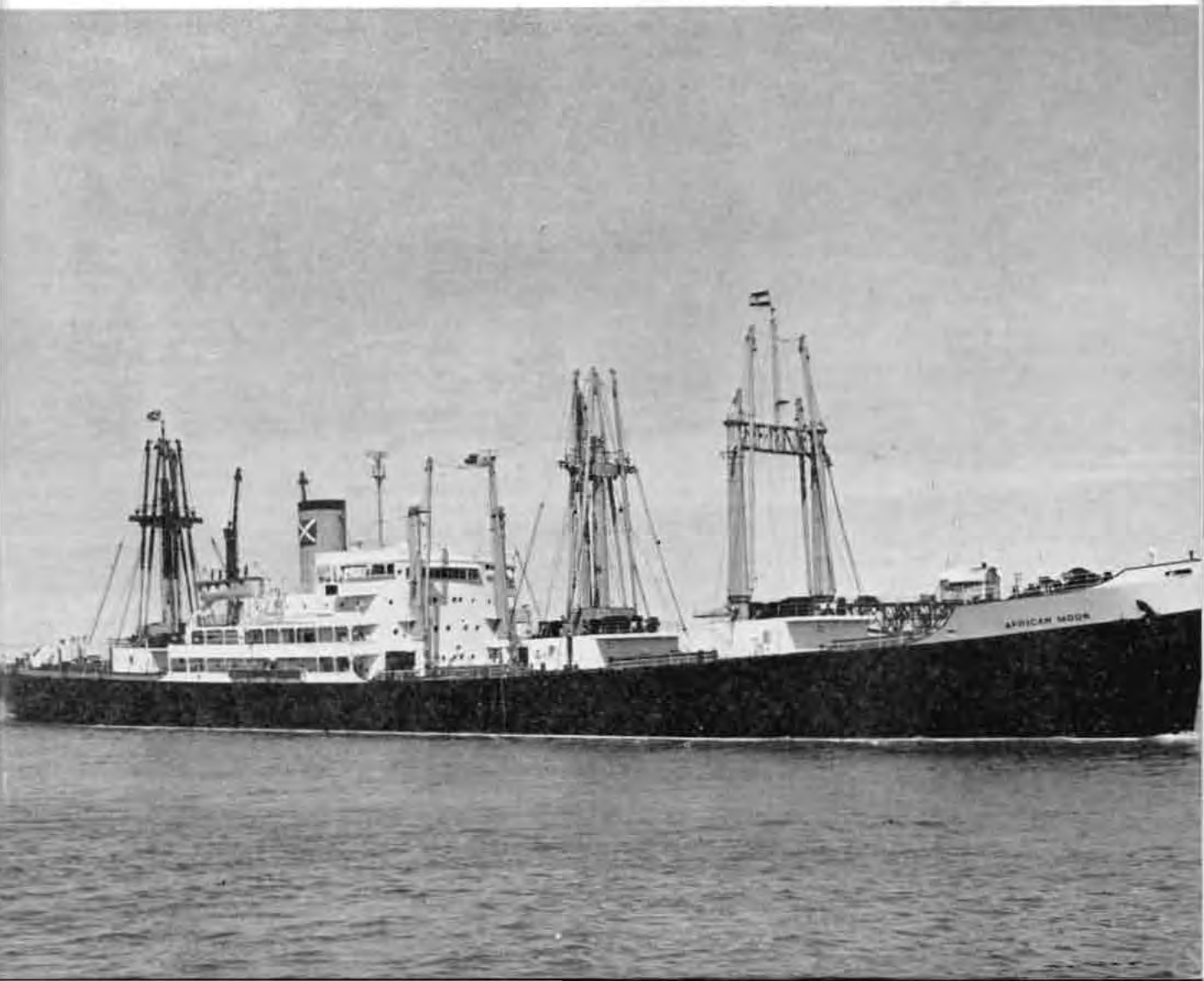
PROCEEDINGS OF THE
MERCHANT MARINE COUNCIL
UNITED STATES COAST GUARD

The Printing of This Publication Has Been Approved by the Director of the Bureau of the Budget, March 17 1949

Vol. 6 April 1949 No. 4



Proceedings of the

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. There are no restrictions on the republication of material appearing in this issue except for the cover picture and the lifeboat picture on page 82.

Mention of source will be appreciated.

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Distribution (SDL 37):
A: a, b, c, d (2 ea.); remainder (1 ea.).
B: c (14 ea.); g, l (5 ea.); f (4 ea.); e, h (3 ea.); d (2 ea.); remainder (1 ea.).
C: All (1 ea.).
D: All (1 ea.).
E: m (1 ea.).
List 141M.

COUNCIL ACTIVITIES

The Merchant Marine Council held a semiannual meeting commencing on March 29, 1949, at Coast Guard Headquarters, Washington, D. C. Public hearings were held on that day and on March 30, 1949, for the purpose of receiving comments on the proposed changes in regulations, publication of which had previously been made in the Federal Register as well as in the February issue of the Proceedings.

In addition to the members of the Merchant Marine Council on duty at Coast Guard Headquarters the following five officers from the districts throughout the country sat as members: Rear Adm. Louis B. Olson, Commander, 11th Coast Guard District, Long Beach, Calif.; Commodore Louis W. Perkins, Commander, 2d Coast Guard District, St. Louis, Mo.; Capt. Robert E. Coombs, Marine Inspection Officer, 9th Coast Guard District, Cleveland, Ohio; Capt. George W. Callbeck, Marine Inspection Officer, 13th Coast Guard District, Seattle, Wash.; and Mr. John F. Oettl, Marine Inspection Officer, 8th Coast Guard District, New Orleans, La.

PILOT RULES FOR THE GREAT LAKES

The changes in the Pilot Rules for the Great Lakes and the St. Marys River were the subject of comments. After consideration of the comments received the Council will recommend to the Commandant that a change in Part 90 be made by the addition of Section 90.19a, which would prescribe lights for a tow when being pushed ahead on waters coming within the application of the Great Lakes Rules. Adoption of the change will make the lights for such a tow similar to the lights for a pusher tow when being pushed on western rivers. The necessity for changing lights when western river tows proceed in the Sanitary Ship Canal east of Lockport, Ill., will thus be avoided.

The Council considered changes in Sections 92.07, 92.10 and 92.11 of the Anchorage and Navigation Regulations; St. Marys River, Mich. Comments made by ship operators on the Great Lakes were given careful consideration and the Council recommended that the changes as proposed be adopted. The effect of the changes is that determination of whether it is safe to pass a vessel aground in a dredged channel will be left to the master of an approaching vessel.

PILOT RULES FOR WESTERN RIVERS

The amendment to Section 95.33 of the Pilot Rules for Western Rivers was also considered. The Council recommended adoption of a proviso to that section so that western river tows when being towed on the Great Lakes and its connecting waters will exhibit

the lights required by Great Lakes Rules. Inasmuch as the lights for pusher tows on both Western river and Great Lakes waters are practically identical, the only effect of the adoption of the proviso is that barges when towed astern or towed alongside will on Great Lakes waters carry lights different from those required on Western Rivers.

ENGLISH LANGUAGE REQUIREMENTS FOR APPLICANTS FOR CERTIFICATES OF SERVICE AND EFFICIENCY OTHER THAN FOR ENTRY RATINGS

No comments were received on the proposals to amend certain sections of Part 12, which changes would have the effect of requiring that applicants for certificates of service or efficiency in ratings other than entry ratings will have to be able to speak and understand the English language. Accordingly, the Council recommended adoption of the amendments to Sections 12.05–3, 12.05–9, 12.10–3, 12.10–5, 12.15–3, 12.15–9, 12.20–1, and 12.20–5. In substance applicants for certificates as able seamen, lifeboatmen, tankermen and qualified members of the engine department will have to be able to speak and understand the English language as would be required in the performance of the duties of their ratings.

APPLICANTS FOR MOTORBOAT OPERATORS' LICENSES

No comments were received on the proposal to delete Section 10.20–5 (c) (1), which subparagraph has to do with the professional examinations for obtaining a motorboat operator's license. Accordingly, the Council will recommend deletion of the section as proposed.

ELECTRICAL CONTROL OF VENTILATION SYSTEMS

No objections to the proposal to amend Section 144.25 (j) were received. The Council recommended adoption of the amendment as proposed, which amendment will give greater leeway on the location of remote controls for electrical ventilation systems.

SPECIFICATIONS FOR LIFESAVING EQUIPMENT, BULKHEAD PANELS, AND INCOMBUSTIBLE MATERIALS

No comments were received on the proposed specifications for self-igniting water lights, therefore, the Council recommended adoption of the specifications as proposed. The Council considered the comments received on the proposed specifications for lifeboat winches, davits, mechanical disengaging apparatus for lifeboats, hand-propelling gear for lifeboats, lifeboats, bulkhead panels, and incombustible materials. Such comments as are deemed practicable and necessary will be incorporated into the specifications prior to their adoption.

GENERAL RULES AND REGULATIONS FOR VESSEL INSPECTION

The proposed amendments to the General Rules and Regulations appearing in the Regulations for Ocean and Coastwise vessels; Great Lakes vessels; Bays, Sounds and Lakes vessels; and River vessels were considered by the Council. These proposals occasioned little comment and will be recommended for adoption with very little change. The effect of the amendments involves the transfer from the General Regulations of all material in the nature of specifications for lifesaving appliances and transfer of such specifications to Subchapter Q.

MARINE ENGINEERING REGULATIONS AND MATERIAL SPECIFICATIONS

The amendments to the Marine Engineering Regulations and Material Specifications were considered on March 30, 1949. Many comments were received in writing prior to the opening of the meeting and other comments were made orally at the hearing. A study will be made of the comments and if deemed advisable they will be considered in adoption of the amendments to the Marine Engineering Regulations as they pertain to Marine Material Specifications, and regulations for boiler tubes; unfired pressure vessels; piping systems; pumps, refrigeration machinery, and fuel tanks; and test drillings of boilers in service.

Publication of the regulations as adopted will be made in the Federal Register and in the Proceedings.

Public Hearing Re Tank Vessel Regulations

The Merchant Marine Council will hold a Public Hearing on May 26, 1949, at 9:30 a. m., in Room 4120, Coast Guard Headquarters, 13th & E Streets, N. W., Washington, D. C., to consider proposed changes in and additions to the Tank Vessel Regulations. The purpose of these amendments is to modernize the Tank Vessel Regulations, to cancel requirements pertaining to specifications that are also contained in other Coast Guard regulations, to revise regulations governing the transportation of butane and propane gases, and to establish regulations governing transportation of combustible or inflammable poisonous liquids.

International Ice Observation and Ice Patrol Services, 1949

The International Ice Observation and Ice Patrol Services in the North Atlantic Ocean have been resumed for the ice season of 1949. The services are being conducted by the United States Coast Guard, carrying out the provisions of International Convention for the Safety of Life at Sea, London, 1929, and United States Code, Title 46, Sections 738–738d. The vessels assigned to perform these services this year are the United States Coast Guard cutters *Acushnet* (WAT–167), *Mocoma* (WPG–163), and *Evergreen* (WAGL–295). In addition there have been assigned as last season, to improve the efficiency of the services and provide greater protection to shipping, two long-range aircraft for ice scouting. These ships and planes base at the United States Naval Operating Base, Argentia, Newfoundland. The *Evergreen* departed on March 28, 1949, to perform oceanographic duties.

The object of the Ice Patrol Service is to locate by air and surface scouting and radio information from all sources the icebergs and field ice nearest to and menacing the North Atlantic lane routes. The southeastern, southern, and southwestern limits of the ice will be determined and contact maintained with the ice as it moves southward by continuous surface patrol and by air scouting. In order to provide a service of high order and give greatest practicable protection to shipping the oceanographic vessel (*Evergreen*) will carry out an intensive program of oceanographic survey to provide the latest and most accurate information on surface and subsurface ocean currents in the ice-infested areas under surveillance.

As soon as ice formations are located that are or may be a menace to ocean navigation this information will be disseminated as set forth below by Navy Radio Washington (NSS) and Navy Radio Argentia, Newfoundland (NWP).

Throughout the ice season, Radio Washington (NSS) at 0430 and 1630 (G. c. t.) on regular hydrographic broadcasts schedule, broadcast daily ice information bulletins. Summaries of this information are repeated locally from Boston, New York, and Norfolk on their scheduled times for hydrographic broadcasts. For times and frequencies see latest Hydrographic Bulletin containing Radio Broadcast Schedules.

Radio Argentia, Newfoundland, radio call sign NWP, broadcasts two daily Ice Bulletins for the benefit of shipping. Broadcasts are scheduled for 0118 and 1318 (G. c. t.). Each

broadcast is preceded by the general call CQ on 500 kc., with instructions to shift to receive on 480 kc. (A–2), and 8100 kc. (A–1). After shifting to these frequencies, NWP transmits test signals and the International Ice Patrol radio call sign NIDK for 30 seconds to facilitate tuning by ship stations. Transmission of the Ice Bulletin immediately follows with each broadcast transmitted twice with an interval of two minutes between the transmissions. Radio silent periods shall be observed during these broadcasts at the prescribed time. Special Ice Bulletins may be broadcast at times other than the regular scheduled broadcasts if urgency warrants. In such instances a preliminary call is made on 500 kc. with instructions to shift to receive on 480 kc. (A–2) and 8100 kc. (A–1). Transmission relating to special bulletins is preceded by the international safety signal TTT.

Broadcasts from both Radio Argentia and Radio Washington include a statement as to whether a vessel is on patrol or not. When the vessel is absent from patrol, information as to its return is included if practicable.

Patrol vessels, radio call sign NIDK, will maintain a continuous listening watch on 500 and 8280 kc. for distress signals. They will answer on 468 kc. for general communication, such as ice and water-temperature reports and requests for additional information on portions of Ice Broadcasts which may have been missed. During temporary absence of the vessel from patrol, Radio Argentia will answer on 480, using the call NWP, and handle such communications. There is no charge for this service.

The work of the United States Coast Guard cutters engaged in ice patrol duty will be greatly facilitated if steamships make four-hourly reports to the ice patrol vessel (NIDK) when in the area between 39° N. and 49° N., and between 43° W. and 54° W., giving position, course, speed, water and air temperatures, visibility, wind and sea conditions, in addition to any ice or obstructions sighted. In the case of an iceberg report it should include the temperature of the water in its vicinity. Shipping will be notified when it is desired that these reports begin. These data will facilitate the drawing of a temperature chart which will be useful in locating the branches of the Labrador Current.

It is requested that radio operators desist, as far as practicable, from transmitting during the broadcasts of ice information in order to lessen radio interference.

Ships equipped with radar are cautioned that under certain sea conditions small bergs and growlers of a size sufficient to damage a vessel may not be detected due to being obscured by the sea swell or scope clutter.

International Telecommunication Convention in Force

The Federal Communications Commission by notice issued February 11, 1949, announced that the International Telecommunication Convention (Atlantic City, 1947) and many of the provisions of the annexed Radio Regulations came into force on January 1, 1949, between nations that had ratified the Convention. The United States has ratified the Convention. The following is quoted from the FCC notice of February 11, 1949:

"As explained in Article 47 of the Radio Regulations (Atlantic City, 1947), *certain designated articles and provisions* of these Radio Regulations shall come into force on a date to be determined by a special International Administrative Radio Conference. Until such effective date is determined and reached, the *collateral provisions* of the General Radio Regulations (Cairo Revision, 1938) *continue in force*. Of the provisions which do *not* come into force on January 1, 1949, the table of allocation of frequencies to radio services covering frequencies below 27500 kc. is believed to be the most important.

"Particular attention is invited to appendix 8 of the Radio Regulations (Atlantic City, 1947) which lists the documents with which ship and aircraft stations must be provided. One of the documents with which stations on board ships compulsorily equipped with a radiotelegraph installation must be provided is the 'Radio Regulations and Additional Radio Regulations, also such provisions of the Convention as relate to the radiocommunication service on board ship.' Although appendix 8 is among the provisions of the Radio Regulations which will not come into force until an undetermined future date (as noted in the foregoing paragraph), it is recommended that compulsorily equipped ships of the United States be provided at the present time with the International Telecommunication Convention (Atlantic City, 1947), the Radio Regulations (Atlantic City, 1947), and the Additional Radio Regulations (Atlantic City, 1947). This recommendation is based upon the fact that such documents will, in all probability, be legally required eventually as well as the fact that since certain provisions of the Atlantic City Radio Regulations became effective on January 1, 1949, the provision of these regulations at such ship stations at the present time would be helpful as an aid to the proper operation of the stations.

"The Final Acts of the International Telecommunication and Radio Conferences, Atlantic City, 1947, which include the documents mentioned in the preceding paragraph, are now on sale by the Superintendent of Documents, Government Printing Office, Washington 25, D. C., at 40 cents per copy.

"At present, the Federal Communications Commission is in the process of revising Parts 7, 8, and 14 of its Rules and Regulations, relating to the use of radio in the maritime mobile service and the maritime radionavigation service to bring them into alignment with those portions of the Atlantic City documents which came into force on January 1, 1949."

FCC Announces Measures to Enforce Rules Governing Use of Radio Frequencies

The Federal Communications Commission in a notice issued February 25, 1949, announced that more positive measures to achieve a better utilization of certain radiocommunication channels would be instituted on March 7, 1949, for the reason that many transmissions had been noted wherein operators had failed to comply with the rules governing use of those channels. The text of the FCC order of February 25, 1949, follows:

"Official observation of numerous radiotelephone transmissions by ship stations of the maritime mobile service on the frequencies 2638, 2738, and 2670 kc. discloses many instances wherein the operators responsible for such transmissions failed in one way or another to adhere to the Commission's rules applicable to the use of the frequencies 2638 and 2738 kc. and to the restrictions which the United States Coast Guard imposes upon the use of the Government frequency 2670 kc. by non-Government ship stations

"It is general knowledge that the entire frequency spectrum is relatively congested, at least in so far as the United States is concerned. This being so, it is the responsibility of the Commission under law to regulate and control the use of non-Government frequencies under its jurisdiction in such manner as will best serve their intended purposes; in this case, the marine interests in particular. These considerations necessarily require the promulgation of rules and regulations by the Commission to secure the most effective and beneficial use of the above-mentioned as well as all other, non-Government frequencies.

"From time to time over the years, the Commission has issued general notices and specific violation notices to licensees and radio operators and others concerned covering infractions

of its applicable rules and regulations. However, the unusually large increase in the number of ship stations using these frequencies over the past three years necessitates the initiation of more positive measures directed toward the achievement of more orderly, effective, and beneficial utilization of these radiocommunication channels.

"In consequence, notice is hereby given that, effective March 7, 1949, such measures will be initiated. Commission monitoring stations and Commission engineers actually assigned on board ship will participate in observing operations. Offending stations will be tracked down, even though they may not identify themselves on the radio channel concerned. Commission engineers will then board these ships, both in port and at sea, and serve such papers as are deemed appropriate.

"The Communications Act of 1934, as amended, provides severe penalties which may be invoked if found to be necessary to correct the situation. Such penalties include suspension of radio operator licenses; revocation of radio station licenses; monetary forfeitures against either or both a ship and its master and criminal prosecutions.

"To assist station and operator licensees in operating their stations in accordance with Commission Rules and Regulations, and thus solve the problem at its source, the most flagrant irregularities and violations observed which require immediate corrective action are set forth in the following paragraphs:

"1. The causing of harmful interference by failure of operators to observe the provisions of Rule 8.52 to monitor (listen) on the frequency to be used prior to transmission thereon, in order to determine whether transmission by the station will interfere with communication already in progress.

"2. Failure to comply with basic regulations requiring that each station properly identify itself at the *beginning* and upon *completion* of any radiotelephone communication carried on by such station.

"3. The causing of unnecessary transmissions by requesting repetitions from other ship stations of weather reports, due to failure to intercept the transmission of such reports directly from coastal harbor stations.

"4. Failure to comply with the provisions of Rule 8.95 (a) which limits the use of the frequency 2738 kc. *solely* to distress and safety communications and to communications relating *directly* to the operation and business of the ship, subject to the priority of communications designated by Rule 8.42.

"5. Failure to comply with the provisions of Rule 8.95 (b) which limits the use of the frequency 2638 kc. primarily to the safety of navigation and to the ship's business. While the exchange of other communications on this frequency is authorized *upon the express condition that interference shall not be caused to the primary use of this frequency*, many stations are disregarding the primary use of the frequency in attempting to handle other communications.

"6. Failure to comply with the provisions of Rule 8.94 which imposes a time limitation on the use of the frequencies 2638 and 2738 kc. After any two stations have established contact on either of these frequencies the over-all period of time during which these stations taken together, may exchange communications shall not exceed 5 minutes in duration. After completion of an exchange of communications, as limited above, neither of these two frequencies shall again be used for communication between the same two stations until 15 minutes have elapsed. Cross frequency communications, where one station using one of these frequencies communicates with the second station which uses the other frequency, is prohibited. However, the above limitations do not apply to the handling of distress or emergency communications.

"7. Use of the frequency 2670. This frequency is assigned for use by stations of the United States Coast Guard and is not available for use by non-Government ship stations. However, the Coast Guard maintains a listening watch on this frequency for distress calls and in the event of *actual distress* a ship may use 2670 kc. to call the Coast Guard in order to obtain help. *No other use* of this frequency by non-Government ship stations is permitted.

"8. Failure to maintain equipment in proper adjustment as required by Rules 8.108 and 8.129. Maladjustments of a radio telephone transmitter may produce radiation outside the authorized communication channel and frequently results in improper modulation which, in turn, causes unnecessary repeating of transmissions and interference."

Accidents aren't funny! They just seem that way, especially when they happen to somebody else.

Some live to a ripe old age; others think "it's only a scratch."

Don't gamble with your luck! You have nothing to gain—and much to lose.

S. S. AFRICAN MOON

The cover picture depicts the S. S. *African Moon*, one of several vessels owned and operated by the Farrell Lines, Inc., formerly the American South African Line. The S. S. *African Moon* is a modern C–3 type cargo vessel carrying 12 passengers to and from the United States and south, east, and west Africa. This vessel is 492 feet in length over all, 465 feet in length between perpendiculars, and 95½ feet molded breadth.

The propulsion unit on the S. S. *African Moon* consists of one Westinghouse electric cross-compound double reduction marine steam turbine of 8,500 horsepower, supplied with steam from two Foster-Wheeler high pressure triple fired "D" type boilers of 525 pounds designed working pressure.

How to lift:

1. **Protect your hands from snags.**
2. **Get a good grip.**
3. **Keep hands in the clear.**
4. **Wear safety shoes.**
5. **Have a good footing.**
6. **Bend your knees.**
7. **For heavy or awkward loads, get help.**
8. **Keep the load close to you.**

MAILING LIST FOR "PROCEEDINGS"

It is required by the Regulations of the Joint Committee on Printing, dated July 1, 1948, that the mailing list for the Proceedings of the Merchant Marine Council be circularized to determine whether this publication is still desired by the persons to whom it is addressed.

To all addressees on the mailing list for the Proceedings a card will be sent requesting an affirmative reply, to be returned to the Commandant (CMC), United States Coast Guard, by no later than May 31, 1949. If you desire to continue to receive the Proceedings and you do not receive a card by May 1, 1949, it is suggested that you send a card to the Commandant (CMC), United States Coast Guard Headquarters, Washington 25, D. C., setting forth the following information:

(a) Quantity desired.

(b) Quantity now received.

(c) Name and address to which the Proceedings are now sent.

(d) The new postal address if different from that to which the Proceedings are now sent.

(e) Name of firm, company, corporation, or individual requesting the Proceedings.

If no affirmative reply requesting continuance is received by May 31, 1949, the addressee's name will be removed from the mailing list.

LESSONS FROM CASUALTIES

LIFEBOAT DRILLS

Recently a large tank vessel, while proceeding to sea from New York, received a message from another vessel stating that three men were clinging to a capsized canoe in Ambrose Channel.

The master, officers, and crew members immediately went into action. Lookouts were sent aloft and lifeboats prepared for launching. After a search of only 10 minutes, the three men in the water were sighted. Number 3 lifeboat was launched, the vessel was maneuvered to form a lee and 17 minutes later, the survivors were safely aboard the tanker.

This is an excellent demonstration of good organization, seamanship, and teamwork. The fact that all hands on board volunteered to man the lifeboat and the speed and efficiency with which the rescue was made reflects much credit to the master, officers, and crew alike. The boat under command of the chief mate, was manned by three able seamen, one oiler, one pumpman, and one ordinary seaman. The fact that the rescue boat was manned by members of both the deck and engine room crew shows that proper lifeboat drills had been carried out on this particular vessel, as required by the regulations.

Nothing can take the place of intelligent supervision, training and leadership and no vessel can safely and efficiently operate unless she has aboard well-trained personnel, officers and crew, who are capable of handling any emergency that may arise. In order to insure that officers and crew on vessels are properly trained, the regulations require that the master draw up a plan of operation to take care of any emergency. This plan of operation is called a "Station Bill." The station bill should be so prepared that the most important duties will be assigned to skilled and competent men and the master should conduct a sufficient number of drills to determine that all hands know their emergency stations and are proficient in carrying out their duties shown on the station bill. While one drill a week is the minimum required by Coast Guard regulations, the master should conduct as many drills as are necessary to determine that all hands on board are familiar with their duties at:

1. Fire and emergency drills.
2. Abandon ship drills.
3. Man-overboard drills.
4. Emergency steering gear drills.

The emergency squad should be thoroughly familiar with their duties and the use of the equipment provided in emergency drills.

Lifeboat No. 3 coming alongside the "Esso Worcester"

DANGERS OF CARBON TETRACHLORIDE

The dangers of carbon tetrachloride are extremely insidious due to a delay which occurs before symptoms of carbon tetrachloride poisoning become evident. A man who recently died as a result of this poisoning was using the liquid for cleaning purposes in company with three other men. His symptoms did not appear until the following day; they did not become severe until later; their persistence rather than intensity resulted in his admission to the hospital 4 days after exposure. Despite proper medical care, he died 10 days after admission to the hospital. The other three men apparently were unaffected. A danger exists whenever carbon tetrachloride is used. The following safety precautions should be strictly observed when using carbon tetrachloride:

Description:

Carbon tetrachloride is a clear, volatile, colorless liquid with a characteristic aromatic odor. It is definitely toxic by inhalation of vapor and prolonged or repeated contact of the liquid with the skin or mucous membranes.

Being over five times as heavy as air, the vapor settles, tending to increase concentrations in the breathing zone, at floor level, in pits, and in closed rooms. Concentrations above 100 parts per million are deadly and may linger indefinitely. Dangerous vapors may accumulate in depressions, under platforms, in holds, or in void spaces.

Symptoms:

The toxic symptoms of absorption, regardless of mode of entry into the body are: Headache, mental confusion, depression, fatigue, loss of appetite, nausea, vomiting, loss of coordination and sense of balance, and visual disturbances. Carbon tetrachloride poisoning—depending upon severity and duration of exposure—results in injury to the liver, kidneys, adrenal gland, heart, lungs, and to the digestive and nervous systems. Toxic signs are: Rapid, irregular, or weak pulse; fever; bloody stools; suppression of urine; swelling of face; enlarged and painful liver; and bloody urine. There may be local irritation of eyes, skin, and respiratory tract, but onset of symptoms may be delayed two to eight days after severe exposure. Persons who have recently partaken of alcoholic beverages are particularly susceptible.

First aid:

A person showing symptoms of poisoning should be given plenty of fresh air. In case breathing has stopped artificial respiration should be started. Medical assistance should be obtained as soon as possible. Hot tea or coffee may be administered. DO NOT GIVE ALCOHOL, FATS, OILS, ADRENALIN, OR EPINEPHRINE to a person who has been exposed to carbon tetrachloride.

Controls:

(1) Adequate ventilation to prevent the accumulation of vapors must be provided, when possible, if carbon tertachloride is used, or transferred from one container to another. The vapors must be removed from the space, from below the point of breathing, and exhausted well clear, to prevent the settling of vapors in a compartment.

(2) If thorough ventilation is not practicable, personal protective equipment, consisting of hose mask, or gas mask or respirator (approved for use with CT), and gas-tight safety goggles, must be employed. It should be remembered that all persons within the working area must be

STAY WITH THE BOAT

If You Capsize
The Boat Will Stay Afloat Longer Than You

protected. Due to variations in concentration, time limits for gas mask canisters or cartridges cannot be established, although time limits of one (1) hour for canisters and thirty (30) minutes for cartridges are recommended.

(3) Prolonged contact with the skin should be prevented by means of protective clothing such as neoprene gloves.

(4) Any transfer of the liquid, for example, the filling of fire extinguishers, should be made out of doors when winds will disperse the vapor.

(5) Small quantities of carbon tetrachloride should be handled in safety cans. Uncovered containers are prohibited. Leaky containers should be immediately discarded.

(6) Rags or swabs wet with the liquid must be placed in the open.

(7) Carbon tetrachloride must be kept from open flame or intense heat since it decomposes at high temperatures, generating a deadly gas (phosgene) and corrosive products. In the presence of moisture it decomposes slowly, to liberate highly corrosive hydrochloric acid.

(8) Gas masks must be provided as soon as possible for men using carbon tetrachloride to extinguish fire whether indoors or out in the open.

(9) Certain individuals have been found unduly susceptible to carbon tetrachloride poisoning and should not be assigned to operations involving the use of this product, even in small quantities. Exposure to carbon tetrachloride, even in concentrations known to be nonhazardous to others, may be dangerous in the following cases:

(a) Alcoholics.
(b) Exceedingly fleshy individuals.
(c) Undernourished persons.
(d) Those with pulmonary disease, peptic ulcers, hypertension, liver, kidney, or heart diseases.
(e) Persons with respiratory defects, either temporary or permanent.
(f) Persons who cannot readily detect odors.

(10) Carbon tetrachloride must not be mixed with other liquids.

(11) Warning labels should be placed on all containers, regardless of volume, before issue.

* * *

You can overdo most anything but SAFETY.

Accidents don't pay—ask the man who had one.

Keep your mind on your job.

WATCH WHAT YOU'RE DOING

Deck to Dock or Dock to Deck—MAKE IT SAFE

This is a picture of the way a gangway should NOT be rigged.

Recent accidents where gangways have been involved indicate that proper attention is not being given to the rigging of accommodation ladders and gangways.

The stanchions are not properly fitted and secured. The stanchions should be fitted with a retainer nut or perforated at the lower end and a stout cotter pin inserted to prevent the stanchions from being lifted out of their sockets when in use. Accommodation ladders and brows should be rigged with a two-course railing or double hand ropes. The ladder in the picture has only a one-course hand rope.

The ladder should be rigged to make the treads as near horizontal as possible to provide the best footing. If, due to change in draft or tidal conditions, the ladder should assume a horizontal position or nearly so, a duck board should be placed over the treads to facilitate access.

Furthermore, the man walking up the ladder is apparently violating two important safety rules. First, he can't see where he is stepping, and second, both hands are busy. He should not carry such a load that his vision is obscured and he should keep one hand free to grab the railing if necessary.

Remember—One hand for the ship and one for yourself, makes it safe.

HAND TOOLS

1. Select the right tool for the job—never use a makeshift.

2. Use only tools in good condition—no cracked or broken handles, none without handles, no tools with mushroomed or broken heads.

3. Keep keen-edged blades sharp; store them safely when not in use.

4. Do not use a hammer with a hardened face on a highly tempered tool such as a drill, die, or jig. Chips may fly.

5. Use wrenches of the right size for the job. Face the jaws of an adjustable wrench in the direction of the pull.

6. Never apply a wrench to moving machinery; stop the machine; then remove all tools before starting it again.

7. See that pipe wrench jaws are sharp and chains in condition so they will not slip.

8. Never use any tool in such a way that you will be injured if it slips.

THE RIGHT TOOL

Even in the galley it is important to use the right tool for the job. Look at this one. "While opening a can of Draino on the meat block, the cleaver slipped and cut his right wrist."

Sharp knives and cleavers are not the tools for can opening. Use a dull blade to pry out tops and the regular can opener to cut them off. There is no advantage in opening your skin along with the can.

Shipboard Safety

APPENDIX

Amendments to Regulations

TITLE 46—SHIPPING

Chapter I—Coast Guard, Department of the Treasury

Subchapter O—Regulations Applicable to Certain Vessels During Emergency

[CGFR 49-4]

PART 154—WAIVERS OF NAVIGATION AND VESSEL INSPECTION LAWS AND REGULATIONS

CONTINUATION OF CERTAIN WAIVERS IN EFFECT

Section 154.29 is amended to read as follows:

§ 154.29 *Continuation in effect of certain orders waiving compliance with navigation and vessel inspection laws and regulations, effective February 28, 1949.* Pursuant to the authority vested in the Commandant, U. S. Coast Guard, by the act of March 31, 1947, 61 Stat. 33, as amended by the act of July 31, 1947, 61 Stat. 685, section 2 of the act of February 27, 1948 (Pub. Law 423, 80th Cong., 2d Sess.), and the act of February 28, 1949 (Pub. Law 12, 81st Cong., 1st Sess.), I hereby find that the continuation of all currently effective waiver orders, including regulations and instructions relating thereto, and affecting laws and regulations relating to navigation and vessel inspection administered by the Coast Guard, is presently necessary in the orderly reconversion of the merchant marine from a wartime to a normal peacetime basis. Accordingly, all such orders, regulations, and instructions are hereby ratified, affirmed and continued in force until modified, superseded, rescinded, or June 30, 1949, whichever first occurs. The waiver order of the Commandant, U. S. Coast Guard, dated March 16, 1948, and published in the Federal Register on March 23, 1948 (13 F. R. 1507) bearing the same title as this order is hereby rescinded, effective on publication of this document in the Federal Register.

Dated: March 2, 1949.

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

[F. R. Doc. 49-1665; Filed, Mar. 4, 1949; 8:51 a. m.; 14 F. R. 1007]

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5 GALLONS OF GASOLINE EXPLODES With as Much Force as 415 Pounds of Dynamite

DESCRIPTION OF ORGANIZATION AND FUNCTIONS

[CGFR 48-71]

SECTION 1. *Authority and functions*—(a) *Authority.* Pursuant to the act of January 28, 1915 (38 Stat. 800; 14 U. S. C. 1), as amended, the Coast Guard is constituted a military service and at all times constitutes a branch of the land and naval forces of the United States, operating under the Treasury Department in time of peace and as a part of the Navy in time of war, or whenever the President shall so direct.

(b) *Functions.* The functions of the Coast Guard embrace in general terms maritime law enforcement, saving and protecting life and property, safeguarding navigation on the high seas and navigable waters of the United States, and readiness for military operations.

SEC. 2. *General organization*—(a) *Basic organization.* The Coast Guard basic organization pattern reflects an assignment of military and administrative authority and responsibility among Coast Guard Headquarters, the District Offices, and individual units in the field. Duties of the Coast Guard are in most instances actually performed by individual operating units such as ships; aircraft; air, light, radio, and lifeboat stations; captain of the port offices; marine inspection offices; and individual logistics units such as recruiting, receiving, and training stations; repair yards; and electronic repair shops. A district office provides central direction and coordination of the performance of duties by individual field units located within the geographical limits of the district. Headquarters plans, supervises, and coordinates the activities of the several districts and gives immediate direction to specific units in the field where such units report directly to Headquarters although located within the geographical limits of a particular district.

(b) *Chain of command.* The chain of administrative and military command ordinarily runs from the Commandant to the District Commander, and in turn from the District Commander through the Group (or Section) Commander if there be one to the commanding officer or officer in charge of a particular operating or logistics unit. In the case of units reporting directly to Headquarters, the chain of command runs directly from the Comandant to the commanding officer of the unit.

(c) *Administrative staffs.* Administrative staffs are provided to assist the Commandant and the District Commanders in discharging their responsibilities. Any authority which these officers have is derived from the Commandant or the Distrct Commander.

SEC. 3. *Central Organization*—(a) *Commandant.* The Commandant, U. S. Coast Guard, acts as chief of the Coast Guard and is charged with the administration of the Coast Guard. His authority is derived from statutes, regulations issued pursuant thereto, executive orders, and proclamations which cover the finality of decisions made by him. The Commandant is appointed by the President, by and with the advice and consent of the Senate, for a period of 4 years, and may be reappointed for further periods of 4 years each. He is selected from the active list of line officers not below the grade of commander.

(b) *Assistant Commandant.* The Assistant Commandant performs duties as prescribed by the Commandant and acts as Commandant during the absence or disability of that officer or in the event there is a vacancy in the Office of the Commandant. The Assistant Commandant, upon recommendation of the Commandant, is appointed by the President, by and with the advice and consent of the Senate, for a period of 4 years, unless sooner relieved by the President. He is selected from the active list of line officers not below the grade of commander.

(c) (1) *Headquarters.* The central office of the Coast Guard, officially designated Headquarters, U. S. Coast Guard, is located at 1300 E Street NW., Washington 25, D. C. The Headquarters organization consists of the Commandant's immediate office and the following operational and logistic offices: Office of Engineering;

Hack saw safety tips:

1. Select proper blades for type of material.
2. Adjust blade to proper tension.
3. Always clamp work in vise.
4. Grip handle with right hand; use left to guide saw.
5. Score work on up-stroke to start cut.

Office of Finance and Supply; Office of Merchant Marine Safety; Office of Operations; and Office of Personnel.

(2) *Office of Commandant.* The immediate Office of the Commandant consists of the Assistant Commandant, a Planning and Control Staff, a Coordinator of Interdepartmental and International Affairs, a Chief Examiner, and the following divisions: Public Information Division; Headquarters Administration Division; Intelligence and Law Enforcement Division; Inspection Division; and Legal Division. The Planning and Control Staff plans programs, policies and legislation, and determines the personnel and financial requirements, and the facilities for the Service. The head of the staff is the Chief, Planning and Control Staff, who is appointed by the Commandant from the active list of line officers. The Planning and Control Staff consists of: Administrative Management Division; Budget Division; and Program Planning Division.

(3) *Office of Engineering.* The Office of Engineering directs those logistical activities of the Service that are of an engineering character including the design, construction, repair, maintenance, and alteration of vessels, aircraft, aids to navigation, shore establishments, machinery, electronic equipment, and utilities. This office is headed by the Engineer-in-Chief, who is appointed by the President, by and with the advice and consent of the Senate, for a period of 4 years and who may be reappointed for further periods of 4 years each. The Engineer-in-Chief is selected from the active list of engineering officers not below the grade of commander. It consists of the following divisions all of which, as implied by their names, perform immediate duties in furtherance of the general responsibilities of the Chief of the Office: Aeronautical Engineering Division; Civil Engineering Division; Electronics Engineering Division; Naval Engineering Division; Testing and Development Division.

(4) *Office of Finance and Supply.* The Office of Finance and Supply directs those logistic functions of the Service that relate to the disbursement of funds and the maintenance of accounts, and to the procurement, storage and distribution of equipment, supplies and services. This office is headed by the Chief, Office of Finance and Supply, who is appointed by the Commandant from the active list of line officers. It consists of the following divisions, all of which is implied by their names, perform immediate duties in furtherance of the general responsibilities of the Chief of the Office: Accounting Division; Supply Division.

(5) *Office of Merchant Marine Safety.* The Office of Merchant Marine Safety directs the program for prevention of marine casualties, including the inspection of merchant vessels to insure compliance with established standards, approval of vessel plans and equipment, and the development and application of standards for merchant marine personnel. This office is headed by the Chief, Office of Merchant Marine Safety, who is appointed by the Commandant from the active list of line officers. It consists of the following divisions, all of which, as implied by their names, perform immediate duties in furtherance of the general responsibilities of the Chief of the Office: Merchant Vessel Personnel Division; Merchant Marine Technical Division; Merchant Vessel Inspection Division.

(6) *Office of Operations.* The Office of Operations directs those operations of the Service which involve the saving of life and property, law enforcement and general patrol functions, including search and rescue; aid to vessels in distress; flood relief; distress, safety, and other communications; and ocean stations; supervises the aids to navigation program; and provides for the operational readiness of the Service. This office is headed by the Chief, Office of Operations, who is appointed by the Commandant from the active list of line officers. It consists of the following divisions, all of which, as implied by their names, perform immediate duties in furtherance of the general responsibilities of the Chief of the Office: Aids to Navigation Division; Aviation Division; Communications Division; Floating Units Division; Ordnance, Gunnery, and Readiness Division; Shore Units Division.

(7) *Office of Personnel.* The Office of Personnel directs those logistic functions of the Service that are of a personnel character including the procurement, training, assignment, and separation of personnel; the provision of medical and morale services and the administration of the Coast Guard Reserve and the Coast Guard Auxiliary programs. This office is headed by the Chief, Office of Personnel, who is appointed by the Commandant from the active list of line officers. It consists of the following divisions, all of which, as implied by their names, perform immediate duties in furtherance of the general responsibilities of the Chief of the Office: Civilian Personnel Division; Enlisted Personnel Division; Medical Division; Military Morale Division; Officer Personnel Division; Reserve and Auxiliary Division; Training and Procurement Division.

(d) *Intra- and Inter-Agency Committees*—(1) *Search and Rescue Agency.* The Search and Rescue Agency, which was established during the war at the request of the Joint Chiefs of Staff, functions under the Coast Guard with the Commandant acting as the Head, assisted by a board of representatives from the Air Force, Army, and Navy. Routine administration is carried out under the immediate supervision of the Executive Assistant to the Head. The Search and Rescue Agency is charged with conducting joint studies and assembling and disseminating information with respect to search and rescue equipment, methods and facilities.

(2) *Merchant Marine Council.* (i) The Merchant Marine Council is a deliberative body which considers proposed merchant marine regulations, type approvals of equipment, and such other matters as the Commandant may refer to it, conducts public hearings when so directed by the Commandant and generally provides a forum where problems concerning the public and maritime industry may be considered. The Council is a body to advise the Commandant as to policy matters and it has no operating responsibility or authority.

(ii) The members of the Merchant Marine Council are the Commandant; Chief, Office of Merchant Marine Safety, Chairman; Assistant Chief, Office of Merchant Marine Safety, Vice-Chairman; Chiefs of Divisions of the Office of Merchant Marine Safety; and such additional officials as the Commandant may designate. The Chief, Office of Merchant Marine Safety, shall provide a secretariat for the Merchant Marine Council from the personnel assigned to his office. The Chief Counsel, U. S. Coast Guard is the legal adviser for the Merchant Marine Council.

(iii) Those members of the Council who are assigned to duty at Coast Guard Headquarters constitute a Committee of the Council. The Committee reviews proposed regulations and type approvals to be considered by the Council, prepares the agenda for regular sessions of the Council, and considers other matters referred to it by the Commandant.

(iv) The Merchant Marine Council is assisted by panels of consultants selected for their ability in particular phases of the merchant marine industry. Panel members are appointed by the Commandant upon the recommendation of the Merchant Marine Council or Committee of the Council. Each panel has a chairman who is designated by the Commandant. The meetings are held at the request of

the Merchant Marine Council, upon the initiative of the chairman of the panel, or at the request of the panel members. Panels may also be invited to participate in Merchant Marine Council discussion. The panels may furnish the Council with recommendations concerning maritime matters upon request from the Council or upon their own initiative.

SEC. 4. *Field organization*—(a) *General description.* The United States, its territories and possessions, are divided into Coast Guard Districts which are identified by a number. The central office for each district is known as the Coast Guard District Office. The various Coast Guard vessels and shore units come under the cognizance of the district in which geographically located, except for certain special units discussed in section 4F.

(b) *Coast Guard districts and offices.* The Coast Guard districts comprise the areas indicated and have offices as specified in the table as follows:

Coast Guard District and Address of Coast Guard District Office

Coast Guard district	Comprises	Address of Coast Guard district office
First	Maine; New Hampshire; Vermont except the counties of Orleans, Franklin, Grand Isle, Chittenden, and Addison; Massachusetts; Rhode Island; all U. S. Naval reservations on shore in Newfoundland.	1400 Customhouse, Boston 13, Mass.
Second	West Virginia; Kentucky; Tennessee; Oklahoma; Kansas; Nebraska; North Dakota; South Dakota; Iowa; Missouri; Pennsylvania south of latitude 41° N. and west of longitude 79° W.; those parts of Ohio and Indiana south of latitude 41° N.; Illinois, except that part north of latitude 41° N. and east of longitude 90° W.; Wisconsin south of latitude 46° 20' N. and west of longitude 90° W.; Minnesota south of latitude 46°20' N.; and those parts of Arkansas, Mississippi, and Alabama north of latitude 34° N.	232 Old Customhouse, 8th and Olive Sts., St. Louis 1, Mo.
Third	The counties of Orleans, Franklin, Grand Isle, Chittenden, and Addison in Vermont; Connecticut; New York, except that part north of latitude 42° N. and west of longitude 74°39' W.; New Jersey; Pennsylvania east of longitude 79° W.; Delaware, including Fenwick Island.	80 Lafayette St., New York 13, N. Y.
Fifth	Maryland, Virginia, North Carolina, and the District of Columbia.	Box 340, New Post Office Bldg., Norfolk 1, Va.
Seventh	South Carolina and Georgia; Florida, except that part west of the Apalachicola River; Panama Canal Zone; all of the island possessions of the United States pertaining to Puerto Rico and Virgin Islands; and all United States naval reservations in the islands of the West Indies and on the north coast of South America.	P. O. Box 378, Coconut Grove Station, Miami 33, Fla. (Dinner Key.)
Eighth	Texas and Louisiana; those parts of Alabama, Mississippi, and Arkansas south of latitude 34° N.; and that part of Florida west of the Apalachicola River.	P. O. Box 282, New Orleans 9, La. (Customhouse).
Ninth	Michigan; New York north of latitude 42° N. and west of longitude 74°39' W.; Pennsylvania north of latitude 41° N. and west of longitude 79° W.; those parts of Ohio and Indiana north of latitude 41° N.; Illinois north of latitude 41° N. and east of longitude 90° W.; Wisconsin, except that part south of latitude 46°20' N. and west of longitude 90° W.; and Minnesota north of latitude 46°20' N.	1700 Keith Bldg., Cleveland 15, Ohio.
Eleventh	New Mexico and Arizona; Clark County in Nevada; and the southern part of California comprising the counties of Santa Barbara, Kern and San Bernardino, and all counties south thereof.	706 Times Bldg., Long Beach 2, Calif.
Twelfth	Colorado and Utah; Nevada, except Clark County; and the northern part of California comprising the counties of San Luis Obispo, Kings, Tulare, and Inyo, and all counties north thereof.	907 Appraisers Bldg., 630 Sansome St., San Francisco 26, Calif.
Thirteenth	Washington, Oregon, Idaho, Montana, Wyoming, and the Territory of Alaska.	New World Life Bldg., 618 Second Ave., Seattle 4, Wash.
Fourteenth	Territory of Hawaii; and the Pacific Islands belonging to the United States west of longitude 140° W. and south of latitude 42° N.	P. O. Box 4010, Honolulu, T. H. (Federal Building).

(c) *District Organization*—(1) *District Commander.* The head of each Coast Guard district, with headquarters as indicated above, is officially designated as "Commander, ___ Coast Guard District." The district commander is also the captain of the port for the ports and adjacent navigable waters of the United States within the bounds of his district. Final authority for the performance within the confines of his district of the Coast Guard responsibilities and activities listed in Section 1 B is delegated to the district commander by the Commandant.

(2) *Chief of Staff.* The chief of staff performs duties as prescribed by the district commander and acts as district commander during the absence or disability of that officer, or in the event there is a vacancy in the office of the district commander.

(3) *District Office.* The immediate office of the district commander consists of the chief of staff, the director of the auxiliary, and the intelligence and law enforcement officer. In addition to the district commander's immediate office, the district office organization consists of the following operational and logistic divisions: Engineering Division; Finance and Supply Division; Operations Division; Merchant Marine Safety Division; and Personnel Division. The subdivisional organization of the district office parallels that of Headquarters.

(4) *Obtaining information.* Requests for services of operating units for the enforcement of law, patrol or regattas or marine parades, rescue of persons or property, etc., and for general information concerning Coast Guard functions, should be made to the appropriate district commander.

(d) *Marine inspection offices*—(1) *Location.* For purposes of administering the marine inspection activities, local marine inspection offices are established within the several Coast Guard districts. Each such office is responsible for inspectional activities within the adjacent geographical area. The location of these offices and the Coast Guard district in which located are specified as follows:

COAST GUARD DISTRICT, MARINE INSPECTION OFFICE, AND ADDRESS

Marine Inspection Office and Address

First Coast Guard District

Boston: 447 Commercial Street, Boston, Mass.

Portland: 76 Pearl Street, Portland 3, Maine.

Providence: 409 Federal Building, Providence 3, R. I.

Second Coast Guard District

St. Louis: 216 Old Customhouse, St. Louis 1, Mo.

Cairo: 425–427 New Post Office Building, Cairo, Ill.

Cincinnati: 748 Federal Building, Fifth and Main Streets, Cincinnati 2, Ohio.

Dubuque: 301 Post Office and Court House Building, Dubuque, Iowa.

Louisville: 606 Federal Building, Louisville 2, Ky.

Memphis: 822 Customhouse, Memphis 3, Tenn.

Nashville: 1018 Stahlman Building, Nashville 3, Tenn.

Pittsburgh: 1215 Park Building, Pittsburgh 22, Pa.

Point Pleasant: Post Office Building, Point Pleasant, W. Va.

Third Coast Guard District

New York: 80 Lafayette St., New York 13, N. Y.

Albany: 313 Federal Building, Albany 1, N. Y.

New London: 302 New Post Office Building, New London, Conn.

Philadelphia: 801 Customhouse, Second and Chestnut Streets, Philadelphia 6, Pa.

Fifth Coast Guard District

Norfolk: 204 Customhouse, Norfolk 1, Va.

Baltimore: 209 Chamber of Commerce Building, Baltimore, Md.

Seventh Coast Guard District

Miami: 501 Professional Building, Miami 32, Fla.

Charleston: 32 Customhouse, Charleston 3, S. C.

Jacksonville: 210 Federal Building, Jacksonville 1, Fla.

San Juan: Federal Building, San Juan, P. R.

Savannah: 205 Customhouse, Savannah 12, Ga.

Tampa: 406 Federal Building, Tampa 2, Fla.

Eighth Coast Guard District

New Orleans: 311 Customhouse, New Orleans 16, La.

Corpus Christi: 919 Jones Building, Corpus Christi, Tex.

Galveston: 232 Customhouse, Seventeenth Street and Avenue B, Galveston, Tex.

Houston: 310 Appraisers Store Building, 7300 Wingate Street, Houston 11, Tex.

Mobile: Federal Building, St. Louis and Michaels Streets, Mobile 2, Ala.

Port Arthur: 410 Bluestein Building, Port Arthur, Tex.

Ninth Coast Guard District

Cleveland: 1600 Keith Building, Cleveland 15, Ohio.

Buffalo: 440 Federal Building, Buffalo 3, N. Y.

Chicago: Customhouse, 610 Canal Street, Chicago 7, Ill.

Detroit: 430 Federal Building, Detroit 26, Mich.

Duluth: 311 Federal Building, Duluth 2, Minn.

Ludington: National Bank Building, Ludington, Mich.

Milwaukee: 533 Federal Building, Milwaukee 2, Wis.

Oswego: 205 Federal Building, Oswego, N. Y.

St. Ignace: Municipal Building, 396 North State Street, St. Ignace, Mich.

Toledo: 402 Courthouse and Customhouse, Toledo 2, Ohio.

Eleventh Coast Guard District

Long Beach: 1119 Times Building, Long Beach 2, Calif.

Twelfth Coast Guard District

San Francisco: 227 Appraisers Building, 630 Sansome Street, San Francisco, Calif.

Thirteenth Coast Guard District

Seattle: New World Life Building, Seattle 4, Wash.

Ketchikan: Federal Building, Ketchikan, Alaska.

Portland: 1005 Failing Building, Portland 4, Oreg.

Fourteenth Coast Guard District

Honolulu: 210 Federal Building, Honolulu, T. H.

(2) *Functions.* Each local marine inspection office is headed by an Officer in Charge, Marine Inspection, designated by the Commandant of the Coast Guard, who is responsible for the immediate direction of the marine inspection functions consisting of factory and shipyard inspections, inspection of vessels in order to determine that they comply with the applicable laws, rules, and regulations relating to safe construction, equipment, manning, and operation and that they are in a seaworthy condition for the services in which they are operated; the investigation of marine casualties and accidents and acts of negligence, incompetence, and misconduct committed by merchant vessel personnel; and the licensing, certificating, shipment and discharge of seamen; and the enforcement of vessel inspection, navigation, and seamen's laws in general in the areas over which he has jurisdiction. Final authority for the performance of these functions is vested in the officer in charge, marine inspection. He is also delegated authority to prescribe distinctive lights for ferryboats operated by different companies. Upon appeal, his decisions may be reviewed by the district commander, and may be further appealed to and reviewed by the Commandant.

(3) *Obtaining services or information.* (i) Requests for performance of such functions and for information as to legal requirements with which vessels must comply should be made to the appropriate marine inspection office. (ii) Matters of general information or interest to the maritime industry are published in the monthly publication, "The Proceedings of the Merchant Marine Council" which may be obtained from the Commandant, U. S. Coast Guard, Washington 25, D. C.

(e) *Boards of Marine Investigation.* A Board of Marine Investigation is appointed by the Commandant to investigate a marine casualty whenever, as a result of an investigating officer's report or for any other reason, it appears that such casualty is a major marine casualty and that further investigation would tend to promote safety of life and property at sea and would be in the public interest. A marine casualty is considered a major marine casualty whenever serious damage is indicated, or there has been loss of life or serious injury either to crew or passengers, or the circumstances or unusual conditions relating thereto are of such nature that proper investigation cannot be accomplished solely by an investigating officer. The function of such a board is to determine the cause of a particular casualty, i. e., whether due to failure of matériel or negligence of personnel, and to recommend what further action should be taken by the Coast Guard. Such boards do not have authority to order remedial or punitive action. They have power to administer oaths, summon witnesses, require persons having knowledge of the casualty to answer questionnaires, and to require the production of books, papers, documents, or any other evidence. The composition of such boards is three or more officers of the Coast Guard, usually the district commander and the officer in charge, marine inspection within whose jurisdiction the casualty occurred or was reported and one other officer. However, the Commandant may designate any three officers instead of the aforementioned.

(f) *Other district facilities* — (1) *Types.* For the purpose of discharging the various Coast Guard duties and responsibilities other than those pertaining to marine inspection, the several districts maintain and operate numerous floating and shore facilities of various types. These include operating units such as ships; aircraft; air, light, radio, and lifeboat stations; captain of the port offices; and logistics units such as recruiting and receiving stations; repair yards; and electronic repair shops. Each of these units is headed by a commanding officer or an officer in charge to whom is delegated final authority for the performance of the law enforcement, patrol of regattas or marine parades, and search and rescue functions coming within the scope of his activities. The commanding officers or officers in charge of certain units also are Representatives of the Captain of the Port.

(2) *Obtaining services or information.* Requests for the services of operating units for the enforcement of laws, search and rescue operations, and like operations within the capabilities of the unit may be made to the commanding officer of the local unit. However, conditions may prevent his acting on such request in which case request should be made to the appropriate district commander. Local operating units are usually listed in local telephone directories.

(g) *Group and Section Commanders.* (1) Several of the district facilities, described in paragraph (f), located in close proximity to each other are occasionally organized as a group, with the head of a group having the title of Group Commander. The

group commander is responsible to the district commander for the operations and activities of the Group. The commanding officers and officers in charge of the individual units making up the group are under the direction of the group commander.

(2) Outside the continental United States, all of the district facilities in a given geographic area may be organized into a section with the head of the section, the Section Commander, being responsible for the operations of all units in the section. The section is used only in those cases where a part of a district is separated from the rest of the district to an unusual extent, usually by great distance from the district office. There are presently three sections with Headquarters at Ketchikan, Alaska; San Juan, P. R.; and Guam, comprising Coast Guard activities in Alaska, the Caribbean, and Western Pacific Ocean, respectively.

(h) *Headquarters facilities.* (1) Certain logistics facilities, although within the geographical limits of the several districts, are directly under the cognizance of Headquarters. The major of these are: Coast Guard Academy, New London, Connecticut; Coast Guard Yard, Baltimore, Maryland; Coast Guard Supply Depot, Jersey City, New Jersey; Coast Guard Supply Depot, Alameda, California; Aircraft Repair and Supply Base, Elizabeth City, North Carolina; Coast Guard Training Station, Groton, Connecticut, and the various Examiner Offices. Several Merchant Marine Details located in foreign ports are likewise responsible to Headquarters. The location and address of a Headquarters' facility may be obtained from the Commandant or any Coast Guard district commander.

(2) *Examiner Offices.* Examiner offices are charged with conducting hearings in the adjudication of cases arising under Title 46 USC 239. The examiners assigned to these offices are appointed pursuant to the Administrative Procedures Act and are designated by the Commandant to hold required hearings. The examiners are under the administrative control of the Commandant and are responsible for the conduct of hearings and for the rendering of decisions upon completion of such hearings.

Dated: December 23, 1948.

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

[F. R. Doc. 48-11403; Filed, Dec. 29, 1948; 9:17 a. m.; 13 F. R. 8814, Dec. 30, 1948.]

Navigation and Vessel Inspection Circular No. 2-49

UNITED STATES COAST GUARD
Washington 25, D. C.
February 11, 1949

DOCUMENTS REQUIRED OF RADIO OFFICERS WHEN BEING SIGNED ON U. S. MERCHANT VESSELS

1. The purpose of this circular is to advise the shipping industry of the provisions of Public Law 525, 80th Congress, of which a copy is attached.[1] It will be noted that one of the requirements of this statute is that on and after April 1, 1949, "* * * it shall be unlawful to employ any person or for any person to serve as a radiotelegraph operator on any steamer or of any other vessel of over 100 gross tons carrying passengers for hire *who is not licensed by the inspectors (Coast Guard)*; and anyone violating this section shall be liable to a penalty of $100 for each offense."

2. It will be observed, too, that the license issued by the Coast Guard is not a certification of professional competency since this same Public Law 525 requires the applicant to possess a currently valid Federal Communications Commission first- or second-class radiotelegraph operator license as one condition precedent to the issuance of a Coast Guard license.

3. The documents which must be presented by a radio officer at the time of his engagement on and after April 1, 1949, are listed below for the information of ship masters, shipping commissioners, collectors and deputy collectors of customs acting as shipping commissioners, and others concerned.

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

[1] Public Law 525 is not reprinted here as it was published in the November issue of the Proceedings, page 193.

Document	*Reason*
(1) Coast Guard license as Radio Officer.	Required by statute (Public Law 525, 80th Cong.).
(2) FCC license as radiotelegraph operator.	Certifies professional competecy of operator. Coast Guard license as radio officer is valid only while operator continues to hold valid FCC license.
(3) A Continuous Discharge Book, *or* Certificate of Identification, *or* Merchant Mariner's Document representing such certificate.	Required by statute (Title 46, U. S. C., sec. 643).

Navigation and Vessel Inspection Circular No. 3-49

UNITED STATES COAST GUARD,
Washington 25, D. C., March 1, 1949.

STATEMENT OF POLICY REGARDING LICENSING OF ENGINEERS AND THE LICENSING OF ENGINEERS FOR SERVICE ON TOWING VESSELS ONLY

1. A survey has been made recently on the necessity for making certain changes in the requirements governing the licensing of engineers and for issuing original licenses as chief engineer of towing vessels only. This survey shows that, except in two or three localities, no change from the present regulations or policies or procedures is necessary or desirable. In order to meet the existing situation in these two or three localities, certain changes are required. Instructions have been issued to all Coast Guard field offices concerned with the licensing of merchant marine officers and the substance of these instructions is given below for the guidance of all persons interested and affected by them.

2. As a matter of general policy the Coast Guard will accept 4 years' service as oiler, fireman and/or water tender *on towing vessels* as qualifying for an original license as *chief engineer of towing vessels* of a horsepower commensurate with the experience of the applicant. This applies equally to steam or motor vessels but all the 4 years' service must have been on steam vessels for a steam license and on motor vessels for a motor license.

3. A person holding a license which is restricted to towing vessels only will have to qualify under existing regulations for any license not so restricted. As an example: A person who qualifies on 4 years' service as fireman or oiler on towing vessels of about 750 horsepower for a license as chief engineer of towing vessels only of not over 750 horsepower will also be eligible for an endorsement on this license as first assistant engineer of 750 horsepower without the towing vessel restriction under present regulations. In this case the horsepower limitation may be raised in the same manner as for all other licenses for limited horsepower

but the towing vessel restriction cannot be removed until the holder has served one year as chief or first assistant engineer while holding the license indicated above or otherwise meets the requirements for a raise in grade of the first assistant engineer's license under existing regulations.

4. The professional examination for engineers' licenses limited to 1,500 horsepower or less will be shorter and the questions given on the examinations will be the less difficult ones and those dealing with machinery usually found on smaller craft. Less emphasis will be placed on the subject of electricity and the subject of refrigeration has been deleted from the examinations entirely.

5. This new policy should not be construed as relaxing in any way the regular licensing regulations and procedures, but rather it is to set up a special category of engineers' licenses to meet an impending shortage of towboat engineers, especially to man steam tugs which normally carry only a chief engineer and one unlicensed man in the engine room. The Coast Guard's policy of giving consideration to service as oiler or fireman on small horsepower vessels on a half-time basis for raise in grade of licenses from first engineer to chief engineer of limited horsepower, provided this service is obtained while holding a license as first assistant engineer, will be continued.

6. Representation has been made to the Coast Guard that there is also a need to make public the existing policy with respect to the issuance of original licenses as chief engineer to cover small harbor craft other than towing vessels, such as, ferries and tankers which carry only a chief engineer and two or more unlicensed engine-room personnel. In the interest of safety it is not believed that the same amount of relaxation in service requirements for these types should apply. Consideration will be given to accepting 5 years' combined service as fireman and oiler, watertender, or junior engineer for an original license as chief engineer of limited horsepower: *Provided*, At least 2 of the 5 years were served as oiler, watertender or junior engineer. Also, it generally will be required that at least 2 of the 5 years' required service must have been on harbor type craft, and the applicant should present with his application a letter or letters from company officials or from officers of the vessels on which he has served attesting to his capability, sobriety, etc. The licenses issued under this policy will not be restricted to any type of vessel.

7. Related to the matter of issuing limited horsepower licenses is the conversion from gross tons to horsepower upon renewal of limited engineers' licenses. There have been a few complaints that the ratio for conversion and the exception thereto stated in the present regulations is unfair and takes away a certain amount of the authority or coverage formerly held. While the Coast Guard does not subscribe to this reasoning, a definite policy statement in this regard is believed desirable. The ratio for conversion as stated in the regulations will continue to be used and the exception to this ratio applied where indicated. In those cases where an applicant objects to the horsepower limit placed on his license as a result of these regulations by indicating that there are vessels of a larger horsepower he could have served on under the tonnage limitation, he will be advised that any well-founded request for an increase in horsepower will be granted without examination, if the horsepower requested does not exceed that found on vessels of equal or less tonnage than that for which he was formerly licensed. A letter from a company official to the effect that they desire to employ Mr. Jones who holds a 750-horsepower license on the tug *Sally* of 900 horsepower and 200 gross tons would be considered a reasonable request and will be granted, without examination; provided, the tonnage of the tug *Sally* is not more than the tonnage limitation which appeared on Mr. Jones' license before it was converted to horsepower. Normally such requests will be acted upon by Coast Guard Headquarters, but in urgent cases the local Officer in Charge, Marine Inspection, may grant the increase.

MERLIN O'NEILL,
Rear Admiral, U. S. Coast Guard,
Assistant Commandant.

Navigation and Vessel Inspection Circular No. 4–49

UNITED STATES COAST GUARD,
Washington 25, D. C., March 14, 1949.

PROCEDURE FOR ISSUANCE OF WAIVERS IN CASES OF RADIO OPERATORS BEING EMPLOYED AFTER APRIL 1, 1949

1. Navigation and Vessel Inspection Circular No. 3–48, dated May 11, 1948, in Part II sets forth the procedure for effecting individual waivers of navigation laws. This circular does not change that procedure. Rather, it sets forth the conditions under which such individual waivers may be applied for and granted in the case of radio operators being employed on U. S. merchant vessels after April 1, 1949, who have not received a Coast Guard license as required by Public Law 525—80th Congress.

2. On and after April 1, 1949, and until further notice, Commanders of Coast Guard Districts or their authorized representatives may approve requests for individual waivers in the case of radiotelegraph operators being employed on U. S. merchant vessels who have not received their Coast Guard license as radio officer: *Provided*, The radiotelegraph operator concerned has properly made or makes application for such license on the prescribed form (Coast Guard Form No. CG–866). The words "being employed" as used in this paragraph mean at the time of engagement or signing on in ports in the continental United States.

3. Applications for waivers may be made by owners, operators, agents, or masters of vessels concerned and shall be made on the same forms and in the same manner as now required for other individual waivers, except that the application for waiver shall show the name of the radio operator and the date on which he filed application for his Coast Guard license. These applications for waiver will be approved without delay unless the application for license was filed more than 90 days prior to the date of the waiver. In these cases Coast Guard officers concerned with approval will first check with Coast Guard Headquarters by dispatch or telephone to determine whether the issuance of a license to the particular operator has been disapproved.

4. It is believed that the granting of individual waivers in accordance with the procedure outlined above is necessary in the orderly reconversion of the merchant marine from wartime to peacetime operations, and that no delay to vessels and very little inconvenience will be caused thereby.

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

Equipment Approved by the Commandant

Approval of Equipment
[CGFR 49–6]

By virtue of the authority vested in me as Commandant, United States Coast Guard, 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, 60 Stat.

1097, 46 U. S. C. 1), as well as the additional authorities cited with specific items below, the following approvals of equipment are prescribed and shall be effective for a period of five years from date of publication in the Federal Register unless sooner canceled or suspended by proper authority:

BUOYANT CUSHIONS, NON-STANDARD

NOTE: Cushions are for use on motorboats of Classes A, 1, or 2 not carrying passengers for hire.

Approval No. 160.008/406/0, 15" x 15" x 2" rectangular buoyant cushion, 20 oz. kapok, flexible plastic film cover, plastic straps, heat sealed seams, stitched ending seam, American Pad and Textile Dwg. No. C–102, rev. December 21, 1948, and No. A–211 dated December 21, 1948, submitted by Sears, Roebuck & Co., Chicago, Ill., manufactured by The American Pad & Textile Co., Greenfield, Ohio.

Approval No. 160.008/407/0, 15" x 15" x 2" rectangular buoyant cushion, 20 oz. kapok, flexible plastic film cover, plastic straps, stitched seams, American Pad and Textile Co. Dwg. No. B–46, rev. March 6, 1946, and No. A–203 dated February 2, 1948, submitted by Montgomery Ward & Company, Chicago, Ill., manufactured by The American Pad & Textile Co., Greenfield, Ohio.

(54 Stat. 164, 166; 46 U. S. C. 526e, 526p; 46 CFR 25.4–1, 160.008)

LIFEBOATS

Approval No. 160.035/234/0, 24' x 7' x 3' steel, oar-propelled lifeboat, 30-person capacity, identified by Construction and Arrangement Dwg. No. 3266 dated January 10, 1949, manufactured by Welin Davit and Boat Division of Continental Copper & Steel Industries, 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, 76.16, 94.15, 113.10)

TELEPHONE SYSTEMS, SOUND POWERED

Approval No. 161.005/38/0, sound powered telephone station with internal ringer, selective ringing, common talking, desk type, Types 2, 8, and 17, Dwg. No. 70–529, Alt. O, manufactured by Henschel Corp., Amesbury, Mass.

(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)

VALVES, SAFETY RELIEF, LIQUEFIED COMPRESSED GAS

Approval No. 162.018/5/1, Type MS–8 American Car and Foundry pop type safety relief valve, liquefied petroleum gas service, steel body, synthetic rubber gasketed type, flanged connection, Dwg. No. 31–11869–D, dated December 17, 1948, approved for 3.44 square inches effective relief area, maximum allowable pressure 250 pounds per square inch, manufactured by American Car & Foundry Co., 30 Church Street, New York 8, N. Y.

(R. S. 4417a, and sec. 5 (e), 55 Stat. 244, as amended; 46 U. S. C. 391a, 50 U. S. C. 1275; 46 CFR Part 38)

RANGES, LIQUEFIED PETROLEUM GAS BURNING

Approval No. 162.020/5/0, Magic Chef gas range, Model No. 660, for liquefied petroleum gas service, approved by the American Gas Association, Inc., under certificate No. 11–(22–4.8 & –9.4).001, manufactured by the American Stove Co., 4931 Daggett Avenue, St. Louis 10, Mo.

Approval No. 162.020/6/0, Magic Chef gas range, Model No. 190, for liquefied petroleum gas service, approved by the American Gas Association, Inc., under certificate No. 11–(22–4.8 & –9.4).001, manufactured by the American Stove Co., 4931 Daggett Avenue, St. Louis 10, Mo.

Approval No. 162.020/7/0, Magic Chef gas range, Model No. 620, for liquefied petroleum gas service, approved by the American Gas Association, Inc., under certificate No. 11–(22–4.8 & –9.4).001, manufactured by the American Stove Co., 4931 Daggett Avenue, St. Louis 10, Mo.

Approval No. 162.020/8/0, Magic Chef gas range, Model No. 630, for liquefied petroleum gas service, approved by the American Gas Association, Inc., under certificate No. 11–(22–4.8 & –9.4).001, manufactured by the American Stove Co., 4931 Daggett Avenue, St. Louis 10, Mo.

Approval No. 162.020/9/0, Magic Chef gas range, Model No. 180, for liquefied petroleum gas service, approved by the American Gas Association, Inc., under certificate No. 11–(22–4.8 & –9.4).001, including supplementary certificate Serial No. 1, manufactured by the American Stove Co., 4931 Daggett Avenue, St. Louis, 10, Mo.

Approval No. 162.020/10/0, Magic Chef gas range, Model No. 391, for liquefied petroleum gas service, approved by the American Gas Association, Inc., under certificate No. 11–(22–4.8 & –9.4).001, including supplementary certificate Serial No. 1, manufactured by the American Stove Co., 4931 Daggett Avenue, St. Louis 10, Mo.

Approval No. 162.020/11/0, Magic Chef gas range, Model No. 640, for liquefied petroleum gas service, approved by the American Gas Association, Inc., under certificate No. 11–(22–4.8 & –9.4).001, including supplementary certificate Serial No. 1, manufactured by the American Stove Co., 4931 Daggett Avenue, St. Louis 10, Mo.

Approval No. 162.020/12/0, Magic Chef gas range, Model No. 191, for liquefied petroleum gas service, approved by the American Gas Association, Inc., under certificate No. 11–22–3.801, manufactured by the American Stove Co., 4931 Daggett Avenue, St. Louis 10, Mo.

(R. S. 4417a, 4426, 49 Stat. 1544, 54 Stat. 1028, and sec. 5 (e), 55 Stat. 244, as amended; 46 U. S. C. 367, 391a, 404, 463a, 1333, 50 U. S. C. 1275; 46 CFR 32.9–11, 61.25, 95.24, 114.25)

DECK COVERING

Approval No. 164.006/38/0, "Marbleloid," magnesite type deck covering identical to that described in National Bureau of Standards Test Report No. TG10230–12: FP 2687, dated February 4, 1949, approved for use without other insulating material as meeting Class A–60 requirements in a 1½ inch thickness, manufactured by Marbleloid, Inc., 2040 Eighty-eighth Street, North Bergen, N. J.

(R. S. 4417a, 426, 49 Stat. 1384, 1544, 54 Stat. 346, 1028, and sec. 5 (e), 55 Stat. 244, as amended; 46 U. S. C. 367, 369, 391a, 404, 463a, 1333, 50 U. S. C. 1275; 46 CFR 164.006)

BULKHEAD PANELS

Approval No. 164.008/24/1, "Kaylo", inorganic composition board type bulkhead panel with wood, steel, or equivalent veneer on both sides identical to that described in National Bureau of Standards Test Report No. TG10230–7: FP2635, dated July 22, 1948, approved as meeting Class B–15 requirements in a ⅜-inch thickness, exclusive of the veneer, manufactured by United States Plywood Corp., 55 West Forty-fourth Street, New York 18, N. Y.

(R. S. 4417a, 4426, 49 Stat. 1384, 1544, 54 Stat. 346, 1028, and sec. 5 (e), 55 Stat. 244, as amended; 46 U. S. C. 367, 369, 391a, 404, 463a, 1333, 50 U. S. C. 1275; 46 CFR Part 144)

Dated: March 21, 1949.

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

[F. R. Doc. 49–2240; Filed, Mar. 24, 1949; 9:00 a. m.; 14 F. R. 1366, Mar. 25, 1949.]

CERTIFICATION OF ARTICLES OF SHIPS' STORES AND SUPPLIES

Articles of ships' stores and supplies certificated from February 25, 1949, to

March 25, 1949, 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 are as follows:

Brilco Laboratories, 1553 63d St., Brooklyn 19, N. Y. Certificate No. 272, dated March 10, 1949, "Brilco Sludge Solvent."

Sentinel Chemical Co., 1780 11th St., Oakland 7, Calif. Certificate No. 273, dated March 18, 1949, "Sentinel All Purpose Metal Polish."

Deco Products Co., Inc., 421 West 126th St., New York 27, N. Y. Certificate No. 274, dated March 21, 1949, "Cresolene Disinfectant."

AFFIDAVITS

The following affidavits were accepted from February 15 to March 15, 1949:

The Baldwin Locomotive Works, Eddystone Division, Philadelphia, 42, Pa. Castings.

Cla-Val Co., P. O. Box 949, 1600 Orange St., Alhambra, Calif. Valves and fittings.

Heat Transfer Products Corp., Carbondale, Pa. Flanges.

John H. Mathis Co., Point and Erie Sts., Camden, N. J. Pipe fittings.

Meier & Oelhaf Co., 177–179 Christopher St., New York 14, N. Y. Valves.

New York Shipbuilding Corp., Camden, N. J. Valves, flanges, pipe fittings, and forgings.

Phoenix Manufacturing Co., Box 70, Catasauqua, Pa. Flanges.

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 from February 15 to March 15, 1949, is as follows:

The Luckenheimer Co., P. O. Box 360, Annex Station, Cincinnati 14, Ohio. Heat Nos. 330 to 334, inclusive.

H. B. Sherman Manufacturing Co., 22 Barney St., Battle Creek, Mich. Heat Nos. 682 to 685, inclusive.

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 lists and is for the use of Coast Guard personnel in their work of inspecting merchant vessels. Other electrical items not contained in this pamphlet and subsequent listings may also be satisfactory for marine use, but should not be so considered until the item is examined and listed by Coast Guard Headquarters.

Before listings of electrical appliances are made it is necessary for the manufacturer to submit to the Commandant (MMT), United States Coast Guard Headquarters, Washington 25, D. C., duplicate copies of a detailed 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.:					
Running light panel, semiautomatic, for double lens type navigation lights, Cat. No. 596, 115 volts d. c. and 115 volts a. c., dwg. No. 8446, Alt. 1	X	X			2/9/49
Felbick Electric Co., Union, N. J.:					
Running light panel, automatic, 115 V and 220 volt d. c. and 115 volt a. c., for 50-watt and 100-watt lamps, for double filament and for double lens types navigation lights, 4 to 11 circuits, dwg. No. 205, Alt. 0	X	X			3/1/49
Running light panel, semiautomatic, 115 volt and 220 volt d. c. and 115 volt a. c. for 50-watt and 100-watt lamps, for double filament and for double lens types navigation lights, 4 to 11 circuits, dwg. No. 206, Alt. 0	X	X			3/1/49
Henschel Corp., Amesbury, Mass.:					
Running light panel, nonautomatic, for double lens type navigation lights, 5-circuit, 115 volts d. c., dwg. No. 40-035-1, Alt. 0	X	X			3/2/49
Whistle timer, 115 volts, a. c. or d. c., dwg. No. 40-059, Alt. 0	X	X			3/15/49
Lovell-Dressel Co., Inc., Arlington, N. J.:					
Combined morse signal and loading light, watertight, Cat. No. 959, dwg. No. M-5389, Alt. 1	X	X	X		2/16/49
Morse signal light, watertight, Cat. No. 950MC, dwg. No. M-5376, Alt. 0	X	X	X		2/21/49
Cargo hold lighting fixture, watertight, 1 100-watt lamp max., dwg. No. M-5399, Alt. 0	X	X	X		2/21/49
Murlin Mfg. Co., Philadelphia, Pa.:					
Bulkhead lighting fixture, indirect, nonwatertight, 1 100-watt lamp max., dwg. No. 1304, Alt. 0	X				3/15/49
Bulkhead lighting fixture, nonwatertight, 1 40-watt lamp max., dwg. No. 1317, Alt. 0	X				3/15/49
Bulkhead lighting fixture, nonwatertight, 1 40-watt lamp max., dwg. No. 1318, Alt. 0	X				3/15/49
Chandelier, semidirect, nonwatertight, 8 60-watt lamps max., dwg. No. 1239-1, Alt. 0	X				3/29/49
Chandelier, semidirect, nonwatertight, 4 100-watt lamps max., dwg. No. 1277, Alt. 0	X				3/29/49
Table lamp, nonwatertight, 2 60-watt lamps max., dwg. No. 1321, Alt. 0	X				3/25/49
Ceiling light, nonwatertight, 3 60-watt lamps max., dwg. No. 1216-1, Alt. 0	X				3/29/49
Table lamp, nonwatertight, 2 60-watt lamps max., dwg. No. 1322, Alt. 0	X				3/29/49
Floor lamp, nonwatertight, 2 75-watt lamps max., dwg. M 1323, Alt. 0	X				3/29/49
Pilot Marine Corp., New York, N. Y.:					
Salinity indicator, model S3A1, 1 cell, circuit diagram, dwg. No. PM-650 G, Alt. 7	X	X			3/15/49
Raymond Rosen Engineering Products, Inc., Philadelphia, Pa.:					
Running light indicator panel, 8-circuit 115 volts d. c., dwg. No. 9-0050, Alt. B	X	X			2/24/49
Sig-Trans, Inc., Amesbury, Mass.:					
Vibrating bells and buzzer, watertight, types B, 3, 6, BP, 3P, and 6P, 115 volts d. c. and 115 volts 60 cycles a. c., dwg. No. D-100, Alt. 2	X	X	X		3/23/49
Vibrating bells, watertight, types 8, 10, and 12, 115 volts d. c. and 115 volts 60 cycles a. c., dwg. No. D-101, Alt. 2	X	X	X		3/23/49
The Simes Co., College Point, L. I., N. Y.:					
Deck lighting fixture, nonwatertight, 2 100-watt lamps max., dwg., No. 43985, Rev. 1/5/49	X				2/15/49
Ceiling lighting fixture, nonwatertight, 1 100-watt lamp max., dwg. No. 43875-R, Alt. 0	X				3/22/49
Ceiling lighting fixture, nonwatertight, 1 100-watt lamp max., dwg. No. 43893-R, Alt. 0	X				3/22/49
Charles Wagner Mfg. Co., Inc., Brooklyn, N. Y.:					
Switch, nonwatertight, single pole, 10 amperes, 125 volts, surface and flush mounted, dwg. No. M-4015/M-4015½, Alt. 0	X				3/15/49
Receptacle, nonwatertight, 10 amperes, 125 volts, surface and flush mounted, dwg. No. M-4016/M-4016½, Alt. 0	X				3/15/49
Pushbutton, interior communication, nonwatertight, 12-volt maximum, surface and flush mounted, dwg. No. M-4017/M-4017½, Alt. 0	X				3/15/49

Merchant Marine Personnel Statistics

NOTE.—Statistics regarding "Merchant Marine Licenses Issued During February 1949" not available for printing this month.

ORIGINAL SEAMEN'S DOCUMENTS ISSUED MONTH OF FEBRUARY 1949

Region	(1) Staff officer	(2) Continuous discharge book	(3) United States 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 bays and sounds [1]	(9) AB seagoing barges	(10) Lifeboatman	(11) Q. M. E. D.	(12) Radio operators	(13) Certificate of service	(14) Tankerman
Atlantic coast	50	1	547	190	78	4	1	2	.....	267	133	10	394	17
Gulf coast	6	6	291	46	16	2	.....	.....	.....	20	74	2	217	16
Pacific coast	18	1	411	86	62	4	1	.....	.....	276	68	3	332	4
Great Lakes and rivers	.....	1	299	15	24	18	.....	.....	.....	22	67	.....	271	22
Total	74	9	1,548	337	180	28	2	2	0	585	342	15	1,214	59

[1] 12 months, vessels 500 gross tons or under not carrying passengers.
NOTE.—Columns 4 through 14 indicate endorsements made on United States merchant mariner's documents.

WAIVERS OF MANNING REQUIREMENTS FROM FEBRUARY 1 TO FEBRUARY 28, 1949

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	1	.....	.....	.....	.....	.....	1	.....	.....	1
Gulf coast	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pacific coast	4	.....	.....	.....	1	.....	2	1	1	5
Great Lakes	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	5	.....	.....	.....	1	.....	3	1	1	6

NOTE.—In addition, individual waivers were granted to permit the employment of 10 able seamen holding certificates for "any water—12 months" in excess of the 50 percent authorized by general waiver.

CREW SHORTAGE REPORTS FROM FEBRUARY 1 TO FEBRUARY 28, 1949

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	2	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	2	.....	4
Gulf coast	1	.....	.....	.....	.....	1	1	.....	.....	.....	.....	.....	.....	2
Pacific coast	3	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	5	.....	6
Great Lakes	3	.....	.....	.....	.....	.....	.....	1	1	.....	.....	2	.....	4
Total	9	.....	.....	.....	.....	3	2	1	1	.....	.....	9	.....	16

INVESTIGATING UNITS

Coast Guard Merchant Marine Investigating Units and Merchant Marine Details investigated a total of 570 cases during the month of January 1949. From this number hearings resulted involving 15 officers and 48 unlicensed men. In the case of officers, 1 license was ordered revoked, 4 were suspended, 10 were suspended with probation granted, 2 were voluntarily surrendered, and 3 cases were dismissed. Of the unlicensed personnel, 6 certificates were revoked, 13 were suspended, 13 were suspended with probation granted, 11 were voluntarily surrendered, 8 were closed with admonition, and 5 were dismissed after hearing.

It can happen to you!
Be CAREFUL

U. S. GOVERNMENT PRINTING OFFICE: 1949