

# PROCEEDINGS OF THE MERCHANT MARINE COUNCIL

UNITED STATES  COAST GUARD

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Vol. 4

September 1947

No. 9

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# MERCHANT MARINE COUNCIL

Published monthly at Coast Guard Headquarters, Washington 25, D. C., under the auspices of the Merchant Marine Council, in the interest of safety at sea. Except for the cover picture, there are no restrictions on the republication of material appearing in this issue.

Mention of source will be appreciated.

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

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For each meeting two District Commanders and  
three Marine Inspection Officers are designated as  
members by the Commandant.

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## COUNCIL ACTIVITIES

The Merchant Marine Council held public hearings at its semiannual meeting at Coast Guard Headquarters, Thirteenth and E Streets, NW., Washington, D. C., on September 23 and 24, 1947. The Council received and considered all the comments and suggestions made on the proposed amendments to the regulations, which were distributed August 8, 1947, to all those who expressed a desire to receive them. A general description of the proposed amendments was given in the August 1947 "Proceedings," as well as in a notice of proposed rule making published in the Federal Register August 22, 1947 (12 F. R. 5670). The proposed amendments covered vessel plans and specifications, distress signals, load-line survey report, electrical ventilation systems and wire-inserted glass, marine-engineering regulations, boundary lines separating inland waters from high seas, lights and passing signals, and manning of seagoing barges. The final recommendations of the Council will be submitted to the Commandant and published in the near future.

A new regulation regarding the loading or discharging of ammonium nitrate was approved by the Commandant and published in the Federal Register August 9, 1947 (12 F. R. 4525). Shipments of ammonium nitrate or ammonium nitrate fertilizer in amounts exceeding 500 pounds cannot be laden on or discharged from any vessel at any point or place in the United States, its territories or possessions, until authorization for such loading or discharging has been

obtained by the owner, agent, charterer, master, or person in charge of the vessel from the Coast Guard District Commander or other officer of the Coast Guard designated by the Commandant. A permit will be issued on condition that the facility to be used be located in an area so remotely situated from populous centers that in the event of fire or explosion, loss of lives and property may be minimized.

This amendment to the regulations regarding ammonium nitrate was published without prior general notice of its proposed issuance for the reason that notice, public rule making procedure, and effective date requirements in connection therewith were found to be impracticable and contrary to the public interest. This emergency was due to the dangerous character of ammonium nitrate as evidenced by the two ships which exploded at Texas City and the ship that exploded at Brest, France, all of which had ammonium nitrate fertilizer cargo on board.

After finding that certain items previously approved are either no longer in compliance with present Coast Guard requirements or are no longer being manufactured, it was recommended that certain approvals for cork life preservers, balsa wood life preservers, combination cork and kapok life preservers, combination balsa wood and kapok life preservers, expanded rubber life preservers, fire indicating and alarm systems and equipment and combined fire indicating and extinguishing systems, and

automatic floating electric water lights be terminated. The approvals for cork and balsa wood life preservers which are terminated are those issued prior to July 17, 1942, and which do not comply with present Coast Guard requirements. The approvals for fire indicating and alarm systems and equipment and combined fire indicating and extinguishing systems which are terminated are those approved by the Bureau of Marine Inspection and

Navigation or its predecessors prior to 1940. The approvals for automatic floating electric water lights which are terminated cover those items no longer being manufactured.

The termination of certain approvals was published at this time in order that the approvals to be published in the new pamphlet "Equipment Lists for Merchant Vessels" will be as nearly up to date as possible. When an approval of equipment has been

terminated, it is not intended that such equipment which was approved when manufactured or installed should be removed from the vessel. Approved equipment may be continued in service so long as it is in good and serviceable condition. By terminating the approval means that the item of equipment manufactured after a certain date can no longer be approved for use on vessels subject to the inspection laws and regulations.

## RADAR PLOTTING

Elsewhere in this issue there appears in the column "Lessons from Casualties" an article on a collision in a fog in which one of the vessels had a radar in operation. There it was pointed out that despite the fact a vessel has a radar she is not relieved of the duty of complying with the rules of the road.

A number of articles have appeared in these "Proceedings" on the subject of radar. In these there was mention of the necessity of using the information furnished by the radar to make a plot to determine the track of the target. Because it seemed obvious that how to make such a plot would be within the knowledge of any officer on a bridge watch no discussion on this point was made.

However, the fact that there are on record four collisions in fog in which one of the ships had a radar in use leaves us no other impression than that there is a need for education on the matter.

Two of the four collisions were meeting situations and the other two were crossing cases. If these approaches had been made in broad daylight the officer on watch would have had little difficulty in estimating the situation. It might take him some time to determine if a vessel sighted dead ahead, hull down, involved a meeting or an overtaking situation, but in time he would have the answer. By taking bearings during the approach he could have determined if there was risk of collision.

Everything he could have done with his naked eye the radar can do, but better. Can he fix the speed of the other vessel? Can he accurately determine its course? Can he accurately determine the distance off? No, but the radar can supply the information which will enable him to do so if he knows how.

The radar will, in addition to a bearing, supply the range. A series of such ranges and bearings will, if properly plotted (taking into account the movement of your own vessel during the intervals), tell you the course and speed of the vessel. Knowing this you know whether the approach is one of

meeting, crossing, or overtaking. With this knowledge you are in a position to decide how to avoid that vessel.

Let us assume you are on watch on the high seas on a ship in a pea-soup fog (and don't forget to sound that whistle every 2 minutes even though you do have your radar in operation). Let us also assume the ship is making 15 knots, which is a moderate speed only as long as there is no collision. You or someone else is looking at the radar scope periodically or maybe continuously, and if it is periodically it should be much oftener than every 10 minutes. The radar is working beautifully and eventually a target is picked up dead ahead distant 10 miles.

Now if it were a clear day there would be no difficulty. There should be none with the radar supplying information. Your main concern is to determine whether you are in a meeting, crossing, or overtaking situation. Assuming that the bearing remains constant, you know that you are either overtaking or meeting the other vessel. A little thought on the matter will give you the answer. You know your speed is 15 knots and that you travel a mile every 4 minutes. If the target is a lightship on station your ship will close it at the rate of her own speed, that is, every 4 minutes the radar range will be 1 mile less. If it takes more than 4 minutes for the range to decrease 1 mile, you should know that you are overtaking. Let us say it takes 6 minutes, you know then that the relative speed is 10 knots. With your speed of 15 knots you are gaining only at the rate of 10 knots, obviously the other vessel is making 5 knots on the same course. Conversely, if the range decreases 1 mile in less than 4 minutes, the two vessels are approaching on reverse courses. If she is making 5 knots, the relative speed of approach is 20 knots and the range should drop a mile every 3 minutes.

Having made the determination whether it is a meeting or overtaking situation you are in a position to take avoiding action. Take it early, give the other vessel a wide berth, and in the meantime keep her under observation in the radar scope for any pos-

sible changes in speed or course. After all, she might have a radar too and might have taken avoiding action also.

Let us take a crossing situation. Suppose you pick up a target three points on the starboard bow. If it were in sight you would step to the pelorus and take a few bearings to see if the bearing changed. The same thing can be done with the radar. In addition to the bearings it will also give you the ranges. If the bearings change rapidly the chances are good the vessels are going to pass well clear of each other. If the bearings do not change, or only slightly, the vessels are on collision courses and something has to be done. Here again, get your information early, decide what best need be done and then do it early, keep the vessel under observation in the radar for any changes she might make which could nullify the action you took.

To make the plot, previously referred to, in order to determine the course and speed of the target is a simple matter. Suppose you are making 15 knots on a course north true and a target is picked up bearing 50° true at a distance of 10 miles. Take a piece of paper, or a plotting sheet, or a mooring and maneuvering board (H. O. 2665), or if the second mate doesn't object use the chart and run off a line indicating your course of north true. Then from a point on this line run off a line 50° true and at a point 10 miles to scale on this line plot the position of the target. Six minutes later the range and bearing is 8¾ miles on a bearing of 55°. During this time you have moved ahead 1½ miles. Plot this point and from there run off a line bearing 55° and mark a point 8¾ miles from your position. Draw a line joining the two positions of the target and extend it until it crosses your track. With the parallel rulers run this line down to the compass rose and you will find that the vessel is on a course of 282° true. Then with your dividers determine the distance between points. You will find that during the 6 minutes the vessel has moved a half mile,



therefore her speed must be 5 knots.

The point at which the two lines cross is 8.1 miles from your position at time of the first bearing and is 7.8 miles from the first position of the target. If both vessels maintain their courses and speeds your vessel will arrive at the point in 32 minutes while it will take the other vessel 1 hour and 34 minutes.

Don't be satisfied with only two bearings. In the instant case the target vessel might have increased speed to 15 knots right after the second bearing, thus changing the situation as to involve risk of collision. Unless a continuing plot is made any change in the situation would not be detected.

The vessel picked up by radar has been referred to here as the target. This is a poor selection of words as a target is usually thought of as something to hit. This is one case where in missing the target you get satisfaction.

### A SEAPLANE TAKES A RIDE

When an inanimate object does by itself what could hardly be done while under the controls of man, we are apt to say "impossible." Yet the report of a collision between a seaplane without a pilot and a motor ferry vessel on the St. Clair River is so unusual it seems incredible. As a matter of record here is the pertinent part of the investigating officers' report, which reads as follows:

"On 9 August 1947, the pilot of a small plane had been making short flights with his plane until around 1800, when he secured the plane at the dock of a city in Michigan."

"The seaplane NC 2309-E is a 65-horsepower Aeronca-7 A. C. S. At 1915 the pilot decided to fly his plane to Pearl Beach to moor it for the night. He then examined his mooring line and found same in good condition. He proceeded to turn on the ignition on both magnetos and crack the throttle, and then step out on the pontoon and crank the propeller. The motor of the plane failed to respond at first and the operator continued to make alternate adjustments and cranking the propeller until finally at approximately 1945 the engine suddenly started, and at that particular instant large swells, caused by passing motorboats, were rolling in and caused the seaplane to surge or bounce. This bounce and sudden forward motion of the plane when the engine started put a severe strain on the mooring line and caused said line to part. The forward motion of the

plane threw the operator off the pontoon into the river. He tried to hang on to the pontoon, but the sharp metal edges cut his hand and prohibited him from holding on.

"The plane then taxied out into the river, and after making several complete circles in the river, headed directly toward the ferryboat WIT. At approximately 100 yards from the ferryboat, the plane struck some swells which caused it to bounce three or four times, with the next bounce being aboard the ferryboat. It struck the apron and came to rest on the after end of the vessel, with the motor still running."

"The motor vessel WIT had aboard some 30 passengers and crew of 2, plus 1 automobile. Said vessel was on a scheduled trip from Sombra, Ontario, to Marine City, Mich., at the time of the collision. There were no personal casualties aboard the WIT."

"The WIT then completed her crossing and moored at her berth in Marine City, where the plane's operator came aboard and shut off the plane's engine. The seaplane was last inspected at the Detroit seaplane base on 28 July 1947 and the pilot has 600 hours successful flying time."

### AIDS TO NAVIGATION

The 1947 annual report regarding numbers and types of aids to navigation revealed some interesting statistics and are probably given little thought by a mariner while at work on the navigable waters of the United States. Although the numerous types of aids are rarely found together in one particular area, a ship will probably use most of them at one time or another during a normal sea voyage. Throughout the navigable waters of the United States, its territories and possessions and Newfoundland, the Coast Guard services and maintains 36,465 aids to navigation. Lighted aids of 200 candlepower or over numbered 2,235 while those of less than 200 candlepower numbered 7,440. There were 28 lightship stations and 1,792 lighted buoys, including float lights. Lighted trumpet buoys, whistle buoys, bell buoys, and gong buoys totaled 930.

Among the numerous types of fog signals, there were 182 radiobeacons, 592 sound fog signals, and 372 buoys with bells, whistles, or gongs. Of the unlighted aids there were 17,766 buoys and 5,156 daybeacons. Many man hours of work and a wide variety of equipment are required to keep these aids in proper operating order. The above figures do not include lightships or other primary aids to navigation such as loran stations.

### FOREIGN COAST GUARD MERCHANT MARINE DETAILS

In late May, due to limitations in funds, Coast Guard merchant marine details in all foreign ports were ordered decommissioned and the personnel assigned returned to the United States. Prior to completion of action in this connection, arrangements were made with the Department of State whereby Coast Guard merchant marine details were to continue to operate until December 31, 1947, in the following ports:

Antwerp	Naples
Brerhaven	Trieste
Le Havre	Piraeus
Manila	Shanghai

In addition, the senior Coast Guard merchant marine detail officer is to remain in London to supervise and coordinate the activities of the details in the European and Mediterranean areas. Merchant marine detail personnel being retained in the ports indicated above will report to the American consuls who will furnish office space, etc. The duties to be performed by merchant marine detail personnel will be the same as previously performed by them.

### The Good Neighbor Policy

On May 6, 1947 the *David S. Terry*, of the Sword Line visited the city of Cork, Ireland, for the purpose of discharging approximately 9,000 tons of coal.

The visit of the ship to Cork was of particular significance and received considerable publicity because it was the first cargo of American coal to be discharged at Cork, and also because the American Liberty ship was one of the largest to move up the River Lee to Cork from the harbor at Cobh.

Among the civic functions arranged for the officers and men of the *David S. Terry*, under the command of Capt. Ben Phillips of Baltimore, was a reception at the Cork City Hall where an official welcome was extended by the acting Lord Mayor of Cork and the city manager. Captain Phillips in return entertained at a dinner aboard ship and arranged a gift of about 7 tons of surplus ship's coal to charitable institutions in Cork, a gesture that much impressed the local officials and citizens.

The very creditable way in which all members of the ship's company conducted themselves ashore, and the good impression these men made during their week in Ireland helped in many ways to foster good relations between the two countries.

### TIME SAVED AT THE PRICE OF AN ACCIDENT IS NO BARGAIN.

## The Lord Does Not Take Care of Fools and Drunks

The saying "the Lord takes care of fools and drunks" is being refuted by records of the lives lost on merchant vessels. During the past 6 months, 24 seamen lost their lives by falling from gangways or ladders. Of this number it was definitely established that 14 were under the influence of intoxicating liquors. These figures do not include those seamen who were injured while boarding their vessels and subsequently died while in a port hospital. Neither does it take into account those seamen who, while under the influence of intoxicants, successfully negotiated the gangways or ladders but later fell overboard or into open hatches because of their condition.

To help prevent serious accidents and loss of life should be the concern of the seamen as well as the operators. The following precautions may to some extent improve safety:

1. Either the quartermaster or watchman on duty at the gangway or ladder should be on the alert to notice the condition of seamen returning to the vessel. When it is obvious that the condition of a seaman is such that considerable risk would be involved in permitting him to ascend a ladder or gangway, steps should be taken to prevent his coming on board, or assistance rendered to permit him to safely board the vessel.

2. Seamen should not be permitted to climb ladders while carrying bundles or packages, and it is suggested that a basket or bucket on a line be available for heaving such items on board.

3. Manropes and rails should be in place and the gangway well lighted at night.

4. The gangways and ladders should be kept clear and free from grease or oil at all times.

## CORRECTION

In the July 1947 issue of the Proceedings, Page 128, a table setting forth the Coast Guard Merchant Marine activities indicates the address of the Tenth Coast Guard District as Federal Building, San Juan, Puerto Rico. This address is in error and should be changed to read "La Marina, San Juan, Puerto Rico." The activities of the Marine Inspection Officer and Officer in Charge, Marine Inspection, are located in the Federal Building, San Juan, Puerto Rico. The address of the Officer in Charge, Marine Inspection, Galveston, Tex., was shown as the New Federal Building whereas the correct address should read Customhouse Building, Eighteenth and Strand, Galveston, Tex.

## Explosives or Other Dangerous Articles on Board Vessels

A revised edition of a booklet containing the regulations governing the transportation, storage, stowage, or use of explosives or other dangerous articles or substances, and combustible liquids on board vessels in effect July 1, 1947, has just been printed and made available for distribution. The regulations in this booklet are applicable to all vessels (foreign and domestic) subject to the provisions of R. S. 4427, as amended (46 U. S. C. 170), while on the navigable waters within the limits of the jurisdiction of the United States, including its territories and possessions.

The "Explosives or Other Dangerous Articles on Board Vessels" is a sales publication and may be obtained from the Superintendent of Documents, Government Printing Office, Washington 25, D. C., at \$1.50 per copy, and remittance should be by check or money order. All inquiries regarding its purchase should be made directly to the Superintendent of Documents.

The booklet contains the regulations adopted or promulgated by the Commandant, United States Coast Guard, and replaces the publication entitled "Explosives or Other Dangerous Articles on Board Vessels," dated April 9, 1941, as amended, published by the Bureau of Marine Inspection and Navigation, United States Department of Commerce. An appendix containing pertinent statutes and certain general waiver orders still in effect, as well as temporary amendments effective for the duration of the present war is also included. The regulations governing the transportation of military explosives on board vessels during present emergency and the regulations covering transportation of inflammable or combustible liquid cargo in bulk are published in separate pamphlets which may be obtained upon request from the Commandant, United States Coast Guard, Washington 25, D. C.

Shippers, shipowners, operators, vessels' operating forces, and all other persons transporting, carrying, conveying, handling, storing, or stowing on board vessels subject to the requirements of R. S. 4427, as amended, and the International Convention for the Safety of Life at Sea, 1929, any explosives or other dangerous articles or substances and combustible liquids should familiarize themselves with the provisions of the regulations contained in "Explosives or Other Dangerous Articles on Board Vessels."

### THREE Safety Rules:

1. Know your job.
2. Keep your mind on it.
3. Use your head.

## American Merchant Marine Conference

The American Merchant Marine Conference, sponsored by The Propeller Club of the United States in conjunction with its Twenty-first Annual Convention, will be held in New York October 15, 16, and 17, 1947, at the Waldorf-Astoria.

The conference theme will be "The American Merchant Marine for Trade, Travel, and Defense." Problems of vital importance to the American marine industry growing out of the period of world reconstruction and the rehabilitation of our domestic and foreign trade will be presented and discussed by recognized authorities. The conference will concentrate the experience and wisdom of outstanding leadership upon subjects of utmost importance affecting the future of the American marine industry.

Panel discussion meetings will be held on October 15, 16, and 17; the main conference session on Thursday afternoon, October 16; The Propeller Club Convention Session on Friday, October 17, and on the evening of that date the Annual American Merchant Marine Conference Banquet. 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.

## COVER PICTURE S. S. YAQUE

The S. S. YAQUE, first of a new fleet of 9 refrigerated cargo ships, was delivered on March 6 to the United Fruit Co. The vessel is of the screw type, completely refrigerated, with a cargo capacity of 195,000 cubic feet. The over-all length is 385 feet 11½ inches, with a beam of 56 feet and depth of 35 feet. Draft will be 26 feet when fully loaded. The ship is propelled by 5,500 shaft horsepower generated from a steam turbine reduction gear drive, which produces a cruising speed of 16 knots. Excellent accommodations are provided for 12 passengers.

## Marine Information Broadcasts

The schedule of marine information broadcasts has been revised effective September 1, 1947, and appears in table form below for ready reference. This schedule of broadcasts includes the regular broadcasts of weather forecasts, notices to mariners, and hydrographic information, as well as emergency broadcasts regarding storm warnings, advisories, and urgent marine information, but does not include the Great Lakes and the In-



land waters. The marine information concerns the Atlantic coast, Gulf coast, and Pacific coast, Territory of Alaska, and the Territory of Hawaii.

The stations designated to broadcast storm warnings, advisories, and urgent marine information will do so upon receipt of the information. This information will be repeated three times within the next period of 6 hours, on either the even or the odd hour, depending upon the station, unless the information is superseded or canceled. Any emergency information which superseded a previous broadcast will be handled in the same manner as the original information and will extend the emergency broadcast an additional 6 hours.

All radiotelegraph broadcasts will be made on the stations' working frequencies after preliminary announcements are made on 500 kilocycles with subsequent shifts to indicate station working frequencies. All radiotelephone broadcasts will be preceded by appropriate announcements on 2,670 kilocycles with the regular broadcasts to follow on 2,698 kilocycles. All radio telephone broadcasts will be made once through at a good writing speed.

This information replaces that published on page 117 in the July 1947 PROCEEDINGS OF THE MERCHANT MARINE COUNCIL.

## BELL SYSTEM COAST HARBOR STATION

Station	Call letters	Frequency (Kc.)	Present schedule
Astoria, Ore.	KFX	2598	1130-1800
Boston, Mass.	WOU	2506	1120-2320
Charleston, S. C.	WJO	2566	1100-2300
Eureka, Calif.	KOE	2506	0900-2100
Galveston, Tex.	KQP	2530	0930-1900
Miami, Fla.	WDR	2514	1200-2400
New Orleans, La.	WAK	2598	1100-2300
New York, N. Y.	WON	2522	1050-2250
New York, N. Y.	WAQ	2558	1050-2250
Norfolk, Va.	WGB	2538	2400-1200
Portland, Ore.	KQX	2598	1040-1810
San Francisco, Calif.	KLH	2506	0830-2030
San Pedro, Calif.	KOU	2566	0800-2000
Seattle, Wash.	KOW	2522	1130-1800
Tampa, Fla.	WFA	2550	1100-2300
Wilmington, Del.	WEH	2558	0930-1230

Note: All schedules are local standard time.

## STATIONS BROADCASTING MARINE INFORMATION

Station and call letters	Time (G. C. T.)	Frequency	Emission	Nature of broadcast
Boston, Mass. (NMF)	0350, 1550 0120, 1620 Upon receipt and on even hour intervals Upon receipt and on odd hour intervals	426 2698 125 2698	A-1 A-3 A-1 A-3	Regular Do. Emergency Do.
New York, N. Y. (NMY)	0420, 1620 0450, 1650 Upon receipt and on odd hour intervals Upon receipt and on even hour intervals	480 2698 480 2698	A-1 A-3 A-1 A-3	Regular Do. Emergency Do.
Philadelphia, Pa. (NMK)	0550, 1750 Upon receipt and on even hour intervals	2698 2698	A-3 A-3	Regular Emergency
Baltimore, Md. (NMN-7)	1650 Upon receipt and on odd hour intervals	2698 2698	A-3 A-1	Regular Emergency
Norfolk, Va. (NMN)	0450, 1650 0520, 1720 Upon receipt and on even hour intervals Upon receipt and on odd hour intervals	410 2698 410 2698	A-1 A-3 A-1 A-3	Regular Do. Emergency Do.
Fort Macon, N. C. (NMN-37)	1700 Upon receipt and on even hour intervals	2698 2698	A-3 A-3	Regular Emergency
Charleston, S. C. (NMB)	0420, 1620 Upon receipt and on even hour intervals	2698 2698	A-3 A-3	Regular Emergency
Mayport, Fla. (NMV)	0550, 1750 0620, 1820 Upon receipt and on even hour intervals Upon receipt and on odd hour intervals	464 2698 464 2698	A-1 A-3 A-1 A-3	Emergency Do. Regular Do.
Miami, Fla. (NMA)	0450, 1650 Upon receipt and on odd hour intervals Upon receipt and on even hour intervals	425 2698 425 2698	A-1 A-3 A-1 A-3	Emergency Do. Regular Do.
Key West, Fla. (NOK)	0450, 1650 Upon receipt and on odd hour intervals	2698 2698	A-3 A-3	Regular Emergency
St. Petersburg, Fla. (NOF)	0420, 1620 Upon receipt and on odd hour intervals	2698 2698	A-3 A-3	Regular Emergency
Mobile, Ala. (NOQ)	0550, 1750 Upon receipt and on even hour intervals Upon receipt and on odd hour intervals	2698 464 2698 464	A-3 A-1 A-3 A-1	Regular Do. Emergency Do.
New Orleans, La. (NMO)	0620, 1720 Upon receipt and on even hour intervals	425 2698	A-1 A-3	Regular Emergency
Galveston, Tex. (NOV)	0420, 1620 Upon receipt and on even hour intervals Upon receipt and on odd hour intervals	2698 2698 425	A-3 A-3 A-1	Regular Emergency Do.
San Juan, P. R. (NMR)	0300, 1500 0330, 1530 Upon receipt and on odd hour intervals Upon receipt and on even hour intervals	2698 127, 4795 2698 127, 4795	A-3 A-1 A-3 A-1	Regular Do. Emergency Do.
Long Beach, Calif. (NMQ)	0430, 1630 0500, 1700 Upon receipt and on odd hour intervals Upon receipt and on even hour intervals	425 2698 425 2698	A-1 A-3 A-1 A-3	Regular Do. Emergency Do.
San Francisco, Calif. (NMC)	0400, 1600 0430, 1630 Upon receipt and on even hour intervals Upon receipt and on odd hour intervals	425 2698 425 2698	A-1 A-3 A-1 A-3	Regular Do. Emergency Do.
Seattle, Wash. (NMW)	0500, 1700 0530, 1730 Upon receipt and on odd hour intervals Upon receipt and on even hour intervals	425 2698 425 2698	A-1 A-3 A-1 A-3	Regular Do. Emergency Do.
etchikan, Alaska (NMJ)	0530, 1730 0600, 1800 Upon receipt and on even hour intervals Upon receipt and on odd hour intervals	410 2698 410 2698	A-1 A-3 A-1 A-3	Regular Do. Emergency Do.
Honolulu, T. H. (NMO)	0900, 2100 0930, 2130 Upon receipt and on local odd hour intervals Do.	425 2698 425 2698	A-1 A-3 A-1 A-3	Regular Do. Emergency Do.

## HEARING UNITS

Coast Guard Merchant Marine Investigating Units and Merchant Marine Details investigated a total of 689 cases during the month of June 1947. From this number hearings resulted involving 18 officers and 49 unlicensed men. In the case of officers one license was ordered revoked, four were suspended, 8 were suspended on probation, 6 were voluntarily surrendered, 3 were closed with admonition, and 3 cases were dismissed. Of the unlicensed personnel no certificates were revoked, 19 were suspended, 25 were suspended on probation, 20 were voluntarily surrendered, 2 were closed with admonition, and 5 were dismissed after hearing. No hearings were held after June 10, 1947, because examiners were not available.

## The Safe Handling of Inflammable and Combustible Liquids

A revised pamphlet in Educational Series No. 1 entitled "A Manual For the Safe Handling of Inflammable and Combustible Liquids" has just been received from the printer. This pamphlet is substantially the same as the previous issue but has been brought up to date as of June 1947, and should be of particular interest to those members of ships' crews that are engaged in handling inflammable and combustible liquids who have not received copies of previous editions. This pamphlet may be obtained upon request from the Commandant (HA), United States Coast Guard, Washington 25, D. C.

### When using hoists:

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

# LESSONS FROM CASUALTIES

## RADAR AND THE PILOT RULES

A recent collision between two United States vessels off the Delaware coast, one of which was equipped with the latest type of radar designed for merchant vessels, indicates the need for strict observance of the international rules to prevent collisions whether or not such a device is on board.

Vessel A was en route from New York in ballast for a southern port, and shortly after passing Winter Quarter Light Vessel on a course of 213° true, fog set in. The speed of the vessel was reduced from 18 knots to 12 knots and the telegraph placed on stand-by. Thirty minutes after the fog set in an object was seen on the radar screen bearing nearly dead ahead at a distance of about 8 miles. After observation of the target on the screen the object was determined to be an approaching vessel, and the course was altered 6° to the right to permit a port hand passing. A few minutes later the master of vessel A believed the approaching vessel to be closing in on his bow and changed his course to the left to permit a starboard-to-starboard passage. Vessel A continued swinging to the left and after having swung approximately 50° to the left observed the other vessel appearing out of the fog 2 points forward of the starboard beam at a distance of 150 yards.

Vessel B was en route from a southern port for New York fully loaded, and was proceeding toward Winter Quarter Light Vessel on a course of 35° true, and was apparently observing all the requirements of law relative to speed and the use of signals in a fog. Upon hearing a fog signal ahead the engine of vessel B was stopped. The fog signal of vessel A was again heard bearing on the port bow. The witnesses from vessel B stated that about 2 minutes later a two-blast signal was heard from the vessel on the port bow whereupon the master of vessel B ordered a hard right rudder at full speed ahead, upon the assumption that the two-blast signal which he had heard indicated that the other vessel was under way with no way upon her. As a result of this maneuver vessel A was rammed in the vicinity of No. 4 hold.

In this case the radar gave the master of vessel A ample warning that he was approaching another vessel and should govern himself accordingly. However, although there was

an extremely thick fog as evidenced by the fact that vessel B was not seen until that vessel appeared out of the fog, only 150 yards away, which was less than one-ship length, vessel A was proceeding at a rate of speed which by no manner of means could be termed moderate.

Article 16 of the International Rules of the Road states that:

"Every vessel shall in a fog, mist, falling snow, or heavy rainstorm, go at a moderate rate of speed, having careful regard to the existing circumstances and conditions."

The courts have time and again defined moderate speed as a speed which would enable a vessel to stop in time to avoid a collision when the other vessel is sighted. Vessels of the type of vessel A could not under any circumstances, when going at 12 knots, get the way off in one-ship length.

The second violation of the pilot rules occurred when vessel A upon hearing a fog signal of vessel B ahead failed to stop the engines.

The second paragraph of article 16 reads as follows:

"A steam vessel hearing, apparently forward of her beam, the fog signal of a vessel, the position of which is not ascertained, shall so far as the circumstances of the case admit, stop her engines and then navigate with caution until danger of collision is over."

In spite of the fact that vessel A was equipped with radar, it is apparent that the exact position of vessel B was not ascertained and, in any case, the fact that there was radar on board does not absolve the master from the necessity of stopping his vessel when hearing a fog signal forward of the beam.

The third violation on the part of vessel A, which had a considerable bearing on the maneuvering of vessel B resulting in the collision, was the use of a two-blast signal when giving a hard left rudder although vessel B was still obscured by fog.

Article 28 requires that the sound signals for passing steamers shall be given "when vessels are in sight of one another."

From the foregoing, it will be seen that although vessel A was aware of the presence of vessel B ahead for a period of well over a half an hour before the collision occurred, vessel A apparently did about everything possible to bring about the accident. It

is apparent that a failure to evaluate the information supplied by the radar and to take proper avoiding action based on that information led to the collision. This article should serve as warning to the masters of vessels that regardless of special devices and instruments placed on board for their assistance and safety, they must still obey the law and observe the precautions which are required by the ordinary practice of seamen and the Rules of the Road.

## NEGLECT OF DUTY IS EXPENSIVE

Negligence and inattention to duty on board ship can be costly—both to the persons involved and the ship. A vessel recently went aground as the result of the neglect and inattention to duty on the part of deck officers. It required several months to salvage and refloat the ship, the costs in salvage claims, damage repairs, and lost time amounting to several hundred thousand dollars. In addition to losses to the ship, actions against the deck officers resulted in suspensions of their licenses.

The vessel in question, a T-2 tanker, had discharged a cargo at Swansea, Wales, and after discharging had proceeded to an anchorage to await the return of five seamen.

When the anchor was let go the vessel had considerable sternway and before the speed could be checked the chain had run out nearly to the bitter end. After the way was taken off the vessel and there appeared to be no strain on the anchor chain, it was hove in to five shackles. As the vessel was considered to be in a safe anchorage, the pilot went ashore. Anchor bearings were taken on Port Talbot Light and on Mumbles Head Light by the third mate. These bearings, 74° true and 274° true, respectively, were plotted by the master, who then left the bridge after giving instructions to be called at 0700.

At 0700 the next morning the master was called by the mate and 10 minutes later, when on the bridge, he gave the mate orders to prepare to heave in the anchor. While issuing instructions to the mate the master felt the vessel vibrate and went outside to look for a green wreck buoy which was nearby when the vessel anchored the previous evening. At 0715 it was determined that the vessel was aground broadside to the shore line. The anchor chain was heaved up and found to be parted at two and one-half shackles.



The master ordered a hard right rudder and slow ahead on the engines in an endeavor to float the vessel. However, the rudder struck bottom and fouled the propeller, which prevented further maneuvers. Attempts to lighten the vessel by pumping out ballast caused the vessel to be set further up on the shore, thereby increasing the difficulty encountered in floating it.

It was determined that the anchor chain parted when it was let go the preceding evening at about 2219, and that the vessel had been drifting all during the night, a period of 9 hours, and had grounded near Skor Point after drifting 7 miles.

At time of anchoring there was an ebb tide with a current setting southwest  $1\frac{1}{2}$  knots. Had the third mate checked the anchor bearing at regular intervals during the remainder of his watch and had a drift lead been put over the side, movement of the vessel would have been readily detected.

At midnight the second mate relieved the watch and received the anchor bearings orally from the third

mate. The second mate stated that he checked the position of the ship every 30 minutes and took cross bearings on Mumbles Head Light and Port Talbot Light. It appears impossible that the fact that the vessel was adrift was not discovered by the second mate, if he had taken bearings as he stated.

At about 0425 the first mate relieved the second mate and looked at the position plotted on the chart, but did not check the bearings which were turned over to him by the second mate, and which were the same as those given by the third mate to the second mate.

Sometime after relieving the watch the first mate went outside the pilot-house to observe conditions. He saw a flashing light on the starboard bow but did not identify it. The first mate also had the cadet get bearings, which he (the first mate) plotted while drinking coffee. He claims these bearings checked with the information the second mate gave him.

All the officers were charged with negligence as a result of this accident. The third mate was admonished; the

second mate was given 3 months suspension; the chief mate was given 5 months suspension; while action against the master has not been completed.

In this case the exercise of ordinary precautions would have given ample notice of the vessel's drift by (1) feeling the anchor chain; (2) observing the way the vessel rode; (3) using and checking periodically a drift lead; (4) determining and checking periodically the cross bearings; and (5) checking on the flashing green wreck buoy close aboard to see that the vessel swung clear. This was not done as ordered.

## ACCIDENTS

The National Safety Council in a recent release indicated that accidents in all industries which were caused by the use of hand tools accounted for 1 in every 10 disabling injuries each year and resulted in 200 deaths, 4,000 permanent disabilities, and 125,000 temporary disabilities in which one or more days were lost from work.

# APPENDIX

## Amendments to Regulations

### TITLE 46—SHIPPING

#### Chapter 1—Coast Guard: Inspection and Navigation

#### Subchapter A—Procedures Applicable to the Public

#### [CGFR 47-41]

#### NAVIGATION AND VESSEL INSPECTION LAWS, AND SHIPMENT AND DISCHARGE OF SEAMEN

#### PART 2—VESSEL INSPECTIONS

By virtue of the authority vested in me by section 101, Reorganization Plan No. 3 of 1946 (11 F. R. 7875); Public Law 404, 79th Congress (60 Stat. 237); Public Law 27, 80th Congress, approved March 31, 1947; and Public Law 293, 80th Congress, approved July 31, 1947, the following amendments to the regulations are prescribed and shall be effective on and after August 1, 1947:

1. Section 2.50-1 (a) is amended to read as follows:

§ 2.50-1 *Waivers*—(a) *Authority for and limitations on issuance.* Compliance with certain of the navigation and vessel inspection laws may be

waived by the Commandant under authority of the act of March 31, 1947 (Pub. Law 27, 80th Cong.), as amended by the act of July 31, 1947 (Pub. Law 293, 80th Cong.), in any case where such waiver is deemed necessary in the orderly reconversion of the merchant marine from wartime to peacetime operations. By the terms of Public Law 27, as amended by Public Law 293, this authority to grant waivers expires April 1, 1948. The Commandant is specifically prohibited from granting waivers for the employment of alien seamen except for those who served between December 7, 1941 and September 2, 1945, aboard vessels operated by the War Shipping Administration, the United States Maritime Commission, or the Army Transport Service. This includes foreign flag vessels operated by these agencies.

#### PART 3—MERCHANT MARINE PERSONNEL

2. Section 3.13-25 (b) (2) is amended to read as follows:

§ 3.13-25 *Crew deficiencies.* \* \* \*  
(b) *Restrictions on substitutions.* \* \* \*

(2) This waiver does not permit aliens to serve as watch officers on United States vessels and the procedure set up by the Coast Guard for approving aliens to serve under waiver as watch officers is inoperative and all

outstanding lists of approved aliens and individual letters of approval are without force and effect.

3. Part 3 is amended by adding a new section reading as follows:

§ 3.13-26 *Employment of aliens as unlicensed crew members*—(a) *Authority for employment.* The order dated July 31, 1947, identified as document CGFR-47-39 (12 F. R. 5342), published in the Federal Register for August 6, 1947, is a conditional waiver of certain navigation and vessel inspection laws and permits the employment of aliens in the unlicensed crew of subsidized United States vessels subject to certain restrictions. Aliens eligible for employment under this waiver are those who served between December 7, 1941, and September 2, 1945, aboard vessels operated by the War Shipping Administration, the United States Maritime Commission, or the Army Transport Service. This waiver is effective on and after August 1, 1947.

(b) *Restrictions on employment.*  
(1) The waiver referred to in paragraph (a) of this section is a general waiver and requires no forms or other reports of aliens employed under its provisions. It does, however, limit the number of aliens who may be employed under its provisions to 25 per-



cent of the total unlicensed crew of the particular vessel and provides that aliens may be employed only if citizen seamen with appropriate ratings are not available for employment in the unlicensed crew as determined after reasonable efforts made by the master, or owner, or others concerned with supplying crews. Aliens claiming to have the required service between December 7, 1941 and September 2, 1945, must present to the shipping commissioner or master at the time of employment evidence in the form of certificates of discharge or other properly authenticated record of service showing the name of the vessels and dates served thereon. The employment of aliens to serve as watch officers on United States vessels is not allowed and nothing in this waiver permits such employment.

(Pub. Laws 27 and 293, 80th Cong.)

Dated: August 14, 1947.

[SEAL] MERLIN O'NEILL,  
Rear Admiral, U. S. Coast Guard,  
Acting Commandant.

[P. R. Doc. 47-7792; Filed, Aug. 19, 1947;  
8:46 a. m.; 12 P. R. 5587, Aug. 20, 1947]

Subchapter N—Explosives or Other Dangerous  
Articles or Substances, and Combustible  
Liquids on Board Vessels

(CGFR 47-40)

#### MISCELLANEOUS AMENDMENTS

#### PART 146—TRANSPORTATION OR STORAGE OF EXPLOSIVES OR OTHER DANGEROUS ARTICLES OR SUBSTANCES AND COM- BUSTIBLE LIQUIDS ON BOARD VESSELS

##### AMMONIUM NITRATE

By virtue of the authority vested in me by R. S. 4472, as amended (46 U. S. C. 170), and section 101 of Reorganization Plan No. 3 of 1946 (11 P. R. 7875), I find that an emergency exists and the following amendment to the regulations governing explosives or other dangerous articles on board vessels shall be made effective on the date of publication of this document in the Federal Register. This amendment to regulations governing the transportation of explosives or other dangerous articles on board vessels is published without prior general notice of its proposed issuance for the reason that notice, public rule making procedure and effective date requirements in connection therewith are hereby found to be impracticable and contrary to the public interest. This extreme emergency is due to the dangerous character of ammonium nitrate as evidenced by the two ships which exploded at Texas City and the ship that exploded at Brest, France, all of which had ammonium nitrate fertilizer cargo on board.

Part 146 is amended by the addition of the following section:

§ 146.22-9 *Authorization to load or discharge ammonium nitrate.* (a) Shipments of ammonium nitrate or ammonium nitrate fertilizer in amounts exceeding 500 pounds shall not be laden on or discharged from any vessel at any point or place in the United States, its territories or possessions, not including the Panama Canal Zone, until authorization for such loading or discharging has been obtained by the owner, agent, charterer, master, or person in charge of the vessel from the District Commander or other officer of the Coast Guard designated by the Commandant of the Coast Guard for such purpose.

(b) Before such permit is issued the District Commander shall ascertain where it is proposed to load or unload the ammonium nitrate or ammonium nitrate fertilizer. If the District Commander finds that the proposed facility at which the vessel is to load or unload is in a congested area of the port, he shall withhold the issuance of a permit until the vessel secures the use of a facility in an area so remotely situated from populous centers that in the event of fire or explosion, loss of lives and property may be minimized. When the District Commander finds that the proposed facility is in a remote area, he is directed to make the use of such a facility a condition of the permit. The District Commander shall in the issuance of the permit observe the provision of § 146.01-12 (R. S. 4472, as amended; 46 U. S. C. 170; sec. 101, Reorganization Plan No. 3 of 1946, 11 P. R. 7875).

Dated: August 6, 1947.

[SEAL] J. F. FARLEY,  
Admiral, U. S. Coast Guard,  
Commandant.

[P. R. Doc. 47-7465; Filed, Aug. 8, 1947;  
8:45 a. m.; 12 P. R. 5425, August 9, 1947.]

## Waivers

### TITLE 46—SHIPPING

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

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

(CGFR 47-39)

#### EMPLOYMENT OF ALIENS AS UNLICENSED CREW MEMBERS ON SUBSIDIZED VESSELS

##### CONDITIONAL WAIVER OF MANNING REQUIREMENTS

Pursuant to the authority vested in the Commandant, United States Coast Guard, by the act of March 31, 1947 (Public Law No. 27, 80th Congress), as amended by the act of 31 July 1947

(Public Law No. 293, 80th Congress), I hereby find it necessary in the orderly reconversion of the merchant marine from wartime to peacetime operations to waive compliance with the navigation and vessel inspection laws and regulations to the extent and upon the terms and conditions set forth in the succeeding numbered paragraphs.

1. *Waiver.* I hereby waive compliance with the provisions of sections 302 (a), (b), and (c) of the act of June 29, 1936, 49 Stat. 1992 (46 U. S. C. 1132 (a), (b), and (c)) to the extent that United States citizens with appropriate ratings are not available for employment in the unlicensed crew of subsidized vessels of the United States, but in no event to exceed twenty-five per centum of such entire unlicensed crew. The employment of aliens to supply such deficiencies, as herein authorized, shall be permitted only to the extent of the nonavailability of United States citizens, as determined after reasonable efforts made by the master, owner, and others concerned to secure the employment of United States citizens, and in no event to exceed twenty-five per centum of the entire unlicensed crew employed on any subsidized vessel of the United States; *Provided*, That such aliens as are employed under this waiver authority shall have served between December 7, 1941, and September 2, 1945, aboard vessels operated by the War Shipping Administration, the United States Maritime Commission, or the Army Transport Service, and shall present to the Shipping Commissioner or master of the vessel at the time of being employed authentic evidence of such service. This evidence shall consist of a certificate of discharge or other properly authenticated record of service showing the name of the vessel and the dates employed thereon.

2. *Effective date.*—This order shall be in effect on and after August 1, 1947. Because of the technical character of this revision of regulations, and because of the urgency of providing waiver authority in order to effectuate the orderly reconversion of the merchant marine to peacetime operations, it is found that compliance with the notice, public rule making procedure, and effective date requirements of the Administrative Procedure Act (Pub. Law 404, 79th Cong.; 60 Stat. 237) is impracticable and contrary to the public interest. (Pub. Laws 27, 293, 80th Cong.)

Dated: July 31, 1947.

[SEAL] J. F. FARLEY,  
Admiral, U. S. Coast Guard,  
Commandant.

[P. R. Doc. 47-7347; Filed, Aug. 5, 1947;  
9:18 a. m.; 12 P. R. 5342, August 6, 1947.]

# Navigation and Vessel Inspection Circular No. 2-47

UNITED STATES COAST GUARD  
WASHINGTON 25, D. C.

May 20, 1947.

**Procedure for Effecting Waivers of Navigation and Inspection Laws and Conditional Waiver of Manning Requirements: Changes in Waiver Authority Occasioned by Enactment of Public Law 27—80th Congress**

NOTE: This circular was canceled by Navigation and Vessel Inspection Circular No. 8-47.

## No. 6-47

UNITED STATES COAST GUARD  
WASHINGTON 25, D. C.

June 13, 1947.

**Inspected steam vessels; boilers on; necessity for operation of, at a factor of safety of not less than 4**

NOTE: This circular was canceled by Navigation and Vessel Inspection Circular No. 7-47.

## No. 7-47

**Inspected Steam Vessels; Boilers on; Necessity for Operation of, at a Factor of Safety of Not Less Than Four; Cancellation of Navigation and Vessel Inspection Circular No. 6-47**

UNITED STATES COAST GUARD  
WASHINGTON 25, D. C.

5 August 1947.

1. The Navigation and Vessel Inspection Circular No. 6-47, dated June 13, 1947, is hereby canceled.

2. The factor of safety for boilers on inspected steam vessels as provided by R. S. 4433, as amended June 13, 1933 (48 U. S. C. 411), applies to all boilers built after July 1, 1935. A study of the matter and a review of the regulations will be made to determine the necessary safety standard for the continued operation of those

boilers which were built before July 1, 1935. The matter will be referred to the Western Rivers Panel and will also be considered by the Merchant Marine Council.

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

## No. 8-47

**Procedure Effecting Waivers of Navigation and Inspection Laws and Conditional Waivers of Manning Requirements: Changes in Waiver Authority Occasioned by Enactment of Public Law 27, Eightieth Congress, as Amended by Public Law 293, Eightieth Congress**

### PART I

UNITED STATES COAST GUARD  
WASHINGTON 25, D. C.

#### GENERAL INFORMATION

AUGUST 21, 1947.

(a) Navigation and Vessel Inspection Circular 2-47 (May 20, 1947) is superseded by this circular and is hereby canceled effective August 1, 1947. The provisions of this circular are effective on and after August 1, 1947.

(b) The purpose of this circular is to publish in one document an explanation of outstanding general waivers of manning requirements and the procedures for effecting individual waivers of the navigation and inspection laws as authorized and limited by Public Law 27, Eightieth Congress, as amended by Public Law 293, Eightieth Congress. A copy of Public Law 27 as amended by Public Law 293 is attached to this circular as inclosure 1.

(c) Public Law 27, Eightieth Congress (approved March 31, 1947), required that commencing June 1, 1947, all merchant vessels must comply with the statutory citizenship requirements governing the employment of officers and crew members and placed a restriction on the issuance of waivers allowing the employment of aliens to the steward's department of vessels authorized to carry over 12 passengers. Public Law 293 (approved July 31, 1947) amends Public Law 27 in that it authorizes the Commandant of the Coast Guard to grant waivers for the employment of alien seamen on United States vessels who served between December 7, 1941 and September 2, 1945, aboard vessels operated by the War Shipping Administration, the United States Maritime Commission,

or the Army Transport Service. A revision of Navigation and Vessel Inspection Circular 2-47 is necessary because of the enactment of Public Law 293. THIS CIRCULAR CHANGES THE PROVISIONS OF NAVIGATION AND VESSEL INSPECTION CIRCULAR 2-47 ONLY WITH RESPECT TO THE EMPLOYMENT OF ALIENS ON UNITED STATES VESSELS. The procedure for effecting individual waivers (part II of this circular) and the procedure for filing crew deficiency reports and making substitutions (part III of this circular) and the method of reporting crew shortages occurring during a voyage (part IV of this circular) are unchanged and are the same as set forth in circular 2-47. They are repeated in this circular. A new part (part V) has been added which explains the conditional general waiver order dated July 31, 1947 (12 F. R. 5342), which allows up to 25 percent of the total unlicensed crew of subsidized vessels to be "war service" aliens.

(d) By the terms of Public Law 27 as amended by Public Law 293 the Commandant's authority to grant waivers remains in force only until April 1, 1948.

(e) Waivers will continue to be granted in necessary cases to individual vessels which will permit relaxation of certain navigation and vessel inspection laws. The procedure for obtaining these individual waivers is explained in part II of this circular. Also, a general waiver permitting the filing of a crew deficiency report at the beginning of the voyage is continued in effect whereby licensed officers and certificated seamen will be permitted under certain conditions to serve on merchant cargo and tank vessels in a higher capacity than their respective licenses or certificates would authorize. See part III of this circular for explanation of this waiver. Attention is called to the fact that when licensed and certificated personnel are substituted to serve in higher capacities than those for which licensed or certificated the following requirements must be met: (1) any person substituted for a licensed officer must be a citizen of the United States and, (2) the substitution of any person for a certificated crew member must not cause the citizenship requirements for the crew of the vessel to be violated. The procedure for reporting crew shortages occurring during a voyage is set forth in part IV of this circular. The conditional general waiver allowing up to 25 percent of the total unlicensed



crew of subsidized vessels to be "war service" aliens is explained in part V of this circular.

(f) After June 1, 1947, no alien is permitted to serve as a watch officer on United States vessels and the procedure set up by the Coast Guard for approving aliens to serve under waiver as watch officers is inoperative and all outstanding lists of approved aliens and individual letters of approval are without force and effect.

(g) It is the policy of the Coast Guard, in the current administration of the laws and regulations relating to navigation and vessel inspection, to further the orderly reconversion of the merchant marine from wartime to peacetime operations by simplifying the procedure involved therein, eliminating all causes of delay in the sailing of vessels, and by bringing about a proper balance between the factors of safety at sea and this orderly reconversion. Various orders have been issued since March 1, 1942, for the purpose of carrying out this policy. While it is not the policy of the Coast Guard to countenance willful violations of the laws and regulations or negligence in meeting the requirements thereof, neither is it contemplated that masters who exercise all reasonable efforts to comply with the requirements in effect be cited for violations on technical grounds.

#### PART II

##### PROCEDURE FOR EFFECTING INDIVIDUAL WAIVERS OF NAVIGATION AND INSPECTION LAWS

(a) Public Law 27, Eightieth Congress, as amended by Public Law 293, Eightieth Congress, authorizes the Commandant of the Coast Guard to waive compliance with the navigation and vessel inspection laws administered by the Coast Guard to the extent and in such manner and upon such terms as may be deemed necessary by him in the orderly reconversion of the merchant marine from wartime to peacetime operations. Inclosure 2 issued pursuant to this law is an order of the Commandant in which he finds it necessary in the orderly reconversion of the merchant marine to make effective certain waivers to the extent and in the manner set forth therein. This order outlines the procedure under which the requirements of the laws in question may in urgent situations be relaxed by Coast Guard District Commanders and their designated representatives in ports located within their respective districts, and by designated representatives of the Commandant in other than domestic ports at which Coast Guard officers are assigned to duty. The objective of this order is to make possible a flexible

means of maintaining a proper balance between safety at sea and the orderly reconversion of the merchant marine from wartime to peacetime operation.

(b) Each Coast Guard District Commander may designate, in writing, qualified commissioned or civilian officers of appropriate rank or position to act as his representatives in the carrying out of Inclosure 2. In his order of designation the District Commander may impose such restrictions and conditions upon the authority of such representatives as he may deem proper. Copies of such designations shall be forwarded to Headquarters. The ports at which such representatives are designated shall be determined by the respective District Commanders.

(c) It is to be noted that under the new procedure application may be made by any person interested in the vessel involved, including representatives of any interested Government agency. It should also be noted that applications are to be forwarded to Headquarters for action by the Commandant in all cases in which it appears to the Coast Guard officer concerned that the delay involved in Headquarters action will not prevent the vessel from sailing on time or otherwise impede the orderly reconversion of the merchant marine. In other words, it is intended that waivers be made effective in the field only in those cases in which time will not permit action by Headquarters. However, the Coast Guard officer concerned is the sole judge of whether time will permit reference of the application to Headquarters. While it is contemplated that applications will be made in writing except in unusual circumstances, no oral application which is made with representations of urgency and which is otherwise merited should be denied on the ground that it could have been made in writing but for the neglect of the person making the same. However, full particulars of cases in which it appears that the oral application privilege has been abused shall be reported to Headquarters for appropriate action. This action in proper cases may be either by way of proceedings for suspension or revocation in the case of licensed officers or by report to the agency involved in cases involving representatives of the Government. Headquarters should also be advised of the particulars of all cases in which the waiver is made effective upon oral application and the application is not reduced to writing and filed within the period specified in the waiver order as required by Inclosure 2. In such cases Headquarters will advise the appropriate District Commanders whether

the penalties provided by law for failure to comply with the requirements conditionally waived should be invoked.

(d) Inclosure 2 does not authorize general waivers. Only the Commandant is authorized to issue general waivers which affect more than one vessel in one order.

(e) Although the certification of the person making an application should always be given due consideration, it is not contemplated that the Coast Guard officers authorized to make the waiver effective will be guided solely by the representations contained in applications. Each application should be considered in the light of such factors as the time at which the vessel is scheduled to depart, the mission of the vessel, the requirements of law proposed to be relaxed, the effect of relaxation upon the safety of the vessel and the persons on board, the consequences of failure to relax such requirements insofar as orderly reconversion of the merchant marine is concerned, and all other relevant factors. If after full consideration of the application it is the judgment of the Coast Guard officer concerned that orderly reconversion of the merchant marine justifies the risk so calculated then the waiver should be made effective to the extent deemed justified. On the other hand, if the Coast Guard officer concerned after having given such consideration to the application is of the opinion that the waiver is not justified he shall refuse to issue the waiver order regardless of the representations contained in the application.

(f) Of the factors listed above which should be given consideration in connection with each application for waiver, perhaps the most important is the effect of relaxation upon the safety of the vessel and the persons on board. This is particularly true in cases involving the laws and regulations governing the handling and stowage of ammunition, explosives, gasoline, and other dangerous cargo. Consequently, it is expected that provisions of these laws and regulations will be made inoperative only in cases of extreme necessity and that in each such case, unless the application has been sent to Headquarters, the Coast Guard officer concerned will, if time permits, consult the head of the appropriate division at Headquarters by telephone prior to making the waiver effective. It is also expected that in important cases involving other laws or regulations Headquarters will likewise be consulted by telephone if time permits.

(g) Inclosure 2 does not supersede the Conditional Waiver of Manning Requirements, which is the subject of



part III of this circular and inclosure 3.

(b) Applications for waiver under inclosure 2 and the waiver order will continue to be made on Coast Guard Form 2633 with the following changes made on the form. The number "37" appearing in the title of the application and order should be changed to "8-47 part II," and the words "conduct of war" appearing in the certification made by the applicant should be stricken out and the words "orderly reconversion of the merchant marine from wartime to peacetime operations" substituted therefor. This form will be revised on reprinting. One copy of every application filed and acted upon in the field shall be forwarded to Coast Guard Headquarters regardless of whether the application is granted or denied. In cases where the application is denied a notation to that effect, signed by the Coast Guard officer concerned, shall be made on the face of the copy of the application sent to Headquarters.

### PART III

#### CONDITIONAL WAIVER OF MANNING REQUIREMENTS; CREW DEFICIENCY REPORTS AND SUBSTITUTIONS

(a) Section 2 of the act of March 31, 1947 (Public Law 27, 80th Cong.), as amended by the act of July 31, 1947 (Public Law 293, 80th Cong.), placed certain restrictions on the Commandant with respect to waiving compliance with the navigation laws affecting manning of vessels. These restrictions make necessary a modification of the order of April 8, 1943, as amended, which was a conditional waiver of manning requirements and which permitted the filing of crew deficiency reports and crew substitutions at the beginning of a voyage.

(b) The waiver contained in inclosure 3 does two things. First, it cancels, effective June 1, 1947, the order of April 8, 1943, as amended (8 F. R. 4736), and second, it reissues this general waiver in modified form. This general waiver in its modified form is intended to simplify to the utmost degree consistent with safety the procedure necessary when the required crew complement of a merchant cargo or tank vessel cannot be obtained by every reasonable effort up to the time of signing on. This waiver has the effect of relaxing the complement requirements of R. S. 4463, insofar as the quality of the crew is concerned by permitting substitutions in the filling of complements. Thus, if all the conditions of this waiver are met, a vessel may be navigated with licensed or rated positions occupied by officers or rated men of

lower ranks and ratings than the complement calls for, but all positions specified in the complement must be occupied. In other words, while this waiver permits particular positions to be filled by men who do not hold the licenses or certificates contemplated by the complement for such positions, it does not permit a vessel to be navigated with less than the total number of crew members specified in the complement. This waiver has no application to the navigation of a vessel where vacancies in the complement occur after the filling of the complement but during the period for which the full crew has been signed on. That situation continues to be governed by R. S. 4463. An explanation of the procedure for reporting crew shortages is contained in part IV of this circular.

(c) Attention is called to the fact that the Conditional Waiver of Manning Requirements (inclosure 3) does not authorize substitutions which would cause the citizenship requirements for licensed officers and certificated crew members to be violated. Attention also is invited to the fact that this Conditional Waiver of Manning Requirements (inclosure 3) is limited to merchant cargo and tank vessels. The waivers and findings with respect to substitutions on passenger vessels are governed by the provisions of part II of this circular.

(d) Insofar as manning is concerned, two alternative methods of bringing about relaxation of the requirements are available in certain cases. Where the procedure under the Conditional Waiver of Manning Requirements set forth in this part III is inapplicable, it is possible to use the method provided by part II of this circular.

(e) Coast Guard Form 729, Crew Deficiency Report, shall be used for reporting substitutions made under the provisions of inclosure 3. These forms are available from officers in Charge, Marine Inspection, and Shipping Commissioners. One of the two copies of this form submitted by the master of the vessel concerned to the shipping Commissioner or Officer in Charge, Marine Inspection, shall be forwarded to Headquarters without delay.

### PART IV

#### CREW SHORTAGE REPORTS REQUIRED UNDER R. S. 4463; FORM OF REPORTING

(a) R. S. 4463 (46 U. S. C. 223) provides, among other things, for the establishment of a crew complement for every vessel subject to the inspection laws. This complement specifies the number of officers and seamen of various ranks and ratings considered necessary to the safe navigation of the

vessel. Under R. S. 4463, a vessel for which a complement has been established is prohibited from being navigated prior to the filling of such complement by the signing on of the full crew called for thereby, that is, a crew which meets the requirements of the complement both as to number and quality. Furthermore, that statute requires such complements to be filled prior to the navigation of the vessel after the expiration of each period for which a full crew is signed on.

(b) Part III of this circular is a waiver of the requirements of R. S. 4463 as to quality of the crew but not as to the number of the crew. There is no waiver permitting a vessel to be navigated with less than the total number of crew members specified in its complement and this situation is governed by R. S. 4463.

(c) R. S. 4463 outlines the conditions under which a vessel may be navigated in situations where the vessel is deprived of the services of any number of her crew during the period for which the full crew has been signed on. In such cases if the vacancies are filled with replacements of the same grade or a higher rating the vessel may, of course, continue to be navigated just as though no vacancies had occurred. She may be navigated without all positions occupied by such replacements only if (1) such services were lost through desertion or casualty, (2) such services were lost without the consent, fault or collusion of the master, owner or any other person interested in the vessel, (3) the master was unable to obtain replacements of the same grade or of a higher rating to fill the vacant positions and, (4) it is the judgment of the master that the vessel is sufficiently manned.

(d) For purposes of administration of R. S. 4463, the terms "desertion or casualty" shall be construed to include all circumstances beyond the control of the master, owner or any other person interested in the vessel which result in crew vacancies.

(e) In cases where a vessel which has been deprived of the services of crew members through desertion or casualty is navigated with fewer crew members on board than the complement for the vessel calls for, or with replacements of lower grade or rating, R. S. 4463 requires that the master report such shortage and explain the cause thereof in writing to the Officer in Charge, Marine Inspection, within 12 hours of the arrival of the vessel at her destination. No particular form is required by this statute to be used in making such report.

(f) To reduce paper work and simplify the filing of reports Coast Guard

Form 729 may be used. Masters using this form must make appropriate modification thereof to indicate that the report is a shortage report under R. S. 4463, enter thereon the name and license or certificate number of each member of the crew who left the vessel, state the cause of the shortage and the port at which it occurred, certify that no replacements of the same grade or of a higher rating were obtainable and that in his judgment the vessel was sufficiently manned, and file the same in duplicate with the Officer in Charge, Marine Inspection, within 12 hours of the arrival of the vessel at her destination.

(g) Inclosure (4) illustrates how Form 729 may be modified to report crew shortages. Reports in this form shall be accepted by Officers in Charge, Marine Inspection. This officer shall forward one of the copies filed with him to Headquarters without delay.

#### PART V

##### EMPLOYMENT OF ALIENS AS UNLICENSED CREW MEMBERS OF SUBSIDIZED VESSELS: CONDITIONAL WAIVER

(a) There is attached as inclosure 5 the conditional waiver order dated July 31, 1947, which appeared in the Federal Register for August 6, 1947 (12 F. R. 5342), and it is effective on and after August 1, 1947. This order is a conditional waiver of the statutory citizenship requirements for the unlicensed crews of subsidized United States merchant vessels and permits the employment of aliens in the unlicensed crew of such vessels subject to certain restrictions. These restrictions are: (1) Aliens eligible for employment under this waiver are those who served between December 7, 1941, and September 2, 1945, aboard vessels operated by the War Shipping Administration, the United States Maritime Commission, or the Army Transport Service. (This includes foreign flag vessels operated by these agencies.) (2) The number of aliens who may be employed under this general waiver is limited to 25 percent of the total unlicensed crew of the particular vessel. (3) Aliens may be employed only if citizen seamen with appropriate ratings are not available for employment in the unlicensed crew as determined after reasonable efforts made by the master, or owner, or others concerned with supplying crews. (4) Aliens claiming to have the required service between December 7, 1941, and September 2, 1945, must present to the shipping commissioner or master at the time of employment evidence in the form of certificates of discharge or other properly authenticated record of serv-

ice showing the names of the vessels and the dates served thereon.

(b) This waiver order has general application to all subsidized United States merchant vessels and does not require the submission or use of waiver forms or reports on individual aliens employed under its provisions or on vessels on which such aliens are employed. This waiver does not permit aliens to be employed as watch officers or to be substituted for watch officers.

(c) The procedure for effecting individual waivers as described in part II of this circular and the procedure for effecting crew substitutions as described in part III of this circular and the method of reporting crew shortages occurring during a voyage, part IV, are unchanged by the waiver order attached as inclosure 5.

(d) (1) The intent of Public Law 293, under which the waiver order of July 31, 1947 (inclosure 5) was issued, was to allow the employment of qualified "war service" aliens in skilled ratings in which there was a shortage of available citizen seamen. This waiver of July 31, 1947, is not limited to the employment of aliens in skilled ratings because it is anticipated that cases may arise where citizens are not available to fill unskilled rating vacancies even though current information indicates there are sufficient citizen seamen in the unskilled ratings in all ports. The congressional hearing prior to enactment of Public Law 293 brought out clearly that its purpose was to provide relief for the merchant marine and not for alien seamen. (2) An example of misuse of the intent and purpose of the waiver and law under which it was issued is the case where three aliens were signed on a vessel in the unskilled ratings in which there is no shortage of citizen seamen. It then developed that three vacancies in the skilled ratings could not be filled within the 25 percent alien quota, even though skilled aliens were available and citizens were not. The result was a delay in the vessel's sailing. (3) While the waiver order of July 31 (inclosure 5) does not require the submission of any reports or forms on the aliens employed under its provisions and therefore, no signed statements concerning the nonavailability of citizen seamen, it is expected that Coast Guard District Commanders and personnel under their jurisdiction associated with administering and enforcing the navigation laws will keep fully informed on local conditions and not permit misuse or abuse of the intent and purpose of this waiver. Further, it is expected that these officers will advise the Commandant of any conditions known to them which in their opinion warrant a revision of

outstanding waivers in the form of further relaxation or of further restrictions.

J. F. FARLEY,  
Admiral, U. S. C. G.,  
Commandant.

#### [INCLOSURE 1]

Public Law 27—80th Congress, as amended by Public Law 293, Eightieth Congress, reads as follows:

"Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That effective April 1, 1947, the Commandant, United States Coast Guard, is authorized to waive compliance with the navigation and vessel inspection laws administered by the Coast Guard to the extent and in such manner and upon such terms as may be deemed necessary by him in the orderly reconversion of the merchant marine from wartime to peacetime operations.

"Sec. 2. The authority granted by this resolution shall remain in force only until April 1, 1948: *Provided*, That nothing herein contained shall be construed to authorize the Commandant, United States Coast Guard, to grant waivers for the employment of alien seamen except for those who served between December 7, 1941, and September 2, 1945, aboard vessels operated by the War Shipping Administration, the United States Maritime Commission, or the Army Transport Service."

(Pub. Law 27 approved March 31, 1947.)

(Pub. Law 293 approved July 31, 1947.)

#### [INCLOSURE 2]

### TITLE 46—SHIPPING

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

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

[CGFR 47-30]

#### PROCEDURES FOR EFFECTING INDIVIDUAL WAIVERS OF NAVIGATION AND VESSEL INSPECTION LAWS AND REGULATIONS

Pursuant to the authority vested in the Commandant, United States Coast Guard, by the act of March 31, 1947 (Public Law No. 27, 80th Cong.), I hereby find it necessary in the orderly reconversion of the merchant marine from wartime to peacetime operations to cancel, effective June 1, 1947, the order dated July 1, 1943, as amended (8 F. R. 9164), which, subject to certain conditions, waived compliance with navigation and vessel inspection laws with respect to vessels engaged in business connected with the conduct of the war; provided that nothing herein shall impair the continuing effectiveness of waivers effect-



ated on or before June 1, 1947, pursuant to said order of July 1, 1943, as amended.

Pursuant to the authority vested in the Commandant, United States Coast Guard, by the act of March 31, 1947 (Public Law No. 27, 80th Cong.), I find, further, that the waiver of compliance with the navigation and vessel inspection laws administered by the Coast Guard is necessary in the orderly reconversion of the merchant marine from a wartime to normal peacetime basis, to the extent and in the manner and upon the terms and conditions set forth in the succeeding numbered paragraphs:

1. An application requesting that a waiver be made effective with respect to a particular vessel may be made by any authorized representative of an agency of the United States Government or any other interested person (including the master, agent, or owner of the vessel involved). Except as provided in paragraph 3, the application shall be in writing. The application shall be delivered to the Coast Guard District Commander or to his designated representative at the port or place where the vessel is located. In the case of vessels in any port or place of the Canal Zone or in any foreign port or place, the application shall be made to the designated representative of the Commandant at such port or place or if the Coast Guard has not established facilities in such port or place to the nearest designated representative of the Commandant at a port or place where such facilities have been established. Every application shall contain a statement of the particular provisions of law with respect to which waiver of compliance is requested, a certification that the waiver of compliance with such laws with respect to the vessel involved is necessary in the orderly reconversion of the merchant marine, and an outline of the facts upon which such certification is based. The Coast Guard District Commander (or his designated representative, or the designated representative of the Commandant, as the case may be) shall promptly examine every application for the purpose of determining whether the necessity for prompt action is such as to require that the waiver be made effective by him without reference to Headquarters. In any case in which it appears to the Coast Guard officer concerned that reference to the application to Headquarters for action would not delay the sailing of the vessel or otherwise impede the orderly reconversion of the merchant marine, the application shall be so referred. In all other cases such Coast Guard officer shall give immediate consideration to the application and if he reaches the con-

clusion that urgency of the situation outweighs the marine hazard involved, then such waiver shall be effective in regard to such vessel to the extent and under the circumstances specified by him.

2. The Coast Guard officer making such waiver effective pursuant to paragraph 1 shall immediately prepare, in triplicate, an order setting forth the name of the vessel involved, the laws with respect to which the waiver is effective, the extent to which compliance with such laws is waived, and the period for which the waiver shall be effective. If practicable, one copy of this order shall be delivered to the master of the vessel involved before such vessel sails. In cases where the order is not delivered to the master, it shall be delivered to the owner, operator, or agent of the vessel without delay. One copy of the order shall be transmitted to Coast Guard Headquarters and the remaining copy kept on file.

3. In cases of extreme urgency the application for waiver may be made orally, and if the Coast Guard District Commander or such representative reaches the conclusion referred to in paragraph 1, the waiver shall be effective without further delay, subject to a condition subsequent that the application be reduced to writing and delivered within such period after the date of the oral request as the Coast Guard officer making the waiver effective shall specify in the order.

4. No penalty shall be imposed because of failure to comply with any provision of law the waiver of which has been made effective pursuant hereto.

5. This order shall be in effect on and after June 1, 1947. Because of the technical character of this revision of regulations, and because of the urgency of providing waiver authority in order to effectuate the orderly reconversion of the merchant marine to peacetime operations, it is found that compliance with the notice, public rule making procedure, and effective date requirements of the Administrative Procedure Act (Public Law 404, 79th Cong.; 60 Stat. 237) is impracticable and contrary to the public interest.

Dated: May 14, 1947.

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

[ENCLOSURE 3]

## TITLE 46—SHIPPING

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

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

[CGFR 47-29]

## CONDITIONAL WAIVER OF MANNING REQUIREMENTS

Pursuant to the authority vested in the Commandant, United States Coast Guard, by the act of March 31, 1947 (Public Law No. 27, 80th Cong.), I hereby find it necessary in the orderly reconversion of the merchant marine from wartime to peacetime operations to cancel, effective June 1, 1947, the order dated April 8, 1943, as amended, (8 F. R. 4736), which conditionally waived certain of the manning requirements with respect to merchant cargo and tank vessels engaged in business connected with the conduct of the war; provided that nothing herein shall impair the continuing effectiveness of waivers effectuated on or before June 1, 1947, pursuant to said order of April 8, 1943, as amended.

Pursuant to the authority vested in the Commandant, United States Coast Guard, by the act of March 31, 1947 (Public Law No. 27, 80th Cong.), I find, further, that the waiver of the navigation and vessel inspection laws and regulations administered by the Coast Guard is necessary in the orderly reconversion of the merchant marine from a wartime to normal peacetime basis, to the extent and in the manner and upon the terms and conditions set forth in the succeeding numbered paragraphs.

1. *Purpose of waiver.*—It has been determined upon investigation that there is a shortage of experienced and qualified personnel in the merchant marine industry and that as a result of such shortage the masters of merchant cargo vessels and tank vessels engaged in any trade or commerce deemed necessary in the orderly reconversion of the merchant marine from wartime to peacetime operations 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 orderly reconversion of the merchant marine, this Conditional Waiver of Manning Requirements is issued.

2. *Vessels affected.*—All merchant cargo and tank vessels registered, or enrolled and licensed under the laws of the United States shall be considered to be engaged in a trade or commerce associated with the reconversion of the merchant marine from wartime to peacetime operations so long as this Conditional Waiver of



Manning Requirements remains in effect, or unless a local representative of the United States Maritime Commission informs the appropriate Coast Guard District Commander or Officer in Charge, Marine Inspection, that a particular vessel or vessels in either of such classes should not be so included. This waiver is inapplicable to all ocean and coastwise passenger vessels and vessels carrying troops.

3. *Extent, terms, and conditions of waivers.*—The master of any cargo vessel or tank vessel engaged in any trade or commerce associated with the reconversion of the merchant marine from wartime to peacetime operation may if such action is necessary to permit such vessel to sail without delay substitute for any licensed officer 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 certificated seaman who is an American citizen, and, may substitute for any rated seaman required as part of the complement any certificated seaman of lower rating provided that any such substitution is within the citizenship requirements established pursuant to law; *Provided*, That (a) the deficiency in complement is not caused by the consent, fault or col-

lusion of the master, owner or any other person interested in the vessel, (b) the master, over a reasonable period prior to the time fixed for the signing on of his crew, makes every reasonable effort to obtain such required licensed officer or rated seaman, (c) the person substituted for such required licensed officer or rated seaman is, in the opinion of the master, the best qualified substitute therefor that the master could obtain, (d) the master is of the opinion that the vessel is sufficiently manned for the contemplated voyage, and (e) the master, prior to departure prepares, executes, certifies, and files with, or sends to the Shipping Commissioner before whom the crew was signed on or, in cases when the crew is not required to be signed on before a Shipping Commissioner, to the nearest Officer in Charge, Marine Inspection, two copies of a report of each substitution made. One copy of such report shall also be submitted to the Collector of Customs at the time when application for clearance is made. In making such report Coast Guard Form 729 shall be used.

4. *Penalties.*—The failure of the master of any vessel departing with a deficiency in the required comple-

ment therefor to execute and submit the reports required hereunder, or a false certification in any such report by such master shall be considered misconduct within the meaning of R. S. 4450, as amended, 46 U. S. C. 239, and shall constitute grounds for suspension or revocation of the license of such master; and shall subject him and the owners to all other penalties provided by law. No penalty shall be imposed as a consequence of any substitution made in accordance with this regulation.

5. *Effective date.*—This order shall be in effect on and after June 1, 1947. Because of the technical character of this revision of regulations, and because of the urgency of providing waiver authority in order to effectuate the orderly reconversion of the merchant marine to peacetime operations, it is found that compliance with the notice, public rule making procedure, and effective date requirements of the Administrative Procedure Act (Public Law 404, 79th Cong.: 60 Stat. 237) is impracticable and contrary to the public interest.

Dated: May 14, 1947.

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

[ENCLOSURE 4]

NCG-729

UNITED STATES COAST GUARD

# CREW SHORTAGE REPORT

Cleveland, Ohio

Place

May 5, 1943

Date

Name of vessel: S. S. Iron King

Owner or operator Iron Mining Company

This is to report that in order to permit my vessel to sail without delay on a voyage beginning on or about this date, it was necessary for me to make substitutions in the required complement for my vessel as set forth below. I certify that the deficiency was not caused by my fault or collusion or to the best of my knowledge, by the fault or collusion of the owner or any other person interested in the vessel; that prior to the signing on of my crew I made every reasonable effort to secure the complement of licensed officers and rate men required by or pursuant to law for this vessel and was unsuccessful; that the substitutes listed below are the best qualified men I could obtain for the positions which they occupy, and, that in my opinion my vessel is sufficiently manned for this voyage.

Crew shortages			
Rank or rating	Name	Rank or rating	License or certificate No.
AB.	John Doe		Z 12345.
First officer	Joe Coe		23456.

Doe deserted at Ashland, Wisconsin, April 20, 1943.  
Coe left ship at Ashland, Wisconsin, April 20, 1943, due to injuries. I certify that no replacements of the same grade or of a higher rating were obtainable and that in my judgment, my vessel was sufficiently manned.

Master's signature Richard Roe

## TITLE 46—SHIPPING

## Chapter 1—Coast Guard: Inspection and Navigation

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

(CGFR 47-39)

EMPLOYMENT OF ALIENS AS UNLICENSED CREW MEMBERS ON SUBSIDIZED VESSELS; CONDITIONAL WAIVER OF MAN-  
NING REQUIREMENTS

Pursuant to the authority vested in the Commandant, United States Coast Guard, by the act of March 31, 1947 (Public Law No. 27, 80th Cong.), as amended by the act of July 31, 1947 (Public Law No. 293, 80th Cong.), I hereby find it necessary in the orderly reconversion of the merchant marine from wartime to peacetime operations to waive compliance with the navigation and vessel inspection laws and regulations to the extent and upon the terms and conditions set forth in the succeeding numbered paragraphs.

1. *Waiver.*—I hereby waive compliance with the provisions of sections 302 (a), (b) and (c) of the act of June 29, 1936, 49 Stat. 1992 (46 U. S. C. 1132 (a), (b) and (c)) to the extent that United States citizens with appropriate ratings are not available for employment in the unlicensed crew of subsidized vessels of the United States, but in no event to exceed 25 per centum of such entire unlicensed crew. The employment of aliens to supply such deficiencies, as herein authorized, shall be permitted only to the extent of the nonavailability of United States citizens, as determined after reasonable efforts made by the master, owner and others concerned to secure the employment of United States citizens, and in no event to exceed 25 per centum of the entire unlicensed crew employed on any subsidized vessel of the United States; *Provided*, That such aliens as are employed under this waiver authority shall have served between December 7, 1941, and September 2, 1945, aboard vessels operated by the War Shipping Administration, the United States Maritime Commission, or the Army Transport Service, and shall present to the shipping commissioner or master of the vessel at the time of being employed authentic evidence of such service. This evidence shall consist of a certificate of discharge or other properly authenticated record of service showing the name of the vessel and the dates employed thereon.

2. *Effective date.*—This order shall be in effect on and after August 1, 1947. Because of the technical character of this revision of regulations, and because of the urgency of providing

waiver authority in order to effectuate the orderly reconversion of the merchant marine to peacetime operations, it is found that compliance with the notice, public rule making procedure, and effective date requirements of the Administrative Procedure Act (Public Law 404, 79th Cong.; 60 Stat. 237) is impracticable and contrary to the public interest.

(Public Law 27 and 293, 80th Cong.)  
Dated: July 31, 1947.

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

Equipment Approval  
by the CommandantAPPROVAL OF EQUIPMENT  
(CGFR 47-43)

By virtue of the authority vested in me by R. S. 4405 and 4491, as amended (46 U. S. C. 375, 489), and section 101 of Reorganization Plan No. 3 of 1946 (11 F. R. 7875), as well as the additional authorities cited with each class of equipment, the following approvals of equipment are prescribed, effective for a period of five years from date of publication in the Federal Register unless sooner cancelled or suspended by proper authority:

## BUOYANT CUSHIONS, STANDARD

*NOTE:* Cushions are limited to service on motorboats of Classes A, 1, or 2 not carrying passengers for hire in accordance with 46 CFR 25.4-1.

Approval No. 160.007/55/0, standard kapok buoyant cushion, manufactured by The Mueck Auto Body Co., 4321-4329 Papin Street, St. Louis 10, Mo. (54 Stat. 164, 166; 46 U. S. C. 526e, 526p; 46 CFR 25.4-1, 28.4-8)

## BUOYANT CUSHIONS, NONSTANDARD

*NOTE:* Cushions are limited to service on motorboats of Classes A, 1, or 2 not carrying passengers for hire in accordance with 46 CFR 25.4-1.

Approval No. 160.008/372/0, 14" x 43" x 2 1/2" rectangular kapok buoyant cushion, 68 oz. kapok, Dwg. dated July 26, 1947, U. S. C. G. Specification 160.008, manufactured by De More Manufacturing Co., Inc., 547 Meeting Street, Charleston 14, S. C.

Approval No. 160.008/306/0, 15 1/2" x 26" x 3" rectangular kapok buoyant cushion, 54 oz. kapok, Dwg. No. 181-103, dated July 7, 1947, U. S. C. G. Specification 160.008, manufactured by Cluff Fabric Products, 457-467 E. 147th Street, New York, N. Y.

Rectangular nonstandard kapok buoyant cushions manufactured by the H. S. White Mfg. Co., Inc., 6th and Rosabel Streets, St. Paul 1, Minn., Dwg. No. 1, dated January 17, 1947, and schedule of sizes, dated June 18,

1947, U. S. C. G. Specification 160.008. In the following sizes with the amount of kapok indicated for each size:

Approval No.	Size		Kapok
	Inches	Ounces	
160.008/306/0	15 x 19 x 2	25	25
160.008/306/0	15 x 21 x 2	28	28
160.008/310/0	15 x 23 x 2	31	31
160.008/311/0	15 x 25 x 2	34	34
160.008/312/0	15 x 27 x 2	36	36
160.008/313/0	15 x 29 x 2	39	39
160.008/314/0	15 x 31 x 2	42	42
160.008/315/0	15 x 33 x 2	44	44
160.008/316/0	15 x 35 x 2	47	47
160.008/317/0	17 x 17 x 2	25	25
160.008/318/0	17 x 19 x 2	28	28
160.008/319/0	17 x 21 x 2	32	32
160.008/320/0	17 x 23 x 2	35	35
160.008/321/0	17 x 25 x 2	38	38
160.008/322/0	17 x 27 x 2	41	41
160.008/323/0	17 x 29 x 2	44	44
160.008/324/0	17 x 31 x 2	47	47
160.008/325/0	17 x 33 x 2	50	50
160.008/326/0	17 x 35 x 2	53	53
160.008/327/0	19 x 19 x 2	32	32
160.008/328/0	19 x 21 x 2	36	36
160.008/329/0	19 x 23 x 2	39	39
160.008/330/0	19 x 25 x 2	42	42
160.008/331/0	19 x 27 x 2	45	45
160.008/332/0	19 x 29 x 2	49	49
160.008/333/0	19 x 31 x 2	53	53
160.008/334/0	19 x 33 x 2	56	56
160.008/335/0	19 x 35 x 2	59	59
160.008/336/0	21 x 21 x 2	39	39
160.008/337/0	21 x 23 x 2	43	43
160.008/338/0	21 x 25 x 2	47	47
160.008/339/0	21 x 27 x 2	51	51
160.008/340/0	21 x 29 x 2	54	54
160.008/341/0	21 x 31 x 2	58	58
160.008/342/0	21 x 33 x 2	62	62
160.008/343/0	21 x 35 x 2	66	66

Rectangular nonstandard kapok buoyant cushions manufactured by the H. S. White Mfg. Co., Inc., 6th and Rosabel Streets, St. Paul 1, Minn., Dwg. No. 4, dated January 17, 1947, and schedule of sizes, dated June 18, 1947, U. S. C. G. Specification 160.008. In the following sizes with the amount of kapok indicated for each size:

Approval No.	Size		Kapok
	Inches	Ounces	
160.008/344/0	14 x 22 x 2	28	28
160.008/345/0	14 x 24 x 2	30	30
160.008/346/0	14 x 26 x 2	33	33
160.008/347/0	14 x 28 x 2	36	36
160.008/348/0	14 x 30 x 2	38	38
160.008/349/0	14 x 32 x 2	40	40
160.008/350/0	14 x 34 x 2	43	43
160.008/351/0	14 x 36 x 2	45	45
160.008/352/0	16 x 18 x 2	28	28
160.008/353/0	16 x 20 x 2	29	29
160.008/354/0	16 x 22 x 2	32	32
160.008/355/0	16 x 24 x 2	34	34
160.008/356/0	16 x 26 x 2	37	37
160.008/357/0	16 x 28 x 2	40	40
160.008/358/0	16 x 30 x 2	43	43
160.008/359/0	16 x 32 x 2	46	46
160.008/360/0	16 x 34 x 2	49	49
160.008/361/0	16 x 36 x 2	51	51
160.008/362/0	18 x 18 x 2	29	29
160.008/363/0	18 x 20 x 2	32	32
160.008/364/0	18 x 22 x 2	35	35
160.008/365/0	18 x 24 x 2	38	38
160.008/366/0	18 x 26 x 2	42	42
160.008/367/0	18 x 28 x 2	45	45
160.008/368/0	18 x 30 x 2	48	48
160.008/369/0	18 x 32 x 2	51	51
160.008/370/0	18 x 34 x 2	55	55
160.008/371/0	18 x 36 x 2	58	58

(54 Stat. 164, 166; 46 U. S. C. 526e, 526p; 46 CFR 25.4-1, 28.4-8)

## WINCHES, LIFEBOAT

Approval No. 160.015/37/0, Type WH-15, lifeboat winch; approved for

maximum working load of 12,500 pounds pull at the drums (6,250 pounds per fall), identified by general arrangement Dwg. No. 1263-D, dated June 7, 1946, and revised June 9, 1947, manufactured by the Landley Co., Inc., 15 Park Row, New York 7, N. Y.

(R. S. 4417a, 4426, 4488, 49 Stat. 1544, 54 Stat. 346, and sec. 5 (e), 55 Stat. 244, as amended; 46 U. S. C. 367, 391a, 404, 481, 1333, 50 U. S. C. 1275; 46 CFR 37.1-5, 59.3a, 60.21, 76.15a, 94.14a)

**SIGNALS, DISTRESS, FLARE CARTRIDGE, RED,**

#### PARACHUTE

Approval No. 160.024/5/0, aluminum shell parachute red flare cartridge distress signal, assembly Dwg. No. A-3530, dated January 17, 1947, manufactured by Signal Manufacturing Co., 524 West Pico Blvd., Los Angeles 15, Calif.

(R. S. 4417a, 4426, 49 Stat. 1544, 54 Stat. 346, and sec. 5 (e), 55 Stat. 244, as amended; 46 U. S. C. 367, 391a, 404, 1333, 50 U. S. C. 1275; 46 CFR 33.3-1, 33.3-2, 59.11, 76.14)

#### LIFEBOATS

Approval No. 160.035/167/0, 16' x 5.1' x 2.08' steel oar-propelled lifeboat, 10-person capacity, approved for use on vessels other than ocean or coastwise steam vessels; identified by Construction and Arrangement Dwg. No. 3172, dated May 5, 1945, manufactured by the Welln Davit and Boat Division of the Robinson Foundation, Inc., Perth Amboy, N. J.

Approval No. 160.035/168/0, 14' x 5.0' x 2.17' steel oar-propelled lifeboat, 9-person capacity, approved for use on vessels other than ocean or coastwise steam vessels, identified by Construction and Arrangement Dwg. No. 3158 dated March 25, 1947, manufactured by the Welln Davit and Boat Division of the Robinson Foundation, Inc., Perth Amboy, N. J.

(R. S. 4417a, 4426, 4481, 4488, 4492, 35 Stat. 428, 49 Stat. 1544, 54 Stat. 346, and sec. 5 (e), 55 Stat. 244, as amended; 46 U. S. C. 367, 391a, 396, 404, 474, 481, 490, 1333, 50 U. S. C. 1275; 46 CFR 37.1-1, 59.13, 76.60, 94.15, 113.10)

#### SOUND POWERED TELEPHONE EQUIPMENT

Approval No. 161.005/30/0, sound powered telephone headset, Model MI-2045-E Dwg. No. W-302828-502, submitted by Radio Corporation of America, Camden, N. J.

Approval No. 161.005/31/0, sound powered telephone handset, Model MI-2040-A, Dwg. No. TT-613025-504, submitted by Radio Corporation of America, Camden, N. J.

Approval No. 161.005/32/0, sound powered telephone signal unit, Model MI-2471, 13 stations maximum, bulk-

head mounting, waterproof, Dwg. No. W-130924-501, submitted by Radio Corporation of America, Camden, N. J.

Approval No. 161.005/33/0, sound powered telephone station assembly (less signal unit), Model MI-2044-A, waterproof, bulkhead mounting, Dwg. No. W-130429-502, submitted by Radio Corporation of America, Camden, N. J.

Approval No. 161.005/34/0, sound powered telephone handset, Model MI-2040-A, Dwg. No. TT-613025-504, and brackets for bulkhead mounting, Models MI-2452 and MI-2062-B, Dwg. Nos. W-130422-501 and T-161374-3, submitted by Radio Corporation of America, Camden, N. J.

(R. S. 4417a, 4418, 4426, 49 Stat. 1544, 54 Stat. 346, and sec. 5 (e), 55 Stat. 244, as amended; 46 U. S. C. 367, 391a, 392, 404, 1333, 50 U. S. C. 1275; 46 CFR 32.9-4, 63.11, 79.12, 97.14, 116.10)

#### BOILERS, HEATING

Approval No. 162.003/35/0, Erie City Iron Works #1203, 42-inch diameter welded vertical fire tube heating boiler, heating surface 243 square feet, Dwg. No. 80847-A, maximum pressure 30 p. s. i., manufactured by Erie City Iron Works, Erie, Pa.

(R. S. 4417a, 4418, 4426, 4433, 4434, 49 Stat. 1544, 54 Stat. 346, sec. 5 (e), 55 Stat. 244, as amended; 46 U. S. C. 367, 391a, 392, 404, 411, 412, 1333, 50 U. S. C. 1275; 46 CFR Part 52)

Dated: August 19, 1947.

[SEAL] J. F. FARLEY,  
Admiral, U. S. Coast Guard,  
Commandant.

[F. R. Doc. 47-7970; Filed, Aug. 26, 1947;  
9:18 a. m.; 12 F. R. 5763, August 27, 1947]

#### TERMINATION OF APPROVAL OF EQUIPMENT

[CGFR 47-44]

By virtue of the authority vested in me by R. S. 4405 and 4491, as amended (46 U. S. C. 375, 489), and section 101 of Reorganization Plan No. 3 of 1946 (11 F. R. 7875), as well as the additional authorities cited with each class of equipment below, I find that certain items previously approved are either no longer in compliance with present Coast Guard requirements or are no longer being manufactured and, therefore, certain approvals for cork life preservers, balsa wood life preservers, combination cork and kapok life preservers, combination balsa wood and kapok life preservers, expanded rubber life preservers, fire indicating and alarm systems and equipment and combined fire indicating and extinguishing systems, and automatic floating electric water lights are terminated in accordance with the following modifications:

#### LIFE PRESERVERS

1. All the approvals for cork life preservers which do not comply with the Coast Guard requirements in 46 CFR 28.4-4, 37.6-4, 59.55, 76.52, 94.52, and 113.44, which were granted by the Bureau of Marine Inspection and Navigation or its predecessors or the Coast Guard prior to July 17, 1942, are terminated. The approvals terminated by this document are those which do not comply with present requirements and were issued prior to the revised regulations published in the Federal Register July 17, 1942, 7 F. R. 5492.

2. All the approvals for balsa wood life preservers which do not comply with the Coast Guard requirements in 46 CFR 28.4-5, 37.6-5, 59.55, 76.52, 94.52, and 113.44, which were approved by the Bureau of Marine Inspection and Navigation or its predecessors or the Coast Guard prior to July 17, 1942, are terminated. The approvals terminated by this document are those which do not comply with present requirements and were issued prior to the revised regulations published in the Federal Register July 17, 1942, 7 F. R. 5492.

3. Combination cork and kapok life preservers and combination balsa wood and kapok life preservers were approved by the Board of Supervising Inspectors, Bureau of Marine Inspection and Navigation, for use on inspected vessels and since these life preservers are no longer being manufactured all approvals granted are terminated.

4. Expanded rubber life preservers were approved by the Board of Supervising Inspectors, Bureau of Marine Inspection and Navigation, for use on inspected vessels and since these life preservers are no longer being manufactured all approvals granted are terminated.

(R. S. 4417a, 4426, 4488, 4492, 35 Stat. 428, 49 Stat. 1544, 54 Stat. 164, 166, 346, and sec. 5 (e), 55 Stat. 244, as amended; 46 U. S. C. 367, 391a, 396, 404, 481, 492, 526e, 526p, 1333, 50 U. S. C. 1275)

#### FIRE INDICATING AND ALARM SYSTEMS AND EQUIPMENT AND COMBINED FIRE INDICATING AND EXTINGUISHING SYSTEMS

5. All approvals of fire indicating and alarm systems and equipment and combined fire indicating and extinguishing systems approved by the Bureau of Marine Inspection and Navigation or its predecessors prior to 1940 which do not comply with present Coast Guard requirements are terminated. The fire detecting and alarm system approved by the Coast Guard for USAHS "Larkspar" only is



# ITEMS SUITABLE FOR MERCHANT MARINE USE

## AFFIDAVITS

The following affidavits were accepted during the period from June 15 to August 15, 1947:

*Ladish Co.,* Cudahy, Wis. Pipe Flanges and Fittings.

## CERTIFICATION OF ARTICLES OF SHIP'S STORES AND SUPPLIES

Articles of ship's stores and supplies certificated from June 25 to August 25, 1947, inclusive, for use on board vessels in accordance with the provisions of part 147 of the regulations governing explosives or other dangerous articles on board vessels is as follows:

*Xzit Sales Co.,* 158 Fourteenth Street, Hoboken, N. J., Serviron, Certification No. 220, July 7, 1947.

*Xzit Sales Co.,* 158 Fourteenth Street, Hoboken, N. J., Petroflo, Certification No. 221, July 7, 1947.

*McDowell Chemical Co.,* 1408 Fourth Avenue, Seattle 1, Wash., McDowell's Peerless, Certification No. 222, August 8, 1947.

*Trinity Oil Corp.,* 250-252 Plymouth Street, Brooklyn N. Y., Trinity Fene-

lating Oil No. 400, Certification No. 223, August 13, 1947.

*The Langreen Co., Inc.,* 40-43 Twenty-ninth Street, Long Island City 1, N. Y., Rapid Action, Certification No. 224, August 13, 1947.

*Mr. A. H. Houston,* 250 Fulton Street, New York 7, N. Y., Odorless Cleaner, Certification No. 225, August 13, 1947.

*Mr. A. H. Houston,* 250 Fulton Street, New York 7, N. Y., Non-Slip Floor Polisher, Certification No. 226, August 13, 1947.

*Chemical Compounding Corp.,* 262 Huron Street, Brooklyn, N. Y., Lusterize, Certification No. 227, August 21, 1947.

*Chemical Compounding Corp.,* 262 Huron Street, Brooklyn, N. Y., All-Brite, Certification No. 228, August 25, 1947.

*Chemical Compounding Corp.,* 262 Huron Street, Brooklyn, N. Y., Smith and Jessen Cleaner, Certification No. 229, August 25, 1947.

*Chemical Compounding Corp.,* 262 Huron Street, Brooklyn, N. Y., Kleen All, Certification No. 230, August 25, 1947.

terminated. The termination of approvals remove from the active lists outstanding approvals since the items covered cannot be installed without specific approval from the Commandant, U. S. Coast Guard.

(R. S. 4417a, 4418, 4426, 4470, 4471, 4483, 49 Stat. 1544, 54 Stat. 348, 1028, and sec. 5 (e), 55 Stat. 244, as amended; 46 U. S. C. 367, 391a, 404, 463, 463a, 464, 476, 1333, 50 U. S. C. 1275)

## AUTOMATIC FLOATING ELECTRIC WATER LIGHTS

6. All approvals of automatic floating electric water lights which were granted by the Bureau of Marine Inspection and Navigation or its predecessors or the Commandant, U. S. Coast Guard, are terminated, except approvals for A. E. F. Water Light Corporation, published in the Federal Register March 23, 1943, Coston Supply Company, published in the Federal Register September 26, 1942, and Galbraith and Son, Inc., published in the Federal Register July 16, 1943. The terminations of approvals of automatic floating electric water lights remove from the active list outstanding approvals since they are no longer being manufactured.

(R. S. 4417a, 4426, 4488, 49 Stat. 1544, 54 Stat. 346, and sec. 5 (e), 55 Stat. 244, as amended; 46 U. S. C. 367, 404, 481, 1333, 50 U. S. C. 1275)

## CONDITIONS OF TERMINATION OF APPROVAL

7. The termination of approval of any item not in compliance with present Coast Guard regulations as stated by this document shall be made effective upon the effective date of the revised regulations published in the Federal Register. The termination of approval of any item made by this document and not included in the preceding sentence shall become effective upon the thirty-first day after the date of publication of this document in the Federal Register. Notwithstanding this termination of approval on any item, such equipment manufactured while the approval was in effect may be continued in use so long as in good and serviceable condition.

Dated: August 19, 1947.

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

(F. R. Doc. 47-7971; Filed, Aug. 26, 1947; 9:18 a. m.; 12 F. R. 5764, Aug. 27, 1947)

## ELECTRICAL APPLIANCES

The following list supplements that published by the United States Coast Guard under date of May 15, 1943, entitled "Miscellaneous Electrical Equipment Satisfactory for Use on Merchant Vessels," as well as subsequently published list, 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 ma-

rine use but should not be so considered until the item is examined and listed by Coast Guard Headquarters. Before listings of electrical appliances are made, it is necessary for the manufacturer to submit to The Commandant (MMT), United States Coast Guard, Washington 25, D. C., duplicate copies of a detail assembly drawing, including a material list with finishes of each corrosive part of each item.

Manufacturer and description of equipment	Location apparatus may be used				Date of action
	Passenger and crew quarters and public spaces	Machinery and work spaces	Open decks	Pump rooms of tank vessels	
Murlin Manufacturing Co., Philadelphia, Pa.: Edgell signs, single face and double face, fixture numbers 1240-1 and 1240-2, Alt. 0, nonwaterlight, one 25-watt lamp maximum.	x				8/6/47
The Simes Co., New York, N. Y.: Berth light, spot, nonwaterlight, one 60-watt lamp maximum, drawing No. 43393, Alt. 0.	x				7/31/47
Yarnall-Waring Co., Philadelphia, Pa.: Yarway remote water-level indicator, control unit, drawing No. EL-13491, Alt. 0, remote audible signal, drawing No. EL-906-405, Alt. 0, remote light unit, drawing No. EL-13492, Alt. 0, wiring diagram, drawing No. EL-905-701, Alt. 0.	x	x			7/30/47

Confidence Begets Confidence  
One Today Is Worth Two  
Tomorrows

# Merchant Marine Personnel Statistics

## MERCHANT MARINE LICENSES ISSUED DURING JULY 1947

### DECK OFFICERS

Region	Master										Chief mate										Second mate									
	Ocean		Coast-wise		Great Lakes		B. S. & L.		Rivers		Ocean		Coast-wise		Great Lakes		B. S. & L.		Rivers		Ocean		Coast-wise		Great Lakes		B. S. & L.		Rivers	
	O	R	O	R	O	R	O	R	O	R	O	R	O	R	O	R	O	R	O	R	O	R	O	R	O	R	O	R	O	R
Atlantic coast.....	39	98	4	21	1	13	48	7	43	13	1	8	1	6	2	51	20	2	2	2	2	2	2	2	2	2	2	2	2	2
Gulf coast.....	14	31	2	3	2	3	2	3	10	18	5	1	1	2	2	26	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Great Lakes and rivers.....	2	2	2	2	1	17	2	1	2	17	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Pacific coast.....	13	34	2	2	2	6	2	6	5	3	5	3	4	2	2	11	7	2	2	2	2	2	2	2	2	2	2	2	2	2
Total.....	66	165	8	28	1	18	17	58	2	34	60	22	1	9	5	8	4	4	4	4	4	4	4	4	4	4	4	4	4	4

Region	Third mate										Pilots						Master mate				Total		
	Ocean		Coast-wise		Great Lakes		B. S. & L.		Rivers		Great Lakes		B. S. & L.		Rivers		Uninspected vessels, high seas				Original	Renewal	Grand total
	O	R	O	R	O	R	O	R	O	R	O	R	O	R	O	R	O	R	O	R			
Atlantic coast.....	47	8	2	2	2	2	2	2	2	2	2	66	119	3	19	2	2	2	2	2	208	374	642
Gulf coast.....	31	4	2	2	2	2	2	2	2	2	6	36	7	16	8	16	2	2	2	2	110	183	293
Great Lakes and rivers.....	10	1	2	2	2	2	2	2	2	2	6	36	4	10	23	2	2	2	2	2	21	106	127
Pacific coast.....	10	1	2	2	2	2	2	2	2	2	10	32	2	2	2	2	2	2	2	2	63	90	153
Total.....	88	14	2	2	2	2	2	2	2	2	6	38	83	171	23	60	3	1	1	1	462	663	1,125

### 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.....	46	126	3	23	41	34	1	15	52	33	1	1	68	29	2	2
Gulf coast.....	12	29	2	5	12	9	4	4	20	5	2	2	25	1	2	2
Great Lakes and rivers.....	4	19	2	45	3	13	3	20	4	3	9	9	6	2	2	2
Pacific coast.....	11	39	5	13	10	1	10	5	18	5	18	5	18	5	18	5
Total.....	73	213	7	88	69	66	4	40	86	46	10	117	37	2	2	2

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.....	24	72	15	26	4	17	65	9	2	1	2	1	321	395	716
Gulf coast.....	7	11	5	2	2	2	25	4	2	1	2	1	108	72	180
Great Lakes and rivers.....	3	15	5	7	5	5	3	3	2	1	2	1	33	141	174
Pacific coast.....	7	24	5	1	1	1	4	3	2	1	2	1	65	100	165
Total.....	41	122	25	40	7	25	97	19	2	1	2	1	527	708	1,235

# ORIGINAL SEAMEN'S DOCUMENTS ISSUED, MONTH OF JULY 1947

Region	Continuous discharge book	Certificate of identity	A. B., green, 3 years <sup>1</sup>	A. B., green, 9 months emergency <sup>1</sup>	A. B., blue, 18 months, 12 months <sup>1</sup>	A. R., blue, 6 months emergency <sup>1</sup>	A. B., blue, 6 months emergency <sup>1</sup>	Lifeboat, 12-24 months <sup>1</sup>	Lifeboat, 6-12 months emergency <sup>1</sup>	Q. M. E. D., 6 months	Q. M. E. D., emergency	Radio operators	Certificate of service	Tanker man	Staff officer	Total
Atlantic coast	1	0	80	17	188	2	1	294	3,291	206	37	33	2,731	6	182	7,128
Gulf coast	14	1	15	8	64	0	0	74	965	85	9	4	850	9	86	2,204
Pacific coast	0	0	20	2	87	6	0	221	981	107	4	5	819	8	33	2,823
Great Lakes and rivers	3	0	18	3	89	20	0	118	1,374	95	14	1	1,274	21	9	3,039
Total	18	1	133	30	418	28	1	707	6,611	553	64	43	5,734	44	310	14,605

<sup>1</sup> Unlimited.

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

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

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

Note.—There were no Panamanian employment cards issued.

## WAIVERS OF MANNING REQUIREMENTS FROM JULY 1 TO JULY 31, 1947

Authority for These Waivers Contained in Navigation and Vessel Inspection Circular No. 2-47, Dated May 20, 1947

Region	Number of vessels	Deck officers substituted for higher ratings	Engineer officers substituted for higher ratings	Able seamen substituted for deck officers	Ordinary seamen substituted for able seamen	Qualified members of engine department substituted for engineer officers	Wipers or coal passers substituted for qualified members of engine department	Wipers, coal passers or cadets substituted for engineer officers	Ordinary seamen or cadets substituted for deck officers	Total
Atlantic coast	550	8	67	3	897	19	331	3		1,328
Gulf coast	237	17	31	7	593	18	162			528
Pacific coast	141	3	6	3	222	8	75	3		319
Great Lakes	101		2		105	1	130			238
Total	1,029	28	105	13	1,817	46	698	6		2,713

## CREW SHORTAGE REPORTS FROM JULY 1 TO JULY 31, 1947

These Reports Submitted in Accordance With Navigation and Vessel Inspection Circular No. 2-47, Dated May 20, 1947

Region	Number der of vessels	Ratings in which shortages occurred											Total	
		Chief mate	Second mate	Third mate	Radio	Able seaman	Ordinary seaman	Chief en- gineer	First en- gineer	Second en- gineer	Third en- gineer	Qualified member engine de- partment		Wiper or coal passer
Atlantic coast	27			1		15	3				3	16	5	45
Gulf coast	18		1		2	10	10			2	2	0		34
Pacific coast	10					3	2		1	1	1	5	1	14
Great Lakes	123	2	5	20		49	6	2	3	7	21	81	16	215
Total	178	2	6	21	2	77	21	2	4	10	27	114	22	308