C. All boats not more than 16 feet in length equipped with detachable engines as the ordinary means of propulsion.

7. The following undocumented vessels are not required to be numbered:

A. All boats not exceeding 16 feet in length equipped with detachable engines and falling within the following classes:

(a) Rowboats and canoes designed and intended for the use of oars or paddles as the ordinary means of propulsion. (b) Sailboats.

(c) Boats designed and used solely for the purpose of racing or operation incident to racing.

8. Upon the purchase of an undocumented vessel which has been issued a certificate of award of number under the provisions of the act of June 7. 1918, as amended, and after the completion of the bill of sale on the reverse side of the certificate by the vendor or the former owner, the purchaser should execute the application for number for undocumented motor vessel, which is incorporated on the reverse side of the revised form of certificate of award (Form NAVCG 1513), and surrender the certificate, bill of sale and application for a new number to the commander of the Coast Guard district in which the vessel is owned, within the statutory period of 10 days. That officer upon receipt of the certificate properly filled in by the purchaser, will issue a new certificate of award of number. In

the case of such vessels which are new or which have never been numbered under the provisions of the act of June 7, 1918, as amended, or which are operating under the old form of certificate of award of number, application should be made to the same Coast Guard officer by the execution of Form NAVCG 1512, the application for number for undocumented motor vessel, or if no such application cards are available, by applying direct to such officer for these application cards. Upon their receipt and upon completion of same in duplicate, they, together with evidence of ownership such as a bill of sale, should be returned to the commander of the Coast Guard district in which the vessel is owned, in order that a certificate of award of number may issue. Upon receipt of the certificate of award of number, the number awarded shall be painted or attached to each bow of the vessel and shall be in block character. of good proportion and not less than 3 inches in height, reading from left to right and parallel with the waterline, as near the forward end of the bow as legibility of the entire number for surface and aerial identification permits. The number shall also be of a color in contrast with the color of the hull so as to be distinctly visible and legible.

9. The certificate of award of number must be kept on board at all times (unless in the custody of the commander of the Coast Guard district), except in the case of vessels not exceeding 17 feet in length, or vessels whose design or fittings are such that the carrying of such certificate on board would render it imperfect, lllegible, or would otherwise tend to destroy its usefulness as a means of ready identification.

10. For further information in respect to the laws and regulations applicable to such vessels and for advice concerning the requirements for other vessels engaged in carrying freight or passengers for hire, any Officer in Charge, Marine Inspection, U. S. Coast Guard, stationed at the principal ports in the United States, should be consulted, or application should be made direct to the Commandant (MVI), U. S. Coast Guard, Washington 25, D. C.

# Equipment Approved by the Commandant

#### BUOYANT CUSHIONS FOR MOTORBOATS

Approval No. B-309, 12" x 22" x 2" rectangular buoyant cushion, 23 ounces kapok; Approval No. B-310, 12" x 27" x 2" rectangular buoyant cushion, 29 ounces kapok; Approval No. B-311, 12" x 33" x 2" rectangular

buoyant cushion, 35 ounces kapok; Approval No. B-312, 12" x 39" x 2" rectangular buoyant cushion, 42 ounces kapok; Approval No. B-313, 12" x 51" x 2" rectangular buoyant cushion, 54 ounces kapok; Approval No. B-314, 12" x 57" x 2" rectangular buoyant cushion, 61 ounces kapok; Approval No. B-315, 12" x 60" x 2" rectangular buoyant cushion, 64 ounces kapok; Approval No. B-316, 15" x 22" x 2" rectangular buoyant cushion, 29 ounces kapok; Approval No. E-317, 15" x 27" x 2" rectangular buoyant cushion, 36 ounces kapok; Approval No. B-318, 15" x 32" x 2" rectangular buoyant cushion, 43 ounces kapok; Approval No. B-319, 15" x 38" x 2" rectangular buoyant cushion, 51 ounces kapok: Approval No. B-320, 15" x 42" x 2" rectangular buoyant cushion, 56 cunces kapok; Approval No. B-321, 15" x 48" x 2" rectangular buoyant cushion, 64 ounces kapok; Approval No. B-322, 15" x 51" x 2' rectangular buoyant cushion, 68 ounces kapok; Approval No. B-323, 15" x 54" x 2" rectangular buoyant cushion, 72 ounces kapok; Approval No. B-324, 15" x 57" x 2" rectangular buoyant cushion, 76 ounces kapok; Approval No. B-325, 15" x 60" x 2" rectangular buoyant cushion, 80 ounces kapok; Approval No. B-326, 18" x 21" x 2" rectangular buoyant cushion, 34 ounces kapok; Approval No. B-327, 18" x 27" x 2" rectangular buoyant cushion, 43 ounces kapok; Approval No. B-328, 18" x 33" x 2" rectangular buoyant cushion, 53 ounces kapok; Approval No. B-329, 18" x 39" x 2" rectangular buoyant cushion, 62 ounces kapok; Approval No. B-330, 18" x 42" x 2" rectangular buoyant cushion, 67 ounces kapok; Approval No. B-331, 18" x 45" x 2" rectangular buoyant cushion, 72 ounces kapok; Approval No. B-332, 18" x 48" x 2" rectangular buoyant cushion, 77 ounces kapok; Approval No. B-333, 18" x 51" x 2" rectangular buoyant cushion, 82 ounces kapok; Approval No. B-334, 18" x 54" x 2" rectangular buoyant cushion, 86 ounces kapok; Approval No. B-335, 18" x 57" x 2" rectangular buoyant cushion, 91 ounces kapok; Approval No. B-336, 18" x 60" x 2" rectangular buoyant cushion, 96 ounces kapok; Approval No. B-337, 21" x 21" x 2" rectangular buoyant cushion, 39 ounces kapok; Approval No. B-338, 21" x 24" x 2" rectangular buoyant cushion, 45 ounces kapok; Approval No. B-339, 21" x 27" x 2" rectangular buoyant cushion, 50 ounces kapok; Approval No. B-340, 21" x 30" x 2" rectangular buoyant cushion, 56 ounces kapok; Approval No. B-341, 21" x 33" x 2" rectangular buoyant cushion, 62 ounces kapok; Approval No. B-342, 21" x 36" x 2" rectangular buoyant cushion, 67 ounces kapok;

Approval No. B-343, 21" x 39" x 2" rectangular buoyant cushion, 73 ounces kapok; Approval No. B-344, 21" x 42" x 2" rectangular buoyant cushion, 78 ounces kapok: Approval No. B-345, 21" x 45" x 2" rectangular buoyant cushion, 84 ounces kapok; Approval No. B-346, 21" x 48" x 2" rectangular buoyant cushion, 90 ounces kapok; Approval No. B-347, 21" x 51" x 2" rectangular buoyant cushion, 95 ounces kapok; Approval No. B-348, 21" x 54" x 2" rectangular buoyant cushion, 101 ounces kapok; Approval No. B-349, 21" x 57" x 2" rectangular buoyant cushion, 106 ounces kapok; Approval No. B-350, 21" x 60" x 2" rectangular buoyant cushion, 112 ounces kapok; Dwg. No. 5-25-46, manufactured by Atlantic-Pacific Manufacturing Corp., 124 Atlantic Avenue, Brooklyn 2, New York. (For use on motorboats of Classes A, 1, and 2 not carrying passengers for hire.)

Approval No. A-316, standard kapok buoyant cushion, for use on motorboats of Classes A, 1, and 2 not carrying passengers for hire, manufactured by Jurgensen Manufacturing Co., 28-30 Jane Street, New York 14, N. Y. (11 F. R. 7480, 8266, 4 July 1946.) Approval No. A-310, standard kapok buoyant cushion, for use on motorboats of Classes A, 1, and 2 not carrying passengers for hire, manufactured by Benton Harbor Awning and Tent Co., 136 Territorial Road, Benton Harbor, Michigan.

Approval No. A-311, standard kapok buoyant cushion, for use on motorboats of Classes A, 1, and 2 not carrying passengers for hire, manufactured by McPhaul Motorboat Cushion Co., 784 3d Street, Yuma, Arizona.

Approval No. A-313, standard kapok buoyant cushion, for use on motorboats of Classes A, 1, and 2 not carrying passengers for hire, manufactured by the Blake Manufacturing Co., 1217 East 4th, Tulsa, Oklahoma.

Approval No. A-314, standard kapok buoyant cushion, for use on motorboats of Classes A, 1, and 2 not carrying passengers for hire, manufactured by The S. E. Hyman Co., Fremont, Ohio.

Approval No. A-315, standard kapok buoyant cushion, for use on motorboats of Classes A, 1, and 2 not carrying passengers for hire, manufactured by Earl G. Warfield, 110 Broad St., Lynn, Massachusetts. (11 F. R. 8266; 31 July 1946.)

#### 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.

	Locati	on appara	tus may l	be used	
Manufacturer and description of equipment	Passen- ger and crew quarters and public spaces	Machin- ery cargo and work spaces	Open decks	Pump rooms of tank vessels	Date of action
Clark Cooper Co., Palmyra, N. J.; Lubricating oil low pressure alarm contact maker, Type L, Class I, 25 p. s. 1: maximum, 4 amperes, 115 volts	68	1.1	240		
D. C. or A. C., drawing No. EC3-8, Alt. 0. Dayton Manufacturing Co., The, Dayton, Ohio: Ceiling fixture No. C-10814, nonwatertight, 1 100-watt	x	x	milen	*******	6/26/46
lamp maximum, drawing No. X46D171, Rev. 2 Ceiling fixture No. C-10448, nonwatertight, 2 60-watt	x				6/20/46
lamps maximum, drawing No. 662, Rev. 7 Celling fixture No. C-10424, nonwatertight, 2 75-watt	x		*******	******	6/20/46
lamps maximum, drawing No. 564-A, Rev. 8 Ceiling fixture No. C-10444, nonwatertight, 2 60-watt	x				6/20/46
lamps maximum, drawing No. 648, Rev. 7. Berth light fixture No. B-5610, surface type, nonwater- tight, 1.25-watt lamp maximum, drawing No. X46D244,	x		*******		6/20/46
Rev. 2 Ceiling fixture No. C-10833, nonwatertight, 1 75-watt	x				6/20/46
lamp maximum, drawing No. X46D737	x		*******		6/20/46
Chiffodesk light fixture No. B-5613, nonwatertight, 1 25- watt lamp maximum, drawing No. X46D303, Rev. 0	x				6/20/46

	Locati	on appara	itus may	be used	1
Manufacturer and description of equipment	Passen- ger and crew quarters and public spaces	Machin- ery cargo and work spaces	Open decks	Pump rooms of tank vessels	Date of action
Dayton Manufacturing CoContinued:		1985	1.	1	
Medicine cabinet fixture Nos. B-5612 and B-5612-A, non- watertight, 2 25-watt lamps maximum, drawing No. X46D287, Rev. 0	x				6/20/46
watertight, 1 25-watt lamp maximum, drawing No. 1996, Rev. 11	x				6/20/46
Adjustable arm fixture No. L-15099, nonwatertight, 1 60- watt lamp maximum, drawing No. 612, Rev. 6	x				6/20/46
Celling fixture No. C-10444-A, nonwatertight, 3 60-watt lamps maximum, drawing No. 648-A, Rev. 7.	x				6/20/46
Cargo hold fixture No. C-10823, waterproof, 1 100-watt	r	r	x		6/20/46
Lumline fixture No. B-5612, nonwatertight, 1 60-watt lamp maximum, drawing No. X46D421, Rev. 0	I				6/20/46
Lumline firture No. B-3612, nonwatertight, 1 60-watt lamp maximum, drawing No. X46D421, Rev. 0 Empire Switchboard Corp., Brooklyn, N. Y.: Standard 2/2W, 125/250 V. D. C. or 3/2W 125 V. D. C. lighting panels for marine use, dripproof, drawing No.					01-0110
8-7125, Ålt. 2 Standard 2/2W, 3/2W, or 3/3W 250 V. D. C., 230 V. A. C. Single phase, 230 V. A. C. three phase, 460 V. A. C. single phase, 460 V. A. C. three phase, single and double branch prover conclusion for the phase of the S. 7106	x	x			7/3/46
Alt. 1	x	x			7/3/46
Standard distribution panel, 125, 250, or 125/250 V. D. C. single and double branch, live front, dripproof, drawing No. 8-7127, Alt. 1.	141 A	x			7/3/46
Henschel Corp., Amesbury, Mass.: Rudder angle indicator, pedestal mounting, drawing	x	x	x		6/24/46
No. 10-1053, Alt. 2. Engine order telegraph instruments, electric, 115 volts		-	1		destin
Single Phase A. C.: Double transmitter, indicator, double face, 12", pedestal	1.00	200	2.34	3-92	
mounting, drawing No. 10-1081, Alt. 3	x	x	x	(maximum)	6/24/46
mounting, drawing No. 10-1083, Alt. 3. Single transmitter, indicator, double face, 12"-, pedestal	x	x	x		6/24/46
mounting, drawing No. 10-1083-1, Alt. 2	x	x	x	initian .	6/24/46
<ul> <li>Transmitter, indicator, single face, 12", pedestal mount- ing, drawing No. 10–1084, Alt. 4.</li> <li>Engine order telegraph instruments, mechanical: Single face single engine 12" transmitter with reply,</li> </ul>	x	x	x	*******	6/24/46
drawing No. 11-100, Alt. 0 Double face single engine 12" transmitter with reply,	x	x	x		7/9/46
drawing No. 11-101, Alt. 1. Double face double engine 12" transmitter with reply,	x	x	x		7/9/46
drawing No. 11-102, Shs. 1 and 2, Alt. 0	x	x	x		7/9/46 7/9/46
Indicator with reply, 16", drawing, No. 11-103, Alt. 1 Indicator without reply 16", drawing, No. 11-104, Alt. 1 Single face single engine 9" transmitter with reply,		x			7/9/46
drawing No. 11-105, Alt. 0 Double face single engine 9" transmitter with reply,	x	x	x		7/9/46
drawing No. 11-105, Alt. 0. Indicator with reply, 12", drawing. No. 11-108, Alt. 0.	x	x	x		7/9/46
Lovall Dressel Co Inc. Aslington N. L.	*******	x			7/9/46
grounded, Cat. No. 1800, Drawing No. 1800, Alt. 2 Recentacle, single, waterproof, 10A, 125V, single phase,	x	x	x		6/28/46
<ul> <li>Receptacle plug, waterproof, 10A, 125V, single phase, grounded, Cat. No. 1800, Drawing No. 1800, Alt. 2</li> <li>Receptacle, single, waterproof, 10A, 125V, single phase, grounded, Cat. No. 1814, Drawing, No. 1814, Alt. 1</li> <li>Receptacle, single, waterproof, 10A, 125V, single phase, grounded, angle type, Cat. No. 1838, drawing No. 1838, Alt.</li> </ul>	x	x	x		6/28/46
grounded, angle type, Cat. No. 1838, drawing No. 1838, Alt. 1	x	I	x		6/28/46
Receptacle, double, waterproof, 10A. 125V, single phase, grounded, angle type, Cat. No. 1839, drawing No. 1839,		1			4-4-
Alt. 1 Switch, single pole, and receptacle, single phase, grounded, 10A, 125V, waterproof, Cat. No. 2805, drawing No. 2805,	x	x	x		6/28/46
Alt. 2. Switch, single pole, and receptacle, single phase, grounded, angle type, 10A, 125V, waterproof, Cat. No. 2855, Draw-	x	x	x		6/28/46
Ing No. 2855, Alt. 2 Murlin Manufacturing Co., Philadelphia, Pa.:	x	x	x		6/28/46
Decorative lighting fixtures, non-watertight, 2 60-watt lamps maximum, drawing No. 597, Alt. 0. Decorative lighting fixture, non-watertight, 1 60-watt	x			*******	7/9/46
Decorative lighting fitture, non-watertight, 1 60-watt lamp maximum, drawing No. 598, Alt. 0	x				7/9/46
Salinity indicator panel, Drawing, No. PM-692, Alt. 1. Ruggles-Klingemann Mfg. Co., Salem, Mass.: Solenoid trip valve, 3 way, 1 inch, 125 p. s. i. max, draw-	x	I			6/25/46
Russell & Stoll Co., Inc., New York, N. Y.:.	x	x	*******	*******	6/26/46
Swimming pool lighting fixture, special Cat. No. 2364 (short type), Drawing No. D-6871, Alt. 0.	x	x	x		6/20/46
Terminal box, waterproof, Dwg. No. F-10785, Alt. 2 Fuse box, waterproof, 60A, 250V, N. E. C. fuse size maximum, Drawing, F-10786, Alt.2.	x	x	x	*******	6/20/46
maximum, Drawing, F-10786, Alt.2.	x	x	x	*******	6/20/46

#### DISENGAGING APPARATUS FOR LIFEBOATS

Mills type releasing gear, General Arrangement Dwg. Nos. 374A and 375A for end and inboard installations dated March 20, 1946, and March 25, 1946, respectively, maximum working load of 11,500 pounds per hook, submitted by C. C. Galbraith and Son, Inc., 99 Park Place, New York, N. Y. (This approval is applicable to general service on merchant vessels navigating any waters, except ocean and coastwise merchant vessels (includes tank vessels, cargo vessels, passenger vessels) over 3,000 gross tons where it may be used only for replacement purposes.)

#### TELEPHONE SYSTEMS

Sound powered telephone equipment, selective ringing, common talking, 8 stations maximum, splashproof, drawing No. 70-523, Alt. 2; sound powered telephone, selective ringing, common talking, 8 stations maximum, waterproof, bulkhead and pedestal mounting, drawing No. 70-524, Alt. 3, submitted by Henschel Corporation, Amesbury, Mass. (11 F.R. 8266; 31 July 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 May 1946 to 15 July 1946. are as follows:

The H. B. Sherman Manufacturing Co., Battle Creek, Mich. Heat Nos. 581 to 593, inclusive.

#### 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 from 15 April 1946 to 15 July 1946.

Robert H. Wager, 423 Valley Street, South Orange, N. J. Valves.

Cardinal Engine & Boiler Works, Brooklyn, N. Y. Valves and fittings.

# **Merchant Marine Personnel Statistics**

# MERCHANT MARINE LICENSES ISSUED DURING JUNE 1946

### DECK OFFICERS

					Ma	ster		ŝ						c	hief	mate	0				Second mate								
Region	00	an		oast- ise		eat kes	B. 8	8. &	Rív	vers	Oce	an	Coa		Gre		B.S.L.		Riv	ers	00	an	Coas			eat kes	B. S. 4 L.	R	ivers
1981 103	0	R	0	R	0	R	0	R	0	R	0	R	0	R	0	R	0	R	0	R	0	R	0	R	0	R	OR	0	R
Atlantic coast Gulf coast Great Lakes and rivers. Pacific coast	52 1 21	112 20 28	42	16 1 1	 	6	9 4 1	78 1 9	3	734	51 17 16	20 4 1	1	2			2	3 1 1	 T	1 1 10	56 17 14	14	1	1					
Total	74	160	7	18	1	6	14	88	3	14	84	25	1	3			3	5	1	12	87	17	1	2					
11						Thir	d mi	ate					Pilots				L	3		N	faster	r mat	e	1		Tota			
Region	c	cean		Cot		GL	ireat		B. S. L.		Riv	rers	1	ireat akes		B. 8		R	ivers	U	nin	spect	ed ves seas	ssels	. (	Origi- nal	Re- news		Frand
	0	1	2	0	R	0	B		0	R	0	R	0	1	2	0	R	0	1			R	0	R			2	T	
Atlantic coast. Gulf coast Great Lakes and rivers. Pacific coast	42	- in	5 1		1										5	55 20 2 14	190 24 9 31	11		3	4	1	 			279 86 21 94	45 6 4 8	0	730 140 67
Total	8	-	7 .		1								1	3	5	91	254	25	1	4	4	7	1		-	480	63	8	1, 118
REGION	-	Ocean Inland		_	-	st as	sistan an	t eng	80.40.2	, ster	m	Sec	ond		tant		eer,	1722 A.M.	m T	-	1 ns:	10.24454.V	engine	er, s nlan	and a second				
	-	0	-	R	1	0	R		0	1	R	1	0		R	-	0	1		0	T	R		0	T	R	0	T	R
Atlantic coast Gulf coast Great Lakes and rivers Pacific coast	•	17 16 17		33 23 7 25				39 4 15 3		95 10 4 16	26	2	2 1 2	1.1	5 2 9 1		71 14 4 21		24 2 1 7		2		1 1 5	50 22	5	12 5 2 8		1	
			-	88	1	13	127	61	1	25	47		5		17		110		34		2		7	93	3	22		1	1
Total		50		00	1	-		23		-						1.												-	
Total		50		80				20	1.1.1		vessels	1		1					t	nins	ect	ed ve	ssels			2	Tota	s	
Total		50	-		engir			st as	Mo	tor	vessels Secon		istan	t Tł	ird i eng	asais		Ch	-	nins	1		asels tant neer	engi		Orig-	Re-	1	Grand
1.15		50	-		engir			engi	Mo	nt	vessels Secon	d ass	istan	_		Inco		Ch	lef a	100.17	1		tant	engi R		Orig- inal	1	1	Grand total
1.15			0	hief	engir	leer	_	engi	Mo	nt	Secon en	d ass	istan T		eng	Inco	-	-	lef a	gine	1	Assis	itant neer		1		Renewr	4	

# ORIGINAL SEAMEN'S DOCUMENTS ISSUED, MONTH OF JUNE 1946

Region	Con- tinuous dis- charge book	Certif- icate of iden- tity	A. B., green, 3 years <sup>1</sup>	A. B., green, 9 months emer- gency 1	A. B., blue, 18 months, 12 months <sup>1</sup>	A. B., blue, 6 months emer- gency <sup>2</sup>	blue, 6 months emer-		U. S. Mer. Mar. Doe.	Q. M. E. D., 6 months	Q. M. E. D., emer- gency	Radio oper- ators	Certif- icate of serv- ice	Tanker man	Staff officer	Total
A flantic coast Gulf coast Pacific coast Great Lakes and rivers	1 31 0 219	0 0 57 0	67 9 33 24	149 75 116 20	147 13 105 60	0 0 0 16	0 0 0 0	004 51 652 112	3297 1014 1830 1709	396 100 209 83	238 136 89 41	10 4 2 3	2,669 904 1562 1879	17 7 4 11	197 47 115 13	7882 2391 4774 4199
Total	251	57	133	360	325	16	0	1510	7850	788	504	19	7014	40	370	19237

Unlimited.
 Great Lakes, lakes, bays, and sounds.
 Trus and towboats and freight vessels under 500 tons (miscellaneous).
 12 months deck or 24 months other departments.

NOTE .- There were 0 Panamanian Employment Cards issued.

# CREW SHORTAGE REPORTS FROM 1 JUNE TO 30 JUNE 1946

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

States 1			Ratings in which shortages occurred													
Region	Number of vessels	Chief mate	Second mate	Third mate	Radio	Able seamen	Ordinary seamen	Chief engineer	First engineer	Second engineer	Third engineer	Qualified member engine de- partment	Wiper or coal passer	Tota		
Atlantic coast Gulf coast Pacific coast	41 41	1	······;	2 11	4	27 32 2	9 17	ł	2 2	3 4	4 10 2	27 28 6	5 11	81 127		
Great Lakes	110		1	9		81	12	1	2	5	30	68	26	233		
Total	199	1	8	22	4	142	40	3	6	12	46	129	42	45		

### WAIVERS OF MANNING REQUIREMENTS FROM 1 JUNE TO 30 JUNE 1946

Authority for These Waivers Contained in Navigation and Vessel Inspection Circular No. 31, Dated 13 March 1943, and Navigation and Vessel Inspection Circular No. 37, Dated 6 July 1946

Region	Number of vessels	Deck offi- cers sub- stituted for higher ratings	Engineer officers sub- stituted for higher ratings	Able sea- men sub- stituted for deck officers	Ordinary seamen sub- stituted for able seamen	Qualified members of engine depart- ment sub- stituted for engineer officers	Wipers or coal passers substituted for qualified members of engine department	Wipers, coal passers, or endets substituted for engineer officers	Ordinary seamen or cadets sub- stituted for deck officers	Total	
Atlantic coast Gulf coast Pacific coast Great Lakes	497 281 182 109	86 87 14 1	192 110 63 11	21 21 6	1,055 738 317 206	43 68 33 1	196 148 103 46	27 10 4	3 13	1, 623 1, 195 540 265	
Total	1,069	188	376	48	2, 316	145	493	, 41	16	3, 623	