PROCEEDINGS OF THE
MERCHANT MARINE COUNCIL
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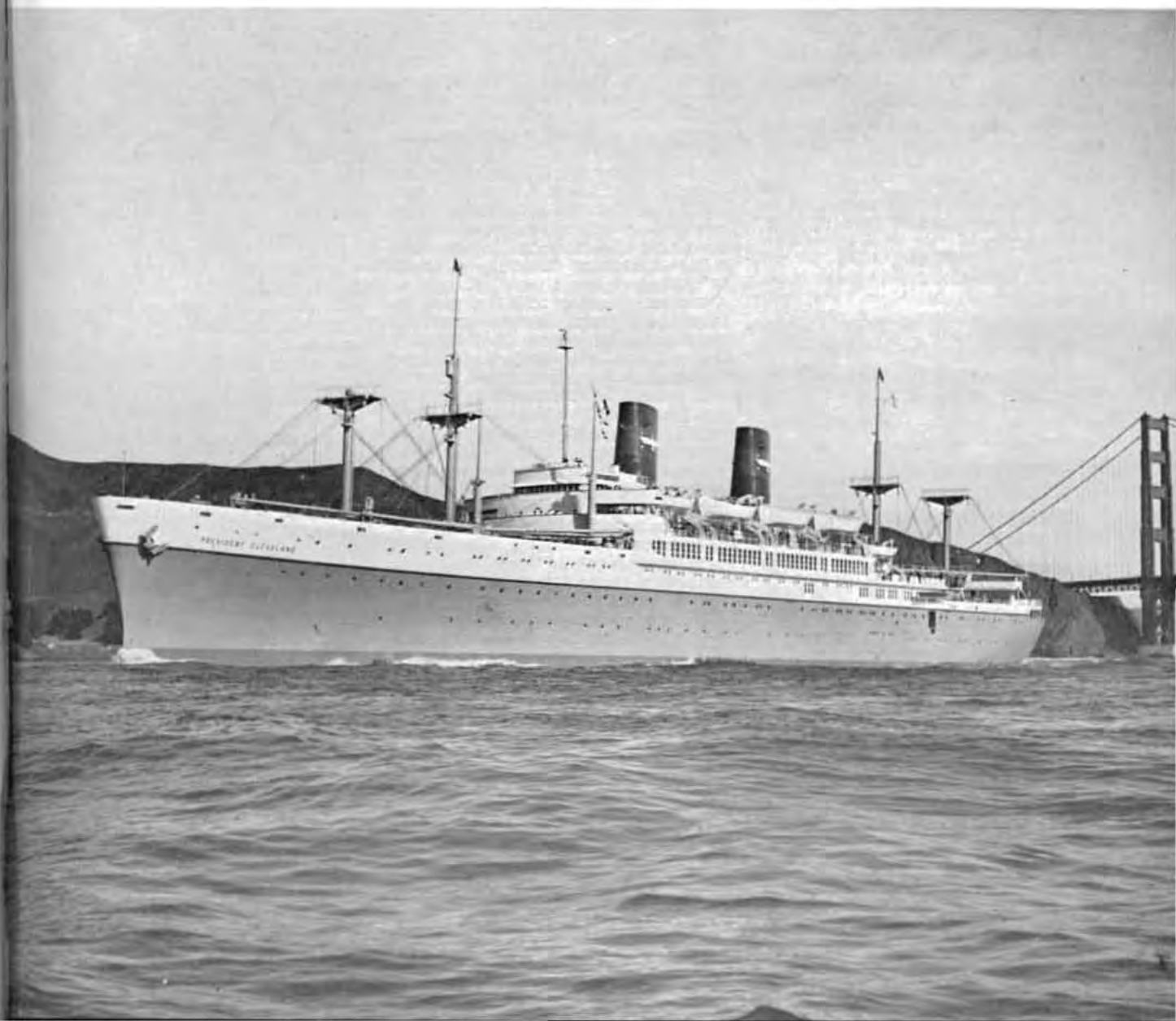

Proceedings of the

MERCHANT MARINE COUNCIL

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Mention of source will be appreciated.

CONTENTS

HEAD AND HEAD WITH RADAR

The cases of collisions of radar-equipped vessels reported in the "Proceedings" up to now have been of collisions in which only one of the vessels involved was radar equipped. Recently, reports have been received of two collisions in which each of the two vessels involved in each collision had its radar in operation prior to and up to the time of collision. The approaches were made in dense fog, and each vessel had the other in its radar scope. One collision occurred in pilot waters and the other on the high seas.

It so happened that the approach in each case was that of a meeting situation. In each collision one vessel changed course to the left and the other to the right in an effort to avoid the collision. Because the actions taken in each case were the same it will be well to consider how radar-equipped vessels approaching other vessels head and head might best avoid collisions.

Article 18 of the International Rules of the Road and article 18 of the Inland Rules are quite specific on the action to be taken by each vessel in a meeting situation when they are in sight of each other. Each shall alter her course to starboard, so that each may pass on the portside of the other.

For a number of reasons those rules cannot be held to apply in approaches in a fog of radar-equipped vessels on other vessels. We need only consider that a radar-equipped vessel cannot be certain that the vessel showing up in the scope is also radar equipped and thus aware of the presence of another vessel.

Despite this it seems that some uniform action might be taken by a vessel fitted with radar. Such action can be made only on the assumption that there is sufficient sea room, that there is but one vessel apparent in the P. P. I., and that the pip appears before the fog whistle of the other vessel is heard.

Let us assume that a radar-equipped vessel is proceeding in a fog on the high seas and picks up a vessel ahead in the scope at a distance of 8 miles. It may be either dead ahead or very fine on either bow. At first glance it is not possible to know if the situation is one of overtaking or one of meeting. But as we pointed out in a previous article, if the range decreases 1 mile in less time than it takes your vessel to travel 1 mile and the bearing does not change it should be clear that it is a head and head approach.

Having determined that the approach is one of meeting what is the best avoiding action to take? CHANGE COURSE TO THE RIGHT is our suggestion. If each radar-equipped vessel in a meeting situation would change course to the right, it is believed that the chance of collision would be lessened. However, this reduction of chance of collision can only be obtained if the masters of all radar-equipped vessels take such avoiding action in a meeting situation.

As mentioned above, a radar vessel cannot be certain that the other vessel is also radar equipped. But suppose it isn't. In that case she is not aware of your presence and it is likely she is holding a steady course unless she is at a point where you could expect her to make a change of course to head for a buoy or a lightship. Not being aware of your presence, if you have changed course to the right, and have not been content with just a small change, you will be broad on her bow at a good distance before she hears your fog signal, if she ever does.

One might argue that you could just as well have changed course to the left in the above case and the re-

sult would be the same. Perhaps it would if you could only BE SURE that the other vessel didn't know you were there. But we are trying to develop an argument for changing course to the right. Suppose that the other vessel was also radar equipped and followed our suggested action of changing course to the right and that you took a chance that she had no radar and decided to change to the left. If each of you were tracking the other as the admiralty courts require, each should realize that something was wrong, with the possible consequence that each might change course in the opposite direction. Such jockeying could well lead to a collision which might have been avoided if each had changed course to the right in the first place.

It is admitted that when the other ship is a few degrees on the starboard bow there will be doubt as to the advisability of crossing her bow by changing course to the right. There is risk in such action, of course, unless it has been firmly established that it is a true meeting situation. For example, a radar vessel on course north true may pick up a vessel 5° on the starboard bow at a distance of 8 miles. If she is on a course of 170° the bearing will change very slowly to the right while the range will decrease more rapidly, the rate of decrease depending upon the speeds of the vessels. Admittedly the situation is a dangerous one and to attempt to cross the bow could be more dangerous. Inasmuch as there would be some doubt in the early stages whether the approach is a true end-on approach the best procedure would be to stop, observe closely the change in bearing and distance, and then proceed with caution at a speed which is moderate for the visibility.

The rules of the road require that a vessel, whether radar equipped or not, proceed at moderate speed in a fog. Until such time as the courts rule otherwise, or the rules of the road are amended to provide for radar navigation, it will be well for radar-equipped vessels to reduce to moderate speed after a target is picked up in the radar if they are not already running at moderate speed. The slower the speed the slower is the rate of approach of vessels with an accordingly longer time for study of the information supplied by the radar.

The action of changing course to the right is recommended only for an actual meeting situation. This can be determined only by keeping an accurate record of times and the bearings and distances observed at those times. With this information a track can be made and the speed and course of the other vessel plotted.

The discussion has been directed only to a situation in which only one vessel is apparent on the scope. If there are two or more vessels in the scope the obligation of keeping track of each would demand an extremely slow speed in order to provide time for estimating the situations as well as to comply with the rules on speed in a fog.

The suggested avoiding action is submitted for the consideration of you officers who depend upon radar for navigating in a fog. Any comments on this suggestion are requested as well as any questions you may have on this or other matters. Much of the material appearing in the "Proceedings" is based on actual casualties. In that respect we are like an undertaker in that we get something to do only when disaster occurs. We seldom, if ever, hear how casualties or break-downs were avoided. It is our thought that some of you could contribute articles on such preventative measures which would be of help to others finding themselves in similar situations. We hopefully offer the pages of the "Proceedings" to you as a forum on professional matters.

TIDAL CURRENTS IN THE ENGLISH CHANNEL

Several recent groundings in the English Channel area have disclosed that the failure of some navigators to utilize all information available to predict the direction and rate of flow of tidal currents in this area contributed materially to the strandings.

Normal set and drift of tidal currents is easily determined by means of tide and current tables, however, it is important that deck officers take advantage of *all* means at their disposal to determine the times of high and low water and direction and velocity of tidal currents when running along any coast or near shoal water, otherwise the effect of these currents in setting the vessel on or off shore cannot be anticipated and properly allowed for, and may result in grounding. This is particularly applicable to the English Channel, where Sailing Directions warn of the rapidity of change and reversal of currents, and of the confluence of the various currents.

For example, the Channel and North Sea currents run in opposite directions at the same time, both setting toward Dover Strait while the water is rising at Dover, and away from it while the water is falling at Dover. These currents run in opposite directions to the currents outside them. At these outer meetings and separations they are ever varying in direction, depending upon the strength of the one current prevailing over that of the other. The resultant effect is a rotatory motion, in either direction, with scarcely any interval of slack water. Furthermore, the strength of currents along the French coast is generally about double that experienced on the English side of the channel.

Because of these varied changes in currents within the channel area, it is obvious that current predictions must be based upon more detailed and accurate information than is customarily utilized. Such data is specially tabulated on charts of this locality. These tables list the direction and rate of flow of tidal currents at various positions, for hourly intervals, based upon the time of high water at Dover.

Before traversing the English Channel, the time of high water at Dover should be determined. The most convenient method is by direct reference to the "Tide Tables, Atlantic Ocean." However, if tide tables are not available, the time of high water at Dover may also be obtained by utilizing the high water lunitidal interval for Dover (11^h–24^m, as listed on the chart for time of full and change of moon, or 11^h–06^m, which is the mean high water lunitidal interval listed in the tide tables). This interval added to the moon's calculated time of transit at Dover will give the approximate time of high water at that port.

Knowledge of the time of high water at Dover will permit the prediction of current set and drift for any time and point along the D. R. course. This is accomplished simply by reference to the current table on the chart for the position nearest the vessel's course and for the number of hours before or after high water at Dover. The positions for which current data is tabulated are indicated on the chart by dark alphabetical letters inclosed in circles. The nearest such position is selected for reference to the tidal current table, which is marked similarly.

Further detailed information may be obtained from the notes regarding currents which appear at various places on the chart, and also from the flood and ebb current arrow symbols.

From the above, it will be noted that direction and velocity of tidal currents in the English Channel area, although variable and continuously changing, may easily be determined by utilizing the tide tables or Nautical Almanac together with the special tables on the chart.

The importance of ship's officers familiarizing themselves with the procedures of determining and making proper allowance for tidal currents cannot be overemphasized since this is one of the primary precautions of good navigation and seamanship.

Interpretation of Dangerous-Cargo Regulations

A shipper recently encountered difficulty when tendering a shipment of synthetic red, yellow, brown, and black iron oxide to a vessel. It appears that the vessel operator referred to the Dangerous-Cargo Regulations and noting the reference item in the index "Iron oxide" apparently decided that the shipment being offered was classified as dangerous cargo. The material being offered for shipment is a very inert pigment, being an oxidation of iron and is used in manufaturing paints and coloring cement.

The shipper requested an interpretation and the United States Coast Guard advised as follows:

"In reply to your letter of 18 September 1947, it appears that some misunderstanding occurs with reference to the application of provisions of regulations entitled "Explosives or Other Dangerous Articles on Board Vessels," with specific reference to iron oxide.

"Iron oxide is not classified as a dangerous article under the provisions of the regulations, and may be transported without complying with the provisions of the aforementioned regulations.

"To clarify the fact that iron oxide appears in section 146.27–100 of the regulations, your attention is invited to section 146.04–1 which states that 'The proper shipping name which shall be used and shown on bill of lading or other shipping paper and on outside of shipping containers where required by the regulations in this subchapter, appears in this list in roman type (not italics).' In the commodity list, section 146.04–5, will be found the entry iron oxide, in italics, followed by '(See: "Iron sponge").' This entry is only a cross listing, and when one refers, as directed, to iron sponge, it is further learned that the substance regulated is iron oxide in the form of dense, dark red, powder or lumps used in removing sulfur from coal gas. Your products do not qualify under this description and, therefore, should not be confused with iron sponge."

THE "PRESIDENT CLEVELAND"

The new American President liner, *President Cleveland*, entered service on December 27, 1947. The new vessel has been equipped as a potential wartime auxiliary, as well as an efficient passenger-cargo carrier, company officials said.

Virtually all of the construction details of the *President Cleveland* were planned with as much attention to her possible use by the Navy as to her attractiveness to the traveling public. It was reported that American President Line offices all over the country have been flooded with requests for passenger space on her maiden and subsequent voyages. Accommodations are provided for 198 cabin class, 132 tourist class, and 220 third class passengers.

Part of the ship's double purpose construction is her unique below-decks arrangement, which provides two completely separate and entirely self-contained engine rooms, where huge General Electric turbine generators supply a maximum of 20,000 horsepower, which will drive the ship at 19 knots cruising speed. Under normal operation, each engine room powers one of the vessel's propellers. For wartime purposes, however, cross connections enable both propellers to produce 80 percent of normal speed from one power plant in case extensive damage makes either room unusable.

A further security measure, usually found only on naval vessels, is "dynamic breaking control" which, should the danger of collision arise, enables the ship to go from full speed ahead to full speed astern in the shortest possible time.

Following the modern practices of safety, the *President Cleveland* has been given 35 sliding steel doors that will seal off the entire vessel into 14 watertight compartments in the event of collision. These doors can be operated either electrically or manually and only two of these compartments can be flooded completely without endangering the ship's buoyancy.

The newest techniques and materials of ship construction render the new liner as completely fire-proof as is possible. Most partitioning in first-class quarters consist of a 2-inch thickness of unburnable fiberglass enclosed by steel plates. Steel faced Marinite, another fire-proof material, is used in partitioning the balance of the living quarters aboard.

Other precautionary devices employed throughout the living quarters include electrically operated firescreen doors that close off passageways and divide the ship into numerous fire zones, each with its own fire-fighting equipment. These doors can be operated three ways—by hand, by an electric switch adjacent to each individual door, or by a master switch located in the fire-control room near the navigating bridge.

Almost every modern aid to safe navigation has also been installed on the *President Cleveland*. These include radar, Loran, radio direction finder, and an echo depth sounder that gives a visual and recorded reading of the depth of the water beneath the ship's keel.

The 23,500-ton *President Cleveland* has an over-all length of 609 feet, a beam of 75 feet, and her molded draft is 29 feet. Her regular ports of call in trans-Pacific service will include Honolulu, Manila, Hong Kong, Shanghai, and Yokohama.

RULES OF THE ROAD

THE MEETING SITUATION

DANGER SIGNAL

If, when steam vessels are approaching each other, either vessel fails to understand the course or intention of the other, from any cause, the vessel so in doubt shall immediately signify the same by giving several short and rapid blasts, not less than four, of the steam whistle.

Art. 18, Rule III, § 312.1
(Former Pilot Rule I)

NOTE—In the meeting situation the danger signal should be blown by either steam vessel if the other disputes her signal, repeatedly fails to answer it or appears to be making the wrong maneuver; and should also be blown if either steam vessel is herself unable to obey the rule, as, for example, if her rudder jams.

CROSS SIGNALS FORBIDDEN

Steam vessels are forbidden to use what has become technically known among pilots as "cross signals," that is, answering one whistle with two, and answering two whistles with one.

§ 312.2 (Former Pilot Rule II)

PASSING SIGNALS TO BE USED WHEN APPROACHING WITHIN HALF MILE IF VESSELS VISIBLE

The signals for passing, by the blowing of the whistle, shall be given and answered by pilots, in compliance with the rules in this part, not only when meeting "head and head," or nearly so, but at all times when the steam vessels are in sight of each other, when passing or meeting at a distance within half a mile of each other, and whether passing to the starboard or port.

The whistle signals provided in the rules in this part for steam vessels meeting, passing, or overtaking are never to be used except when steam vessels are in sight of each other, and the course and position of each can be determined in the daytime by a

sight of the vessel itself, or by night by seeing its signal lights. In fog, mist, falling snow, or heavy rainstorms, when vessels cannot so see each other, fog signals only must be be given.

§ 312.3 (Former Pilot Rule III), Art. 18, Rule IX

WARNING SIGNAL

Every vessel may, if necessary, in order to attract attention, in addition to the lights which she is by these rules required to carry, show a flare-up light or use any detonating signal that cannot be mistaken for a distress signal. Art. 12

NARROW CHANNEL RULE

In narrow channels every steam vessel shall, when it is safe and practicable, keep to that side of the fairway or midchannel which lies on the starboard side of such vessel.

Art. 25, § 312.10

DEPARTURE FROM RULES TO AVOID IMMEDIATE DANGER ONLY

In obeying and construing these rules due regard shall be had to all dangers of navigation and collision, and to any special circumstances which may render a departure from the above rules necessary in order to avoid immediate danger.

Art. 27, § 312.11

GOOD SEAMANSHIP REQUIRED

Nothing in these rules shall exonerate any vessel, or the owner or master or crew thereof, from the consequences of any neglect to carry lights or signals, or of any neglect to keep a proper lookout, or of the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case. Art. 29

THE MEANING OF WHISTLE SIGNALS, EXCEPT FOG SIGNALS

International

SIGNALS INDICATING COURSE OR SPEED

The words "short blast" used in this article shall mean a blast of about one second's duration.

When vessels are in sight of one another, a steam vessel under way, in taking any course authorized or required by these rules, shall indicate that course by the following signals on her whistle or siren, namely:

One short blast to mean, "I am directing my course to starboard."

Two short blasts to mean, "I am directing my course to port."

Three short blasts to mean, "My engines are going at full speed astern."

(Art. 28.)

NOTE.—"I am directing my course to starboard" means "I am changing course to the right."

"I am directing my course to port" means "I am changing course to the left."

The 3-short blast signal is required not only when the engines are full astern, but at any speed astern, or whenever the vessel is making stern way.

This rule must be obeyed by a steam vessel on the high seas and wherever International Rules apply whether the situation is meeting, overtaking, or crossing, whether the approaching vessel is ahead, abeam, or astern, and whether she is a steam vessel or a sailing vessel. It means that one- and two-blast signals are *rudder* signals, to be used by a steam vessel whenever, and only when, that steam vessel is making lawful change of course. It means that the second vessel does not whistle unless she also changes course. It means that if either vessel makes a second change of course she must whistle a second time.

WARNING SIGNALS

Every vessel may, if necessary, in order to attract attention, in addition to the lights which she is by these rules required to carry, show a flare-up light or use any detonating signal that cannot be mistaken for a distress signal. (Art. 12.)

NOTE.—This is an optional signal. A flare-up light is any bright, white light visible all around the horizon.

A detonating signal is an explosive signal, as by firing a gun. No whistle signal is provided.

Inland

Signals Indicating Course or Speed

When vessels are in sight of one another a steam vessel under way whose engines are going at full speed astern shall indicate that fact by three short blasts on the whistle. (Art. 28, § 312.03.)

NOTE.—Article 28, Inland Rules, differs from the International Article 28 in that it provides only for the reversing signal, which the courts have found must be blown when the engines are going at any speed astern, or when the vessel is actually moving astern though the engines have stopped. In inland waters one or two short blast signals must be blown and answered whenever steam vessels approach from any direction within half a mile of each other, whether either vessel changes course or not. Proper signals are prescribed for the meeting, overtaking, and crossing situations of steam vessels in the rules that follow. In meeting and crossing cases it is safer to blow at least a mile apart, and if necessary, repeat the signal.

Warning Signals

Every vessel may, if necessary, in order to attract attention, in addition to the lights which she is by these rules required to carry, show a flare-up light or use any detonating signal that cannot be mistaken for a distress signal. (Art. 12.)

NOTE.—This is an optional signal. A flare-up light is any bright, white light visible all around the horizon. A detonating signal is an explosive signal, as by firing a gun.

When steam vessels are moved from their docks or berths, and other boats are liable to pass from any direction toward them, they shall give the same signal as in the case of vessels meeting at a bend, but immediately after clearing the berths so as to be fully in sight they shall be governed by the steering and sailing rules. (Art. 18, rule V, § 312.5.)

NOTE.—This is the only rule in which the term "long blast" is used. It means a blast of from 8 to 10 seconds' duration.

"Passing signals shall immediately be given and answered" means immediately upon sighting each other because of Article 18, Rule IX, which forbids such signals unless the steam vessels are in sight.

Regardless of the permission to "consider the channel clear and govern herself accordingly," she should round the bend with alertness and caution, always remembering that an approaching vessel may not have heard her signal.

The use of the bend signal in leaving a berth or dock is required whether the vessel which is getting under way in inland waters is in view of approaching vessels or not and whether moving ahead or astern. It is required when she is visible to another vessel because the latter is entitled to notice of the imminent change in status of what is apparently a vessel not under way. If she is backing, then the long blast must be followed by three short blasts, as soon as she comes in sight of another vessel.

Although the rule says that immediately after clearing the berth so as to be fully in sight she shall be governed by the steering and sailing rules, the courts have held that she is under Article 27, the rule of special circumstances, until she gets upon her settled course.

Danger Signal

If, when steam vessels are approaching each other, either vessel fails to understand the course or intention of the other, from any cause, the vessel so in doubt shall immediately signify the same by giving several short and rapid blasts, not less than four, of the steam whistle, the danger signal. (Art. 18, Rule III, § 312.1 (former Pilot Rule I).)

NOTE.—This is a *required* signal in inland waters, just as much as the one, two, and three blast signals are required. Never fail to use it in inland waters when the circumstances indicate it, both in clear weather and in fog.

Cross Signals

Steam vessels are forbidden to use what has become technically known among pilots as "cross signals," that is, answering one whistle with two, and answering two whistles with one. (§ 312.2 (former Pilot Rule II).)

NOTE.—Instead of "crossing" an improper signal, use the danger signal.

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 inland 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 radiotelephone broadcasts will be made once through at a good writing speed.

This information replaces that published on page 149 in the September 1947 PROCEEDINGS OF THE MERCHANT MARINE COUNCIL.

Bell System Coast Harbor Station

Station	Call letters	Frequency (kc.)	Present schedule
Astoria, Oreg	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	0030-1900
Miami, Fla	WDR	2514	1200-2400
New Orleans, La	WAK	2598	1100-2300
New York, N. Y	WOX	2522	1050-2250
New York, N. Y	WAQ	2558	1050-2250
Norfolk, Va	WGB	2538	2400-1200
Portland, Oreg	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	0030-1230

Note: All schedules are local standard time.

Preparatory Committee to Conference on Safety of Life at Sea

The United Kingdom in response to a resolution adopted by the Economic and Social Council of the United Nations has extended an invitation to the International Civil Aviation Organization, the International Telecommunications Union, the International Meteorological Organization, and the Provisional Maritime Consultative Council to nominate experts to serve on a Preparatory Committee to the Conference on Safety of Life at Sea which will be held in London in April 1948.

In response to the request, experts from the above organizations have been designated and met in London on January 27, 1948. The purpose of the committee is to co-ordinate activities in the fields of aviation, shipping, and telecommunications with respect to safety at sea and in the air with the view of reduction of overlapping of activities which may now exist or which could occur without such co-ordination.

STATIONS BROADCASTING MARINE INFORMATION

Station and call letters	Time (G. C. T.)	Frequency	Emission	Nature of broadcast
Boston, Mass. (NMF)	0350, 1550	425	A-1	Regular.
	0420, 1620	2598	A-3	Do.
	Upon receipt and on even hour intervals	425	A-1	Emergency.
	Upon receipt and on odd hour intervals	2598	A-3	Do.
New York, N. Y. (NMY)	0420, 1620	480	A-1	Regular.
	0450, 1650	2598	A-3	Do.
	Upon receipt and on odd hour intervals	480	A-1	Emergency.
	Upon receipt and on even hour intervals	2598	A-3	Do.
Philadelphia, Pa. (NMK)	0550, 1750	2598	A-3	Regular.
	Upon receipt and on even hour intervals	2598	A-3	Emergency.
Baltimore, Md. (NMN-7)	1630	2598	A-3	Regular.
	Upon receipt and on odd hour intervals	2598	A-3	Emergency.
Norfolk, Va. (NMN)	0450, 1650	410	A-1	Regular.
	0520, 1720	2598	A-3	Do.
	Upon receipt and on even hour intervals	410	A-1	Emergency.
	Upon receipt and on odd hour intervals	2598	A-3	Do.
Fort Macon, N. C. (NMN-37)	1700	2598	A-3	Regular.
	Upon receipt and on even hour intervals	2598	A-3	Emergency.
Charleston, S. C. (NMB)	0420, 1620	2598	A-3	Regular.
	Upon receipt and on even hour intervals	2598	A-3	Emergency.
Mayport, Fla. (NMV)	0550, 1750	464	A-1	Regular.
	0620, 1820	2598	A-3	Do.
	Upon receipt and on even hour intervals	464	A-1	Emergency.
	Upon receipt and on odd hour intervals	2598	A-3	Do.
Miami, Fla. (NMA)	0420, 1620	425	A-1	Regular.
	0450, 1650	2598	A-3	Do.
	Upon receipt and on odd hour intervals	425	A-1	Emergency.
	Upon receipt and on even hour intervals	2598	A-3	Do.
Key West, Fla. (NOK)	0430, 1630	2598	A-3	Regular.
	Upon receipt and on odd hour intervals	2598	A-3	Emergency.
St. Petersburg, Fla. (NOF)	0420, 1620	2598	A-3	Regular.
	Upon receipt and on odd hour intervals	2598	A-3	Emergency.
Mobile, Ala. (NOQ)	0550, 1750	2598	A-3	Regular.
	Upon receipt and on even hour intervals	2598	A-3	Emergency.
	Upon receipt and on odd hour intervals	464	A-1	Do.
New Orleans, La. (NMG)	0520, 1720	425	A-1	Regular.
	Upon receipt and on even hour intervals	425	A-1	Emergency.
Galveston, Tex. (NOY)	0520, 1720	2598	A-3	Regular.
	Upon receipt and on even hour intervals	2598	A-3	Emergency.
	Upon receipt and on odd hour intervals	425	A-1	Do.
San Juan, P. R. (NMR)	0300, 1500	2598	A-3	Regular.
	0330, 1530	127, 4795	A-1	Do.
	Upon receipt and on odd hour intervals	2698	A-3	Emergency.
	Upon receipt and on even hour intervals	127, 4795	A-1	Do.
Long Beach, Calif. (NMQ)	0430, 1630	425	A-1	Regular.
	0500, 1700	2698	A-3	Do.
	Upon receipt and on odd hour intervals	425	A-1	Emergency.
	Upon receipt and on even hour intervals	2698	A-3	Do.
San Francisco, Calif. (NMC)	0400, 1600	425	A-1	Regular.
	0430, 1630	2698	A-3	Do.
	Upon receipt and on even hour intervals	425	A-1	Emergency.
	Upon receipt and on odd hour intervals	2698	A-3	Do.
Seattle, Wash. (NMW)	0500, 1700	425	A-1	Regular.
	0530, 1730	2598	A-3	Do.
	Upon receipt and on odd hour intervals	425	A-1	Emergency.
	Upon receipt and on even hour intervals	2598	A-3	Do.
Ketchikan, Alaska (NOL)	0530, 1730	410	A-1	Regular.
	0600, 1800	2598	A-3	Do.
	Upon receipt and on even hour intervals	410	A-1	Emergency.
	Upon receipt and on odd hour intervals	2598	A-3	Do.
Honolulu, T. H. (NMO)	0900, 2100	425	A-1	Regular.
	0930, 2130	3398	A-3	Do.
	Upon receipt and on local odd hour intervals.	425	A-1	Emergency.
	Do	2598	A-3	Do.

LESSONS FROM CASUALTIES

ANOTHER STEERING ENGINE FAILURE

There is nothing new or startling in the following account of a recent steering-engine failure. Such failures are common in merchant vessel operations, sometimes causing damage to vessels and other objects, and sometimes not. They are not always caused by mechanical failures.

Ever so often, a minor human oversight can cause considerable delay and inconvenience. Human oversights can go on from day to day and, unless checked by some concrete examples of "lessons learned," can lead imperceptibly to very serious consequences.

A case in point was a T2-type tanker departing in ballast from a northeast coast port for a loading port south. Before she cleared, however, she collided with a crane barge which in turn bumped into a railroad bridge, knocking one span from its foundation into the water below. Investigation revealed the parent cause for the incident to be "steering-engine failure." Fortunately, no lives were lost.

Inasmuch as it was not within the province of the Coast Guard, there is no indication of the extent of damage to the railroad facilities nor of the disruption in train schedules as a result of the incident. Needless to say, some did not have a good word for that particular merchant tanker.

Before leaving the dock, the steering gear was tested by the chief mate, first and second assistant engineers, in the presence of the master and the bar and tugboat pilots. In leaving the dock, the quartermaster reported to the master that the helm was hard right (35°), while the rudder indicator showed only 15°. The engine room was notified to check the gear as soon as the vessel was able to anchor out of the cable and pipe-line area. She was being assisted by two tugs.

While proceeding to anchorage, an attempt was made to swing to the left. It was noticed that the vessel was swinging too slowly. Various speeds were ordered in an endeavor to get vessel to respond to helm, but of no avail. Shortly thereafter, full astern was unable to check headway sufficiently to prevent collision with a floating crane barge alongside a railroad bridge.

There is a possibility that the by-pass valve either (1) worked open due to vibration, or (2) was not shut tight as it should have been. In either case, it is not considered good engineering practice to operate the gear as stated without closing both the by-pass valve *and* the stop valve on the idle motor. Had this been done, in all probability the accident would not have happened.

This is another example which shows you should be sure you do what you are supposed to do, in carrying out duties aboard ship. No one is infallible and for this reason, all test checks, particularly on steering-gear apparatus, should be "double-checked," when preparing to leave port.

In the incident in question, six persons were in the steering engine room at the time of the steering gear tests. It could be a case of "too many spoons in the pudding," when one or two might have been more effective. The strong probability of too much conversation and poor illumination could easily—and very humanly—have been the reason for improperly closing the by-pass valve.

After the accident, the steering engine was found to have a by-pass valve opened one-half turn on the port motor. This motor was not intended to be in use. The by-pass valve was shut and the gear again worked normally. The presumption was that the valve had vibrated open.

The vessel was equipped with a hydraulic telemotor steering gear having two independent motor-driven pumps. Statements from the engineers revealed that it had been the practice on this vessel and other similar vessels, to operate either pump with the fluid stop valves open on both pumps and the by-pass valves closed. This practice was to facilitate quicker change-over in the event of a mishap to the motor in operation. At the time of the collision, only the starboard motor was supposed to have been running.

There was no evidence of negligence or inattention to duty on the part of any member of the vessel's crew. Testimony from the first and second assistant engineers indicated that both by-pass valves were examined and found shut at the time of testing prior to leaving the dock. It should be borne in mind, however, that this testimony was given after the vessel proceeded to her loading port and returned, without further "failure" of the steering engine.

Don't be an "accidentee."
Your future depends on your safety actions today

APPENDIX

Navigation and Vessel Inspection Circular No. 11-47

UNITED STATES COAST GUARD
WASHINGTON 25, D. C.

19 December 1947.

1. The act of 31 March 1947 (Public Law 28) providing for the mandatory suspension of the navigation and vessel inspection laws in relation to all vessels operated by the Department of the Army, upon request by the Army, expires on 31 December 1947. Accordingly, Navigation and Vessel Inspection Circular No. 1-47 (CG-MIN-437.1), dated 13 May 1947, issued by the Coast Guard, implementing the above-cited act, is cancelled, effective on 31 December 1947.

2. Beginning 1 January 1948, waivers of the navigation and vessel inspection laws shall be issued to vessels operated by the Department of the Army to the same extent and under like procedures, as provided for private vessels generally under the provisions of the act of 31 March 1947 (Public Law 27). Such waivers shall be issued to expire not later than 31 March 1948, the expiration date of said act.

3. All certificates of inspection of vessels operated by the Department of the Army, whether or not subject to

inspection, shall have attached thereto lists of all deficiencies not corrected during inspections and any waivers granted.

4. The parallel instructions of the Department of the Army to its field forces, in connection with the subject matter dated 11 December 1947, are herewith forwarded for your information. The War Department's letter TCWTS–MR 560.1 of 30 April 1947, forwarded with Navigation and Vessel Inspection Circular No. 1–47 of 13 May 1947, expressing the policy of the Department of the Army with respect to the inspection and certification of Army transports, should be retained and every cooperation, consistent with these instructions, extended to the Transportation Corps of the Department of the Army to the end that their vessels are in full compliance with the applicable vessel inspection laws and rules and regulations thereunder.

5. Inspections and certifications of vessels operated by the Department of the Army, including reinspections and presailing inspections, shall be carried out only upon specific requests of that Department within the limit of available personnel. It is not intended, however, that inspections of vessels of the Department of the Army shall take precedence over any statutory duties or inspections.

/S/ J. F. FARLEY,
Admiral, U. S. Coast Guard,
Commandant.

Navigation and Vessel Inspection Circular No. 0–48

UNITED STATES COAST GUARD

WASHINGTON 25, D. C.

2 January 1948.

1. At the end of December 1947, 15 navigation and vessel inspection circulars remain in effect. Those remaining in effect as of January 1, 1948, are listed below by number and subject:

No.	Subject
11–47	Waivers for Vessels operated by Department of the Army.
10–47	Methods of Construction of Class A–60, A–30, and A–15 Bulkheads and Decks to meet the requirements of subchapter M, Construction or Material Alteration of Passenger Vessels of the United States of 100 Gross Tons and Over Propelled by Machinery.
9–47	Safety requirements for motorboats operated for pleasure and commercial fishing purposes and the requirements for the numbering and recording of undocumented vessels.
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—80th Congress as amended by Public Law 293—80th Congress.
5–47	Marking fire and emergency equipment and apparatus, fire doors, watertight doors, lifeboat embarkation stations and direction signs, stateroom notices, instructions for changing steering gears, etc.
4–47	Motor-propelled lifeboats on dry cargo and tank vessels.
3–47	Elimination of fire hazards on excursion vessels.
76	Mediterranean Routing Instructions and North East European Coastal Routing Instructions; requirement for.
74	Strict compliance with routing instructions.
71	Policy and Special Procedure in Maritime Labor Disputes.
69	Transportation of civilian passengers in the national interest.
65	Warning passengers of dangerous conditions.
43	Waiver of Navigation and Vessel Inspection laws in respect of cargo vessels equipped with certificates issued by the British Ministry of War Transport under provisions of Regulation 47 BB of the Defence (General) Regulations, 1939.
41	What are "public vessels" of the United States within the exemption of such vessels from the inspection laws; extension of the exemption to certain vessels by waiver order of the Commandant.
11	Elimination of Secretary's permit to use petroleum as fuel.

2. Alphabetical list of Navigation and Vessel Inspection Circulars remaining in effect on January 1, 1948:

3. Navigation and Vessel Inspection Circulars which are canceled, rescinded, replaced by other circulars or have served their purpose or which have been incorporated in regulations or instructions during calendar year 1947:

No.	Subject	Reason
7-47	Inspected steam vessels; boiler on; necessity for operation of, at a factor of safety of not less than 4; cancellation of Navigation and Vessel Inspection Circular No. 6-47.	Canceled as a circular. Now incorporated in Merchant Marine inspection instructions.
1-47	Suspension of navigation and vessel inspection laws by the Secretary of War.	Canceled. Served its purpose.
0-47	Status of navigation and vessel inspection circulars.	Do.
72	Navigation and Vessel Inspection Circular No. 70; amendment to.	Canceled as a circular. Now incorporated in Merchant Marine inspection instructions.
70	Structural alterations and reinforcements on Liberty ships.	Do.
67	Routine boarding of United States merchant vessels by Coast Guard Merchant Marine hearing unit examining officers; discontinuance of.	Do.
66	Provisions, or rations, for lifeboats and life rafts on ocean and coastwise, passenger, freight, and tank vessels.	Do.
83	Allotment of seamen	Canceled. Served its purpose.
80	Defective carbon steel castings; repair of	Canceled as a circular. Now incorporated in Marine Engineering Regulations.
79	New vessel inspection record for ocean and coastwise vessels.	Canceled as a circular. Now incorporated in Merchant Marine inspection instructions.
50	Applicability of R. S. 4538-4545 (46 U. S. C. 621-628) to the disposal of wages of deceased merchant seamen, including those of foreign nationalities employed on foreign flag vessels of War Shipping Administration.	Canceled. Served its purpose.
49	Allotments by merchant seamen for purchase of war bonds.	Do.
48	Computation of seamen's wages	Canceled as a circular. Now incorporated in Merchant Marine inspection instructions.
47	Disposition of overtime earnings subject to forfeiture for alleged desertion of merchant seamen.	Do.
44	Waiver of navigation and vessel inspection laws upon request of naval district commanders.	Canceled. Served its purpose.
36	Lifesaving equipment; substitutes for manila rope.	Do.
35	Relief and repatriation of American seamen	Canceled as a circular. Now incorporated in Merchant Marine inspection instructions.
32	Return of shipwrecked American seamen from insular possessions of the United States.	Do.
22	Manufacture and sale of lifesaving equipment not conforming with approved design or specifications.	Canceled as a circular. New instructions to be issued.
27	Gas explosions in furnaces of watertube boilers.	Canceled. Served its purpose.
26	Physical requirements for licensed officers and certificated men.	Canceled as a circular. Now incorporated in Regulations.
16	Renewing or raising the grade of licenses of officers.	Do.
13	Allotments of seamen's wages for the purpose of purchasing for seamen United States war savings bonds or war savings stamps, or both.	Do.
1	Allotments of seamen	Canceled as a circular. Now incorporated in Merchant Marine inspection instructions.

(S) MERLIN O'NEILL,
Rear Admiral, U. S. Coast Guard.

Amendments to Regulations

TITLE 33—NAVIGATION AND NAVIGABLE WATERS

Chapter I—Coast Guard, Department of the Treasury

[CGFR 47-60]

PART 1—GENERAL ORGANIZATION AND JURISDICTION

FIELD ORGANIZATION; ESTABLISHMENT OF CORPUS CHRISTI MARINE INSPECTION OFFICE

By virtue of the authority vested in me by R. S. 4462, as amended (46 U. S. C. 416), the act of April 30, 1940 (54 Stat. 169; 46 U. S. C. 382c), and section 101 of Reorganization Plan No. 3 of 1946 (11 F. R. 7875), the following amendment to the regulations is prescribed and shall become effective on and after date of publication of this document in the FEDERAL REGISTER:

Section 1.10-20 *Marine inspection districts and offices* (11 F. R. 177A-76) is amended by adding, in the table at the end of paragraph (a), the name "Corpus Christi" and its address "919 Jones Building, Corpus Christi, Texas" to follow after the listing of the Galveston Marine Inspection Office in the 8th Coast Guard District.

(Sec. 3, 60 Stat. 238; 5 U. S. C. Sup. 1002)

Dated: December 18, 1947.

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

[F. R. Doc. 47-11273; Filed, Dec. 23, 1947; 8:50 a. m.]
(12 F. R. 8773, Dec. 24, 1947.)

Chapter III—Coast Guard: Inspection and Navigation

[CGFR 47-58]

PART 302—BOUNDARY LINES OF INLAND WATERS

A notice regarding the proposed changes in the regulations designating the boundary lines for certain inland waters along the Atlantic and Pacific coasts and the coast of the Gulf of Mexico of the United States and the establishment of new boundary lines separating inland waters from the high seas in the principal harbors in Puerto Rico and the Virgin Islands was published in the Federal Register dated August 22, 1947 (12 F. R. 5670), and a public hearing was held by the Merchant Marine Council on September 24, 1947, at Washington, D. C. The Commander, 10th Coast Guard District, also held a preliminary public hearing on the proposed establishment of boundary lines for Vieques Sound and the principal harbors of Puerto Rico and the Virgin Islands on August 28, 1947, in San Juan, Puerto Rico. All the comments and suggestions made at or submitted for these public hearings were considered and incorporated into the revised regulations wherever possible.

The purpose of the amendments to the regulations regarding boundary lines is to make editorial changes by correcting the names or characteristics of certain aids to navigation used to describe the lines separating inland waters from the high seas and to revise the regulations to comply with the Administrative Procedure Act. There are no changes made in 33 CFR 302.20, 302.30, 302.45, 302.50, 302.60, 302.70, 302.75, 302.85, 302.120, 302.125, 302.130, 302.140, and 302.175. The purpose for establishing new specific boundary lines separating inland waters from the high seas in Vieques Sound, Puerto Rico, and the principal harbors of Puerto Rico and the Virgin Islands is to carry out the intent of section 2 of the act of February 19, 1895, as amended, so as to inform navigators where the Inland Rules of navigation as distinguished from the International Rules become applicable.

By virtue of the authority vested in me by section 2 of the act of February 19, 1895, as amended, 28 Stat. 672, 33 U. S. C. 151; and section 101, Reorganization Plan No. 3 of 1946, 11 F. R. 7875; the regulations in Part 302 are canceled and the following regulations are prescribed, which shall become effective February 1, 1948:

GENERAL

AUTHORITY: §§ 302.1 to 302.245, inclusive, issued under sec. 2, 28 Stat. 672, 33 U. S. C. 151, and sec. 101, Reorganization Plan No. 3 of 1946, 11 F. R. 7875.

GENERAL

§ 302.1 *General basis and purpose of boundary lines.* By virtue of the authority vested in the Commandant of the Coast Guard under section 101 of Reorganization Plan No. 3 of 1946 (11 F. R. 7875), and section 2 of the act of February 19, 1895, as amended (28 Stat. 672, 33 U. S. C. 151), the regulations in this part are prescribed to establish the lines dividing the high seas from rivers, harbors, and inland waters in accordance with the intent of the statute and to obtain its correct and uniform administration. The waters inshore of the lines described in this part are "inland waters," and upon them the Inland Rules and pilot rules made in pursuance thereof apply. The waters outside of the lines described in this part are the high seas and upon them the International Rules apply. The regulations in this part do not apply to the Great Lakes or their connecting and tributary waters.

§ 302.2 *General rule for inland waters.* At all buoyed entrances from seaward to bays, sounds, rivers, or other estuaries for which specific lines are not described in this part, the waters inshore of a line approximately parallel with the general trend of the shore, drawn through the outermost buoy or other aid to navigation of any system of aids, are inland waters, and upon them the Inland Rules and pilot rules made in pursuance thereof apply, except that Pilot Rules for Western Rivers apply to rivers flowing into the Gulf of Mexico unless specifically stated otherwise.

ATLANTIC COAST

§ 302.5 *All harbors on the coast of Maine, New Hampshire, and Massachusetts between West Quoddy Head, Maine, and Cape Ann Lighthouse, Mass.* A line drawn from Sail Rock Whistle Buoy 1 to the southeasternmost extremity of Long Point, Maine, to the southeasternmost extremity of Western Head; thence to the southeasternmost extremity of Old Man; thence to the southernmost extremity of Double Shot Islands; thence to Libby Islands Lighthouse; thence to Moose Peak Lighthouse; thence to the eastern extremity of Little Pond Head. A line drawn from the southern extremity of Pond Point, Great Wass Island, to the southernmost point of Crumple Island; thence to Petit Manan Lighthouse; thence to Mount Desert Lighthouse; thence to Matinicus Rock Lighthouse; thence to Monhegan Island Lighthouse; thence to Seguin Lighthouse; thence to Portland Lightship; thence to Boon Island Lighthouse; thence to Cape Ann Lighted Whistle Buoy 2.

§ 302.10 *Massachusetts Bay.* A line drawn from Cape Ann Lighted Whistle Buoy 2 to Boston Lightship; thence to Cape Cod Lighthouse.

§ 302.15 *Nantucket Sound, Vineyard Sound, Buzzards Bay, Narragansett Bay, Block Island Sound, and easterly entrance to Long Island Sound.* A line drawn from Chatham Lighthouse to Pollock Rip Lightship; thence to Great Round Shoal Channel Entrance Lighted Whistle Buoy GRS; thence to Sankaty Head Lighthouse. A line drawn from the westernmost extremity of Smith Point, Nantucket Island, to No Mans Land Lighted Whistle Buoy 2; thence to Gay Head Lighthouse; thence to Block Island Southeast Lighthouse; thence to Montauk Point Lighthouse on the easterly end of Long Island, N. Y.

§ 302.20 *New York Harbor.* A line drawn from Rockaway Point Coast Guard Station to Ambrose Channel Lightship; thence to Navesink Lighthouse (south tower).

§ 302.25 *Delaware Bay and tributaries.* A line drawn from Cape May East Jetty Light to Cape May Entrance Lighted Bell Buoy 2CM; thence to Overfalls Lightship; thence to the northernmost extremity of Cape Henlopen.

§ 302.30 *Chesapeake Bay and tributaries.* A line drawn from Cape Henry Lighthouse to Cape Henry Junction Lighted Whistle Buoy; thence to Cape Charles Lighthouse.

§ 302.35 *Charleston Harbor.* A line drawn from Sullivans Island Coast Guard Station to Charleston Lighted Whistle Buoy 2C; thence to Charleston Lighthouse.

§ 302.40 *Savannah Harbor.* A line drawn from the southwesternmost extremity of Braddock Point to Tybee Lighted Whistle Buoy T; thence to the southernmost point of Savannah Beach, bearing approximately 278°.

§ 302.45 *St. Simon Sound, St. Andrew Sound, and Cumberland Sound.* Starting from the hotel located approximately ¾ mile, 63½° true, from St. Simon (rear) Lighthouse, a line drawn to St. Simon Lighted Whistle Buoy St. S; thence to St. Andrew Sound Bar Buoy; thence to Fernandina Lighted Whistle Buoy 1F; thence to Amelia Island Lighthouse.

§ 302.50 *St. Johns River, Fla.* A line drawn from the east end of the north jetty to the east end of the south jetty.

§ 302.55 *Florida Reefs and Keys from Miami to Marquesas Keys.* A line drawn from the east end of the north jetty at the entrance to Miami, to Miami Lighted Whistle Buoy 2; thence to Fowey Rocks Lighthouse; thence to Pacific Reef Lighthouse; thence to Carysfort Reef Lighthouse; thence to Molasses Reef Lighthouse; thence to Alligator Reef Lighthouse; thence to Tennessee Reef Lighthouse; thence to Sombrero Key Lighthouse; thence to American Shoal Lighthouse; thence to Key West Entrance Lighted Whistle Buoy; thence to Sand Key Lighthouse; thence to Cosgrove Shoal Lighthouse; thence to westernmost extremity of Marquesas Keys.

GULF COAST

§ 302.60 *Florida Keys from Marquesas to Cape Sable.* A line drawn from the northwesternmost extremity of Marquesas Keys to Northwest Channel Entrance Lighted Bell Buoy 1; thence to the southernmost extremity of East Cape, Cape Sable.

§ 302.65 *San Carlos Bay and tributaries.* (a) A line drawn from the northwesternmost point of Estero Island to Caloosa Lighted Bell Buoy 2; thence to Sanibel Island Lighthouse.

(b) Pilot Rules for Western Rivers are to be followed to Caloosahatchee River northward of a line drawn from the westernmost extremity of the shore line at Punta Rasa to Sword Point.

§ 302.70 *Charlotte Harbor, Fla., and tributaries.* Eastward of Charlotte Harbor Entrance Lighted Bell Buoy off Boca Grande.

§ 302.75 *Peace and Miakka Rivers.* Pilot Rules for Western Rivers are to be followed in Peace and Miakka Rivers north of Mangrove Point Light.

§ 302.80 *Tampa Bay and tributaries.* A line drawn from the southernmost extremity of Long Key, Fla., to Tampa Bay Lighted Whistle Buoy; thence to Southwest Channel Entrance Lighted Bell Buoy 1; thence to a spire on the northeast side of Anna Maria Key, bearing approximately 109°.

§ 302.85 *Manatee and Hillsboro Rivers.* Pilot Rules for Western Rivers are to be followed in Manatee River inside Manatee River Entrance Buoy 2; and in Hillsboro River north of Pratt Street Bridge.

§ 302.89 *Apalachee Bay, Fla.* (a) Those waters lying north of a line drawn 58° true from Lighthouse Point on St. James Island to Gamble Point on the east side of the entrance to the Aucilla River, Fla.

(b) Pilot Rules for Western Rivers are to be followed in the Wakulla River, inside of St. Marks River Buoy 48 which marks junction of St. Marks and Wakulla Rivers, in Ochlockonee River north of its junction with Ochlockonee Bay and in Aucilla River inside a line from the extremity of Gamble Point to the extremity of Cabell Point.

§ 302.90—*Carrabelle River and Apalachicola River, Fla.* Pilot Rules for Western Rivers are to be followed in Carrabelle River inside Carrabelle Channel Inner Range Front Light and in Apalachicola River northward of Apalachicola River Entrance Range Front Light at the west side of the entrance to the river.

§ 302.95 *Sounds, lakes, and harbors on the coasts of Alabama, Mississippi, and Louisiana from Mobile Bay, Ala., to Barataria Bay, La., including the Delta of the Mississippi River.* Starting from a point which is located 1 mile, 90° true, from Mobile Point Lighthouse, a line drawn to Mobile Entrance Lighted Whistle Buoy 1; thence to Ship Island Lighthouse; thence to Chandeleur Lighthouse. A line drawn from the southwesternmost extremity of Errol Island to Pass a Loutre Lighted Whistle Buoy 4.

§ 302.100 *Mobile and Mississippi Rivers.* Pilot Rules for Western Rivers are to be followed in Mobile River above Choctaw Point; and also in Mississippi River inside South Pass Lighted Whistle Buoy 2 and Southwest Pass Entrance Midchannel Lighted Whistle Buoy.

§ 302.105 *Sabine Pass, Tex.* Inland Rules are to be followed northward of Sabine Pass Lighted Whistle Buoy 1, in Sabine Pass and all tributary waters.

§ 302.110 *Galveston Harbor.* A line drawn from Galveston North Jetty Light to Galveston Bar Lighted Whistle Buoy 1; thence to Galveston (S.) Jetty Lighthouse.

§ 302.115 *Brazos River, Tex.* Inland Rules are to be followed in the river and in the entrance inside of Freeport Entrance Lighted Bell Buoy 1.

PACIFIC COAST

§ 302.120 *Juan de Fuca Strait, Wash., and Puget Sound.* A line drawn from the northernmost point of Angeles Point to Hein Bank Lighted Bell Buoy; thence to Line Kiln Light; thence to Kellett Bluff Light; thence to Turn Point Light on Stuart Island; thence to westernmost extremity of Skipjack Island; thence to Patos Island Light; thence to Point Roberts Light.

§ 302.125 *Columbia River Entrance.* A line drawn from the west end of the north jetty (above water) to South Jetty Bell Buoy 2S.

§ 302.130 *San Francisco Harbor.* A straight line from Bonita Point Lighthouse drawn through Mile Rocks Lighthouse to the shore.

§ 302.135 *San Pedro Bay.* A line drawn from Los Angeles Harbor Lighthouse through the axis of the new breakwater to the easternmost extremity (above water); thence to Anaheim Bay East Jetty Light 4.

§ 302.140 *San Diego Harbor.* A line drawn from the southerly tower of the Coronado Hotel to Outside Bar Lighted Bell Buoy 1SD; thence to Point Loma Lighthouse.

TERRITORY OF HAWAII

§ 302.175 *Mamala Bay.* A line drawn from Barbers Point Lighthouse to Diamond Head Lighthouse.

PUERTO RICO AND VIRGIN ISLANDS

§ 302.200 *San Juan Harbor.* A line drawn from the northwesternmost extremity of Morro Point to San Juan Harbor Lighted Buoy No. 1; thence to San Juan Harbor Lighted Buoy No. 2; thence to the northernmost extremity of Cabras Island.

§ 302.205 *Arecibo Harbor.* A line drawn from the westernmost extremity of the breakwater through Arecibo Harbor Lighted Buoy No. 1; thence through Arecibo Harbor Lighted Buoy No. 2; thence to shore in line with the church tower in Arecibo.

§ 302.210 *Mayaguez Harbor.* A line drawn from the southwesternmost extremity of Point Algarrobo through Inner Manchas Bell Buoy No. 3; thence to Manchas Grande Lighted Buoy No. 2; thence to the northwesternmost extremity of Point Guanajibo.

§ 302.215 *Guanica Harbor.* A line drawn from the easternmost extremity of Point Brea through La Laja Shoal Lighted Buoy No. 2; thence to the westernmost extremity of Point Jacinto.

§ 302.220 *Guayanilla Harbor.* A line drawn from the southeasternmost extremity of Point Ventana through Guayanilla Harbor Lighted Buoy No. 2; thence to the southeasternmost extremity of Point Guayanilla.

§ 302.225 *Ponce Harbor.* A line drawn from the southeasternmost extremity of Point Cuchara through Ponce Harbor Lighted Buoy No. 1; thence to Ponce Harbor Lighted Buoy No. 2; thence to the southwesternmost extremity of Cabullon Point.

§ 302.230 *Jobos Harbor.* A line drawn from Point Arenas through Jobos Harbor Light; thence to Jobos Harbor entrance Lighted Buoy No. 2; thence to the southernmost extremity of Morrillo Island; thence to the

southernmost extremity of Pajaros Island.

§ 302.235 *St. Thomas Harbor, Island of St. Thomas, Virgin Islands.* A line drawn from the southernmost extremity of Red Point through Mosquito Bay can buoy No. 1; thence to Porpoise Rocks Lighted Buoy No. 2; thence to the southernmost extremity of Flamingo Point; thence to The Triangles Bell Buoy No. 2; thence to Green Cay.

§ 302.240 *Christiansted Harbor, Island of St. Croix, Virgin Islands.* A line drawn from Shoy Point to Scotch Bank Lighted Buoy No. 1; thence to Long Reef Range Rear Daybeacon; thence to shore in range with stack at Little Princesse northwestward of leper settlement.

§ 302.245 *Vieques Sound.* A line drawn from the easternmost extremity of Point Yeguas, Puerto Rico, to a point one mile due south of the lighthouse at entrance to Port Ferro; thence eastward in a straight line to a point one mile southeast of East Point Light, Vieques; thence, in a straight line, to the easternmost extremity of Reef Point, Culebrita Island. A line from the northernmost extremity of Northeast Cay to Pilot Rock Buoy No. 1; thence to Las Cucarachas Light; thence to San Juan Light.

Dated: December 12, 1947.

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

[F. R. Doc. 47-11135; Filed, Dec. 18, 1947; 8:58 a. m.]

(12 F. R. 8458, Dec. 19, 1947)

TITLE 46—SHIPPING

Chapter I—Coast Guard: Inspection and Navigation

[CGFR 47-57]

MISCELLANEOUS AMENDMENTS

A notice regarding the proposed changes in the regulations for load line survey reports and electrical ventilation systems and wire-inserted glass for passenger vessels was published in the Federal Register dated August 22, 1947 (12 F. R. 5670), and public hearings were held by the Merchant Marine Council on September 23, 1947, at Washington, D. C. All the written and oral comments submitted were considered and incorporated into the revised regulations.

The purpose for the amendments regarding the load line survey reports is to put into effect an agreement reached at an International Conference of Classification Societies in Rome in 1939 so that all new vessels receiving their first load line certificates after January 1, 1948, will carry copies of the original load line survey reports aboard for the information of inspectors and surveyors when carrying out further load line surveys. The purpose of the amendments to the regulations regarding construction or material alteration of passenger vessels of 100 gross tons and over propelled by machinery is to clarify the present requirements for ventilation systems and to require wire-inserted glass only where necessary for safety.

By virtue of the authority vested in me by R. S. 4405, as amended, 46 U. S. C. 375, and section 101 of Reorganization Plan No. 3 of 1946, 11 F. R. 7875, as well as the statutes cited with the regulations below, the following amendments to the regulations are prescribed, which shall become effective on the date of publication of this document in the Federal Register since these regulations allow the marine industry greater latitude and provide for more uniform administration:

Subchapter E—Load Lines

PART 43—FOREIGN OR COASTWISE VOYAGES

Section 43.09 is amended by adding the following sentence at the end of the first undesignated paragraph:

§ 43.09 *Assignment and certification; assigning authority.* * * * In addition, effective January 1, 1948, each new vessel, when receiving its first load line certificate, shall be furnished a copy of the load line survey report which shall be retained on board to be available for the information of inspectors and surveyors when carrying out subsequent load line surveys. (Sec. 2, 45 Stat. 1493; 46 U. S. C. 85a.)

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

Section 45.07 is amended by adding the following sentence at the end of the first undesignated paragraph:

§ 45.07 *Assignment and certification of load lines; assigning authority.* * * * In addition, effective January 1, 1948, each new vessel, when receiving its first load line certificate, shall be furnished a copy of the load line survey report which shall be retained on board to be available for the information of inspectors and surveyors when carrying out subsequent load line surveys. (Sec. 2, 49 Stat. 888; 46 U. S. C. 888.)

PART 46—SUBDIVISION LOAD LINES FOR PASSENGER VESSELS

Section 46.018 is amended by adding the following undesignated paragraph:

§ 46.018 *Subdivision load line certificates.* * * *

Each new vessel which receives its first load line certificate after January 1, 1948, shall also be provided with a copy of the load line survey report as required by §§ 43.09 or 45.07 of this subchapter. (Sec. 2, 45 Stat. 1493, and sec. 2, 49 Stat. 888; 46 U. S. C. 85a, 88a)

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

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

Section 144.15 (c) is amended to read as follows:

§ 144.15 *Doors.* * * *

(c) Doors from service, cargo, machinery, and accommodation spaces leading out onto open decks shall be constructed either of hardwood at least 1¾ inches thick or of steel. Glass may be used in such doors which open onto safety areas, and if used, it shall be of the wire-inserted type retained by metal glazing beads or angles. Where such doors are fitted between safety areas and accommodation spaces containing incombustible furnishings, veneers, trim, drapes, rugs, etc., plain glass will be satisfactory. (49 Stat. 1384 and 54 Stat. 1028; 46 U. S. C. 369, 463a)

Section 144.17 (b) is amended to read as follows:

§ 144.17 *Windows.* * * *

(b) Windows or airports opening from service, cargo, or machinery spaces or from accommodation spaces other than those containing incombustible furnishings, veneers, trim, drapes, rugs, etc., onto safety areas, and windows within accommodation spaces shall be fitted with wire-inserted glass (49 Stat. 1384 and 54 Stat. 1028; 46 U. S. C. 369, 463a)

Section 144.25 (j) is amended to read as follows:

§ 144.25 *Ventilation.* * * *

(j) All electrical ventilation systems shall be provided with means for stopping the motors in case of fire or other emergency. For each system there shall be provided two emergency control stations; for the machinery space ventilation, one of these two stations shall be in the fire control room

or wheelhouse, and the second in the passageway leading to the machinery space; for all other ventilation systems, one of these two stations shall be in the fire control room or wheelhouse, and the second shall be located as distant as practicable, except that the main bus feeding power to the equipment for these systems may be considered as the second station. These emergency control push-button stations shall be protected by installing glass doors on which there will be marked "in case of fire break glass and push button to stop ventilation." Each push button shall be provided with a name plate identifying the system with which it is associated. This remote control system shall be of the undervoltage protection type and so arranged that damage to the master switch or cable will automatically stop the fans. Steam-powered ventilation systems shall have a remote control for the steam valve located in an accessible location outside the space affected by the ventilation system. (49 Stat. 1384 and 54 Stat. 1028, 46 U. S. C. 369, 463a)

Dated: December 5, 1947.

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

[F. R. Doc. 47-10946; Filed, Dec. 11, 1947; 8:50 a. m.]

(12 F. R. 87732). Dec. 24, 1947.)

This is another day, make it safe.

Good housekeeping is always in season.

HEARING UNITS

Coast Guard Merchant Marine investigating units and Merchant Marine details investigated a total of 785 cases during the month of October 1947. Of this number charges were preferred involving 24 licensed and 95 unlicensed men. No hearings were held because examiners were not available.

FUSIBLE PLUGS

The Marine Engineering Regulations and Material Specifications require that manufacturers submit samples from each heat of fusible plugs to the Commandant for test prior to plugs manufactured from the heat being used on vessels subject to inspection by the Coast Guard. A list of approved heats which have been tested and found acceptable during the period from October 15 to December 5, 1947, is as follows:

H. B. Sherman Manufacturing Co., Battle Creek, Mich. Heat Nos. 608 to 615, inclusive.

AFFIDAVITS

The following affidavits were accepted during the period from October 15 to December 5, 1947:

Balmar Corp., Woodbury, Baltimore, Md. Castings.

Bryan Steam Corp., Peru, Ind. Cast Iron Heating Boilers.

CERTIFICATION OF ARTICLES OF SHIPS' STORES AND SUPPLIES

Articles of Ships' Stores and Supplies Certificated from November 25 to December 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."

Pall Mall Manufacturing Co., 20 Vesey Street, New York 7, N. Y., dated 4 December 1947, certification No. 237 "Pall Mall All-in-One Polish."

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

Manufacturer and description of equipment	Location apparatus may be used				Date of action
	Passenger and crew quarters and public spaces	Machinery cargo and work spaces	Open decks	Pump rooms of tank vessels	
Auth Electric Co., Inc., Long Island City, N. Y.:					
Annunciator, marine, splashproof, catalog No. 580 MDF, drawing No. 9547, Alt. 2	x	x			10/28/47
Henschel Corp., Amesbury, Mass.:					
Relay, single pole, double break; type A. C., 115 volt, 60 cycle A. C.; type D. C., 115 volt D. C.; contact rating 30 A, 230 volt A. C., 6 A, 115 volt D. C., 3 A, 230 volt D. C.; waterproof; drawing No. 60-162-1, Alt. 0	x	x	x		11/10/47
Pilot Marine Corp., New York, N. Y.:					
Engine Order Telegraph Equipment, 115 volt A. C., 60 cycle:					
Bridge instrument, D. F. S. E., model 9BT5A, drawings PM-7000-L, Rev. L; PM-7001, Alt. 2; PM-7012, Alt. 4	x	x			11/ 4/47
Boiler room instrument, S. F. S. E., model 9ET9A, drawings PM-7030, Rev. 1; PM-7050, Alt. 1; PM-7051, Alt. 1; PM-7036, Alt. 0	x	x			11/ 4/47
Transfer relay panel, drawing No. PM-7080A, Alt. 0	x	x			11/ 4/47
Royal Switchboard Co., New York, N. Y.:					
Lighting distribution panel, D. C. or A. C., 125-250 volts, 2-3 wire, 2 to 20 circuits, dripproof, drawing No. C-3476, Alt. 3	x	x			11/ 3/47
The Simes Co., College Point, Long Island, N. Y.:					
Desk light, type LK, nonwaterproof, 3 25-watt lamps maximum, drawing No. 43606, Alt. 0	x				10/30/47
Berth light, type LBX, nonwaterproof, 1 40-watt lamp maximum, drawing No. 43608, Alt. 0	x				10/30/47
Ceiling light, type LQ, nonwaterproof, 4 100-watt lamps maximum, drawing No. 43610, Alt. 0	x				10/30/47
Trough light, type LM, nonwaterproof, 30 40-watt lamps maximum, drawing No. 43613, Alt. 0	x				10/30/47
Cove light, type LX, nonwaterproof, 50/68 60-watt lamps maximum, drawing No. 43615, Alt. 0	x				10/30/47
Cove light, type LW, nonwaterproof, 47 60-watt lamps maximum, drawing No. 43616, Alt. 0	x				10/30/47
Charles Wagner Mfg. Co., New York, N. Y.:					
Bracket light fixture, nonwaterproof, 1 40-watt lamp maximum, drawing No. M-4004½, Alt. 2	x				11/ 3/47
Ceiling light fixtures, nonwaterproof, 2 60-watt lamps maximum, 10" dish and 12" dish, drawings No. 4009/4010, Alt. 2	x				11/ 3/47
Mirror light fixture, nonwaterproof, 1 60-watt lamp maximum, drawing No. 4011, Alt. 2	x				11/ 3/47
Mirror light fixture, nonwaterproof, 1 60-watt lamp maximum, drawing No. 4006, Alt. 2	x				11/ 3/47
Bulkhead light, nonwaterproof, 1 60-watt lamp maximum, drawing No. 4003, Alt. 2	x				11/ 3/47

Merchant Marine Personnel Statistics

MERCHANT MARINE LICENSES ISSUED DURING NOVEMBER 1947

DECK OFFICERS

Region	Master										Chief mate										Second mate									
	Ocean		Coastwise		Great Lakes		B. S. & L.		Rivers		Ocean		Coastwise		Great Lakes		B. S. & L.		Rivers		Ocean		Coastwise		Great Lakes		B. S. & L.		Rivers	
	O	R	O	R	O	R	O	R	O	R	O	R	O	R	O	R	O	R	O	R	O	R	O	R	O	R	O	R	O	R
Atlantic coast	46	94	2	6			16	47		4	33	14					1	5			24	14								
Gulf coast	8	22	1				1	1	1	1	3	2					1		2	1	3	4								
Great Lakes and rivers		2				8				4		1							1	10		1								
Pacific coast	15	48	1	4			5	9			8	6					2	2	2		14	5								
Total	69	166	4	10		8	22	57	1	9	44	23					2	4	7	3	11	41	24								

Region	Third mate										Pilots						Master mate				Total		
	Ocean		Coastwise		Great Lakes		B. S. & L.		Rivers		Great Lakes		B. S. & L.		Rivers		Uninspected vessels, high seas				Original	Renewal	Grand total
	O	R	O	R	O	R	O	R	O	R	O	R	O	R	O	R	O	R	O	R			
Atlantic coast	135	5											49	130	4	5	1				311	324	635
Gulf coast	5	3											12	11	6	4					43	49	92
Great Lakes and rivers		1									1	18	1		10	10					13	55	68
Pacific coast	4	3											11	48			6	3	2		68	130	198
Total	144	12									1	18	73	189	20	19	7	3	2		435	558	993

ENGINEER OFFICERS

Region	Chief engineer, steam				First assistant engineer, steam				Second assistant engineer, steam				Third assistant engineer, steam				Uninspected vessels			
	Unlimited		Limited		Unlimited		Limited		Unlimited		Limited		Unlimited		Limited		Chief engineer		Assistant engineer	
	O	R	O	R	O	R	O	R	O	R	O	R	O	R	O	R	O	R	O	R
Atlantic coast	16	121	7	81	13	20		3	34	32		1	138	16		1				
Gulf coast	7	17	4	4	2	4	1		4	4			6	7						
Great Lakes and rivers		6	2	25	2	1	3	4	1	1		2		3						
Pacific coast	10	39	2	8	10	8		1	10	12			5	7						
Total	33	183	15	118	27	33	4	8	49	49		3	149	33		1				

Region	Chief engineer, motor				First assistant engineer, motor				Second assistant engineer, motor				Third assistant engineer, motor				Totals		
	Unlimited		Limited		Unlimited		Limited		Unlimited		Limited		Unlimited		Limited		Original	Renewal	Grand total
	O	R	O	R	O	R	O	R	O	R	O	R	O	R	O	R			
Atlantic coast	1	13	10	34	1	3	2	2		4			131	5			353	336	689
Gulf coast		5		4					1				1	1			26	46	72
Great Lakes and rivers		3	2	3		1		1						1			10	51	61
Pacific coast	3	15	7	6	1	1		1	1					5			49	103	152
Total	4	36	19	47	2	5	2	4	2	4			132	12			438	536	974

ORIGINAL SEAMEN'S DOCUMENTS ISSUED MONTH OF NOVEMBER 1947

Region	(1) Staff officer	(2) Continuous discharge book	(3) U. S. Merchant mariner's documents	(4) AB any waters unlimited	(5) AB any waters 12 months	(6) AB Great Lakes 18 months	(7) AB tugs and towboats any waters	(8) AB [1] bays and sounds	(9) AB seagoing barges	(10) Lifeboatman	(11) Q. M. E. D.	(12) Radio operators	(13) Certificate of service	(14) Tankerman
Atlantic coast	37	0	991	59	170	2	0	0	0	222	224	24	778	5
Gulf coast	11	10	412	15	76	11	0	0	0	95	90	7	364	11
Pacific coast	19	1	450	22	63	1	0	0	0	152	99	9	367	4
Great Lakes and rivers	0	0	476	7	53	17	0	0	0	61	85	0	445	23
Total	67	11	2,329	103	362	31	0	0	0	530	498	40	1,954	43

[1] 12 months, vessels 500 gross tons or under not carrying passengers.

NOTE.—Columns 4 through 14 indicate endorsements made on U. S. merchant mariner's documents.

WAIVERS OF MANNING REQUIREMENTS FROM NOV. 1 TO NOV. 30, 1947

Authority for These Waivers Contained in Navigation and Vessel Inspection Circular No. 8–47, Dated Aug. 21, 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	334	5	35	1	574	3	133	3		754
Gulf coast	97	2	14	1	137	2	48	1		205
Pacific coast	86	1	3	1	91	1	55			152
Great Lakes	117				150	1	160			311
Total	634	8	52	3	952	7	396	4		1,422

CREW SHORTAGE REPORTS FROM NOV. 1 TO NOV. 30, 1947

These Reports Submitted in Accordance With Navigation and Vessel Inspection Circular No. 8–47, Dated Aug. 21, 1947

Region	Number of vessels	Ratings in which shortages occurred												Total
		Chief mate	Second mate	Third mate	Radio	Able seamen	Ordinary seamen	Chief engineer	First engineer	Second engineer	Third engineer	Qualified member engine department	Wiper or coal passer	
Atlantic coast	16					4	10		1		1	6	4	26
Gulf coast	7		3			3	5					1		12
Pacific coast	6					2	1			1		3		7
Great Lakes	138	1	1	14		72	16	1	3	15	24	48	33	228
Total	167	1	4	14		81	32	1	4	16	25	58	37	273

Casualties to Vessels—Fiscal Year 1947

(July 1, 1946–June 30, 1947)

	Groundings and foundering	Collisions with other vessels	Collisions with miscellaneous objects	Fires and explosions	Damage to lifesaving equipment	Heavy weather and material damage	Totals
Number of casualties	811	545	463	209	68	516	2,612
Number of vessels involved	811	1,140	463	209	68	516	3,207
Gross tonnage of United States merchant vessels	4,206,143	3,684,035	2,387,077	712,587	513,804	3,511,142	15,014,788
Number of inspected vessels	651	630	406	114	68	471	2,340
Number of uninspected vessels	160	510	57	95		45	867
Types of vessels involved:							
Passenger	19	38	17	11	2	21	108
Freight	437	414	258	74	61	324	1,568
Tank	170	150	100	22	3	104	549
Public vessels	1	58	1			1	61
Trooper	3	11	5	1	2	7	29
Ferry	10	14	24	1		6	55
Towing	51	148	39	18		12	268
Fishing	79	58	8	41		29	215
Foreign flag		102					102
Miscellaneous	41	147	11	41		12	252
Persons on board:							
Passengers	8,105	7,337	9,726	352	4,826	17,229	47,575
Crew	24,261	18,364	15,400	4,767	3,198	21,333	87,323
Value of property involved:							
Vessels	$1,013,779,862	$804,394,936	$576,619,041	$197,991,304	$138,399,000	$841,962,607	$3,573,146,750
Cargoes	$185,478,676	$80,976,572	$60,128,848	$21,848,616	$20,091,642	$119,421,615	$487,945,969
Number of vessels whose value was not reported	31	96	15	12	2	17	173
Number of cargoes whose value was not reported	80	129	44	15	13	60	341
Damages reported:							
Vessels	18,849,888	5,143,703	2,972,727	15,875,137	120,450	7,376,616	50,338,521
Cargoes	6,620,385	607,703	57,462	1,413,874		361,925	9,061,349
Vessels not reporting amount of damage	17	62	9	5	2	10	105
Cargoes not reporting amount of damage	12	51	3	7		6	79
Vessels totally lost:							
Inspected	23	6		13			42
Gross tonnage	49,476	3,549		41,987			95,012
Uninspected	58	20	4	65			147
Gross tonnage	6,333	3,676	384	2,155			12,548
Number of casualties due to personnel fault:							
Employed under license or certificate	107	95	45	11	5	49	312
Others	55	102	22			12	191
Lives lost in casualties:							
Passengers	17	[1] 10		7	2		36
Crew	77	[2] 19		[3] 62	2		160
Assistance rendered by Coast Guard	64	9	5	27		19	124

Deaths not involving casualty to vessel:	
Passengers	58
Crew	311
Stevedores	10
Injuries to personnel not involving casualty to vessel:	
Number of personnel incapacitated for more than 72 hours	585

[1] Includes 4 men on USAT.
[2] Includes 1 Philippine worker and 5 crew of unidentified foreign craft.
[3] Includes 2 dock workers and port captain, Keystone Tankship Corp., in *Markay* disaster.

U. S. GOVERNMENT PRINTING OFFICE: 1948