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MERCHANT MARINE COUNCIL
UNITED STATES COAST GUARD

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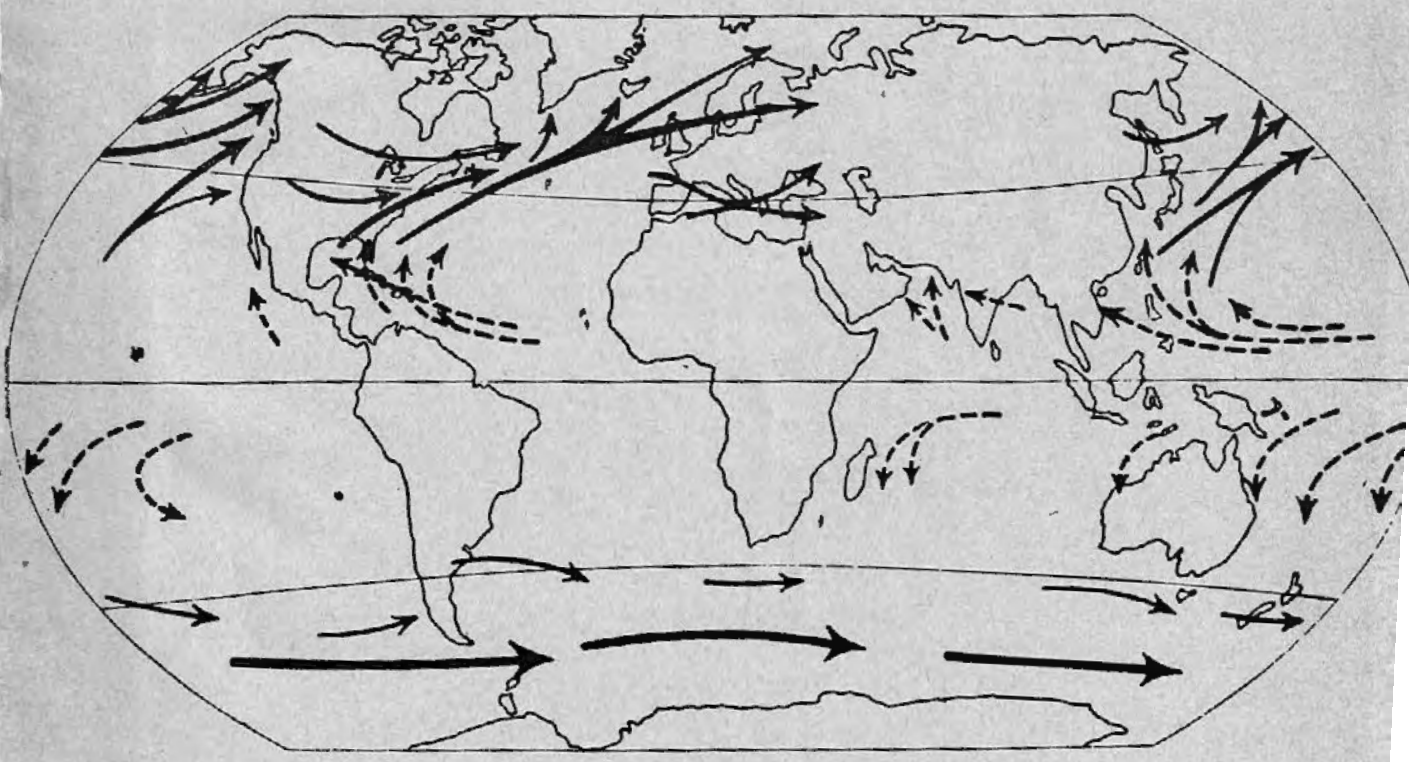

PRINCIPAL TRACKS OF CYCLONES

PRINCIPAL TRACKS OF HURRICANES

Proceedings of the

MERCHANT MARINE COUNCIL

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The Merchant Marine Council of the United States Coast Guard

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A: a, aa, b, c, d, dd (2); remainder (1).
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D: i (5); remainder (1).
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COUNCIL ACTIVITIES

Under "Council Activities," in the December, 1952 issue of the "Proceedings," reference was made to Navigation and Vessel Inspection Circular No. 11—52, which was inadvertently omitted from that issue. Navigation and Vessel Inspection Circular No. 11—52 may be found on page 13 of this issue.

Information was recently received to the effect that the Department of State instructed the American Embassy at London to notify the British Foreign Office of the extension of the International Convention for the Safety of Life at Sea, 1948, by the United States to Alaska, Hawaii, and Puerto Rico, effective November 19, 1952, the date on which the Convention requirements went into force.

Attention is invited to the following lifesaving signals which became effective November 19, 1952, in lieu of those printed on Poster CG-811, Instructions for the Use of the Gun and Rocket Apparatus for Saving Life From Shipwreck as Practiced by the United States Coast Guard:

Signals to be used by lifesaving stations when communicating with ships in distress and by ships in distress when communicating with lifesaving stations are:

(1) Replies from shore station to distress signals made by a ship:
(a) *Signal:*
By day; white smoke signal. By night; white star rocket.
(b) *Signification:*
You are seen. Assistance will be given as soon as possible.

(2) Landing signals for the guidance of small boats bringing away the crew of a wrecked ship:
(a) *Signal:*
By day; vertical motion of a white flag or the arms. By night; vertical motion of a white light or flare. A range (indication of direction) may be given by placing a steady white light or flare lower and in line with the observer.
(b) *Signification:*
This is the best place to land.
(c) *Signal:*
By day; horizontal motion of a white flag or arms extended horizontally. By night; horizontal motion of a white light or flare.
(d) *Signification:*
Landing here highly dangerous.
(e) *Signal:*
By day; horizontal motion of a white flag, followed by the

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THE MASTER'S DILEMMA

The master's basic responsibility is twofold, namely, (1) to transport cargo or passengers as safely, efficiently, and economically as possible; (2) to see that the vessel in which the cargo and passengers are carried is properly kept up, safely navigated, and efficiently operated.

Ordinarily the problem of carrying out this duty and responsibility is sufficiently complex in itself. During the winter months, adverse weather conditions lead to added complications. Because of adverse weather conditions, yearly, a number of ships sink, founder, crack, break in two, or suffer heavy weather damage. Then, a slight misjudgment on the master's part and anything might happen. Passengers and crew members may be severely injured. The cargo may be badly damaged or lost. The vessel itself may be seriously battered or sunk.

To lessen the possibility of heavy weather damage, modern ships have been built to specifications incorporating safety features designed to lessen the effects of heavy weather. Load lines have been established for each type of vessel and each season, and cargo loading techniques and distributions have been published in guidance manuals for the better protection of the vessel. Recommended steamer tracks are also readily available. Still, the possibility continues. No definite means of avoiding heavy weather damage have been found to date, and no "sure" solution is in sight.

This leaves the master with a choice of attempting to avoid exceedingly strong winds and seas or risking that he can pass through them safely. The choice is his, but the wisest, the safest, and the most economical choice is to avoid dangerous storm areas. And, it can be done by the master deciding upon an ocean track after due consideration of weather conditions between the points of departure and destination. The course chosen may not be the shortest in miles, but, most likely, it will prove to be the shortest in time.

It should be fairly obvious, safety is directly related to economy. Loss of time and fuel in battling storms, weather damage to the cargo or the vessel, and injuries among passengers and crew result in needless expense. Any master who neglects safety to try to make port on schedule, and then arrives with a weather beaten hulk that is plastered with law suits and repair bills will not be greeted with delight by his marine superintendent. The neglect of safety is the neglect of economy. Unless both safety and economy are properly balanced, the master's twofold responsibility is only partly fulfilled.

Of course, there will be times when even the most astute master will find himself facing exceedingly strong winds and seas. He may, at the last minute, manage to change course and skirt the fringes of the storm. If he isn't able to, he then must exercise his ability and judgment to the utmost in (1) giving nature its due respect, and (2) the manner of handling his vessel.

Ship handling and respect of nature are closely interrelated. To give mother nature its due respect, it is necessary to know and understand the elements and their effect upon the ocean surface. This in turn will affect the method whereby the particular vessel is handled, for with respect of nature, a master will not foolishly pound his vessel to pieces.

Here, the modern master is more fortunate than his predecessors.

During the time when ships were driven by wind and sail, the old-timers *had* to spend year upon year observing nature's whims and the intricacies of the sea, until, in time, they could look over the side or up at the sky and know from the appearance of the sea and sky many things about the weather's past and future. Today, good weather information is readily and periodically available over the radio. Moreover, studies over the past decades now make it possible for the modern master to look over the side or up at the sky and interpret the same signs that were so important to the sailors of old without having to spend years at sea studying the mysteries in and above the watery mass about him. So, by combining information received in weather broadcasts with the personal "know-how" of weather which he can readily acquire, the modern master may quickly learn how best to lessen, if not entirely escape, the effects of adverse weather.

Take the sea.

Very much like the human face, the face of the sea can be read, and each day at sea brings its opportunity to explore some of her secrets. There might appear to be nothing but confusion in the constantly rising and falling surface of the ocean. Its smoothness may be unmarred but for occasional whitecaps dotting the surface and breaking into foam. Yet, in this watery maze lie important weather clues.

Each ripple, each wave, each swell has its meaning. Each provides a valuable clue.

To the curious, the sea tells a story of how hard the wind is blowing, how long it has blown and just where it has been blowing. Even the effects of one or more storms can be observed in the irregular billowing and hollowing of the sea. Wave shapes give a hint of the type of storm that formed

"ABOVE AND BEYOND THE CALL"

Many are the commendations awarded to personnel of the Armed Forces for outstanding and meritorious performance of duty or for action above and beyond the call of duty. In a recent casualty aboard a U. S. vessel, the gallant action by the Third Assistant Engineer is believed to be well worthy of such commendation.

The motor vessel *Del Sol*, a Diesel C–1 cargo vessel was proceeding up the Congo River in the vicinity of Boma, Belgian Congo. Mr. Preston R. White, Third Assistant Engineer, was on throttle watch and had been informed that the vessel was about to change pilots. While he was in the process of arranging his engines for maneuvering by leaving the starboard engine turning ahead, disengaging the port engine, and placing its controls in the astern position ready to be started immediately on receiving notice from the bridge, an explosion occurred in the main starting air line. A vertical 2-foot section of 4-inch steel pipe in the 250-pound compressed airline burst into large jagged pieces of flying metal which struck White, shattering his left forearm and nearly severing his right upper arm. White was the only person on the operating platform, and despite his crippled and hemorrhaging condition, he pushed the controls of both engines to the neutral position with his knees, then by using his head and shoulders rang off the telegraph to notify the bridge. By this time the First Assistant Engineer arrived at the scene, and White, unassisted, climbed out of the machinery space to the Purser's room where he collapsed from shock and loss of blood.

The courage displayed by this Engineer in placing the safety of his ship above that of his own person is in keeping with the highest traditions of the American Merchant Marine.

them. A smooth rolling swell announces that heavy surf will be on the shore in its path. The direction in which a swell travels spells which side of a harbor will be protected. Wave action on the water surface even discloses reefs and other dangers to a sea traveler. All these and many more bits of sea lore can be learned by watching the ocean.

As for wind, it too follows discernible patterns.

Warm air rising over the equator results in low barometric pressure. Cold air sinking over the polar regions results in high barometric pressure. Since air has a tendency to flow from high pressure areas to low pressure areas, there is a tendency for cold air to flow from the poles toward the equator at low levels and for warm air to flow from the equator to the poles at high levels. Part of this air flow towards the poles sinks at about latitude 30°, building up high pressure belts in that region. The remainder of the air continues its flow toward the poles, finally sinking at the poles to contribute to the high pressure dome already existing there.

Thus, the earth's surface is covered with varying pressure bands. Since air flows from zones of high pressure to those of low pressure, and since the earth's rotation from west to east tends to deflect winds to the right in the Northern Hemisphere and to the left in the Southern Hemisphere, the result is a series of bands about the earth, each of which has characteristic winds. (See back cover.) Thus we have the Trades, Easterlies, and Westerlies.

In the Northern Hemisphere, dangerous winds occur when the accumulation of cold air over the polar regions; i. e., above latitude 60° N.—begins to break through what is known as the Polar Front. The Polar Front, a belt of low barometric pressure in the vicinity of latitude 60° N., separates air masses of polar origin from air masses of tropical origin. From the North Pole to the Polar Front the prevailing winds are known as Northeasterlies. To the south of the Polar Front the winds are prevailing Westerlies. Whenever cold air breaks through the Polar Front, the northeasterly wind current from the Pole then breaks into the area of prevailing westerly wind. The westerlies are deflected and become south westerlies, causing an adjacent sector of the Polar Front to retreat toward the north. (See figs. 1–2.) We then have an apparent counterclockwise rotation of winds, and a cyclonic storm is in the making.

Cold air from the north continuing south rides under and displaces the warm air ahead of it to form a cold front. Warm air from the south, in turn, moves north to replace the receding cold air. This forms a warm front. At the intersection of the two fronts, warm air is lifted, causing a center of low atmospheric pressure.

As more and more of the warm air flows up over the warm front, the center of the lowest pressure moves

FIGURE 1.

in the direction of the warm air current. Thus, the westerly winds of the Northern Hemisphere cyclone impel the cyclone eastward. From here the cyclone develops, occludes and dies out.

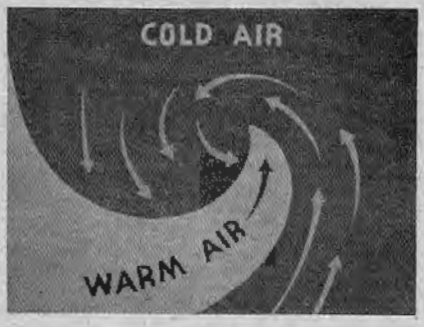

FIGURE 2.

Generally cyclones travel in "families" of three to five, following one another across the earth. Upon reaching their greatest violence, they then disappear in the low pressure areas near Iceland or the Aleutian Islands as shown on the front cover. Danger of heavy weather damage always exists when sailing waters churned by cyclones, for the resultant winds and seas test the master's weather eye and challenge his seamanship.

Now, good seamanship does not necessarily mean sailing through a strong blow bow on into the sea. The practice of meeting dangerous seas bow on dates back to the time when ships were bluff-bowed and sail propelled. When such vessels were held up to the wind and sea by their sail and helm, they had little or no headway. Whenever they started to fall off, a hard helm usually sufficed to bring them back to meet the sea. For them, heading into the sea was an ideal way of riding out a strong blow.

Modern vessels are different. They carry no sail, and they are usually long and sharp-bowed. Moreover, modern steamers have a deeper design draft aft. The customary deep draft aft and the natural drag of the propeller tend to hold their stern up to the sea. They, consequently, have a tendency to fall off when the sea is on the bow. To head one into the sea requires sufficient steering power for the rudder to hold the vessel's bow on. When this is done, the vessel is forced into the sea to some degree. Sufficient steering power may be developed at a relatively low speed, but even this speed creates a severe strain on the vessel. The rougher the weather, the rougher the seas, the more force it takes to hold the vessel in this position, and the greater the strain to which it is subjected. Consequently, there is a definite danger in pounding into a heavy sea with the modern steam vessel when the weather is too heavy for her to continue on her course.

Ship length, wave period, and speed are important factors to be considered when heading into a rough sea. Small, short ships in a long sea can be perfectly comfortable while longer and larger ones make very bad weather. A small craft can climb up and over a wave, riding the slopes, while larger craft will hog and sag, pitch, and in general be subjected to all the dangers of weather damage. If the speed is such that the wave period corresponds to the period of roll for the vessel, unless speed is decreased, and the relative wave period shortened, the vessel will be subjected to the maximum roll she is capable of. Excess speed will likewise create severe pounding.

A number of modern masters, cognizant of the differences between power propelled and sail propelled vessels have experimented with other methods of riding out rough seas. Due to their experiences, opinion is now gaining ground that the present day power-propelled steamers should run slowly before a sea or lie to with the sea astern or on the quarter.

They found that when a steamer is left to herself in a seaway, she will fall off until the sea is abaft the beam. There's a deep roll, but usually an easy roll, with little water taken on board.

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THE COAST GUARD SECURITY SCREENING PROGRAM

The Marine Cooks and Stewards Union recently made an elaborate protest to the United Nations, charging that the Security Program instituted by the Coast Guard to screen communists and other subversives off our shipping is exclusively intended to "break" Maritime Labor Unions. The United States Government has made a detailed reply to these charges. This reply which was recently presented to the United Nations and which was prepared by Mr. Geoffrey J. Lanning, Assistant Chief Counsel of the Coast Guard, is printed herein because of its wide general interest.

For simplicity the Appendices referred to in the reply have been omitted from this reprint. Footnotes may be found on pages 8 and 9.

STATEMENT OF THE UNITED STATES GOVERNMENT

The letter sent by Hugh Bryson, President of the Marine Cooks and Stewards Union (hereinafter referred to as the MC&S), alleged that the maritime security program has been operated by the United States:

> "1. To blacklist from the maritime industry and ultimately from all employment, those maritime trade unionists who differ with the policies of the administration in power.
>
> "2. To interfere in the internal affairs of trade unions by penalizing adherents to policies of the democratically elected officials, carrying out the democratically determined programme of the membership where those policies are critical of or opposed to the policies of the administration in power.
>
> "3. To create an atmosphere of fear, hysteria and intimidation of such character as to prevent maritime workers, and ultimately all workers, from engaging in the activities of ordinary citizens, such as electioneering in political campaigns, association with others in petitioning the government for redress of grievances, attending courses of education, reading periodicals and other literature of their own choice, and combating racial discrimination and hatred."

After the foregoing statement as to the maritime security procedure in the United States, the document proceeds with more specific criticisms of the program purporting to elaborate on or sustain the foregoing statements.

There is no question that the United States Government has the right to take adequate precautions against sabotage or subversive activity in its maritime facilities. No provision of Convention No. 87, the U. N. Charter or General Assembly Resolution No. 128 is in any way inconsistent with the legitimate exercise of that right. The allegations tacitly concede this right. The charge then is, in effect, that the program is an attempt, under the guise of legitimate security procedures, to blacklist certain individuals and members of certain unions who differ with the "Policies of the administration in power." The ultimate aim of the program is alleged to be to create such an atmosphere as to keep maritime workers and ultimately all workers from exercising their rights as citizens.

It is not necessary to elaborate on the fact that a grave emergency exists in the world today. United States' forces, along with other U. N. forces, are engaged in resisting Communist aggression in Korea. The nature of the United States commitment to the United Nations with respect to the Korean situation, NATO, and the policies directed towards prevention of further totalitarian aggression place an especial burden on the maritime industry in the United States. Preservation of the security of our ships and maritime facilities is important not only to the security of the United States but to the security of the rest of the free world. Further, the United States Government believes it unnecessary to do more than state the fact that traitors, spies, saboteurs, and active Communists,[1] constitute a threat to maritime security, and rightfully are denied security clearance under Reg. § 121.13 (d), and 125.29.

The Maritime Security Regulations were designed to help insure the safety of the United States, by including among the conditions of employment in the American Merchant Marine, the requirement that the individual not consititute a security risk to the United States by reason of his recent or current affiliation with Communist, fascist, or other subversive groups, or otherwise. This is a very moderate, and reasonable safeguard, for the screened seaman is not denied a right to employment in all industry, but only the Merchant Marine, which the United States Government has long recognized as a more vital industry, from a security standpoint, than ordinary industry. This is evidenced by the subsidies extended the maritime industry by statute,[2] and the stated policy of Congress that the Merchant Marine shall be capable of being an auxiliary of the Army and Navy in time of war.[3] A seaman has only a conditional privilege, and not a right, to employment in the Merchant Marine, as shown by the various conditions as to experience, physical condition,[4] and security clearance,[5] which must be met in order to be permitted employment on American ships. Yet he is not initially barred from such employment until careful examination of all information available to the government fails to reveal that he is sufficiently trustworthy from a security standpoint to serve in our Merchant Marine. Even then, he is permitted to make a full statement of his side of the case, and is offered an elaborate appeal process which in fact has cleared about 75 percent of those whose appeals have been acted upon.

Not only do the Maritime Security Regulations have this legitimate, and vital purpose, but in actual operation they are aimed only at protection of maritime security, not "to blacklist" legitimate trade unionists. And the procedures contain provisions designed to protect both the liberties of the individual trade unionists, and trade union rights in general:

The United States Government has previously communicated to the ILO the circumstances under which the security program came into being, and the procedures established. (See Document G. B./L. S./11/Case 33/D.1 2d Session. pp. 10–14.) An examination of those regulations on their face reveals that the trade unionist who applies for security clearance is given all possible procedural protections with but two limitations. That is, he is permitted to state his case at an open hearing at which a record is taken, is given the right of counsel, is denied clearance only on the basis of specifically stated grounds for denial and is given two appeals before

impartially selected, fair and objective tribunals. The two restrictions are that he is gven only a general statement of the charges against him, when he is found to be a security risk, and is not confronted by the confidental witnesses and secret evidence against him. That qualified limitation on his protections is necessary to the security of the United States, which relies for much of its protection against espionage and sabotage on confidental sources of information which would be destroyed if produced in open hearing.

The procedures, themselves, evidence that they are only aimed at maritime security, for security clearance may be denied only for the reasons stated in parts 121.13 (d) and 125.29, which specifically omit labor union activity, and administrative practice closely adheres to this requirement. Union membership is never, at any time, a criterion for security denial, and at no time prior to application for an appeal hearing is an attempt made to ascertain union affiliation. The individual is asked about union affiliation at the time of appeal only so that a member of his union may be selected as the labor member of the appeal board. Nor are officials of any union categorically barred from membership on the appeal boards. No union official is denied the privilege of serving on appeal boards because of his union activity, but only if he is ineligible for security clearance. Obviously, appeal board members must themselves be cleared for the handling of secret files, as we could not afford to have our sources of information revealed.

Not only the regulations on their face, but intrinsic facts reveal the invalidity of the charges made against the Maritime security program. The program was originally established by a voluntary agreement of labor and management,[4] was later authorized by Congress,[5] and the great majority of trade unions and trade unionists in this country have accepted it, and still support it.[6] In fact the only substantial opposition to the maritime security program has come from the Marine Cooks & Stewards Union, and the International Longshoremen's and Warehousemen's Union, the leadership of both of which organizations has consistently followed the Communist line, and fought for, and served the purposes of Communism. Neither the Congress of Industrial Organizations (CIO) nor the American Federation of Labor (AFL) has felt that trade union rights were impaired, either substantively, or in the program's procedures and both have given it their cooperation and support.

Examination of the statistics of the program make it apparent that no major element of the membership of any important maritime union could have been denied security clearance. While there is no breakdown of these figures in terms of union affiliation, in view of the policy against making union membership a relevant factor in screening, the fact that over 99½ percent of applicants have been given security clearance makes it evident that large numbers of the membership of even the Marine Cooks and Stewards must have been cleared. The figures as of May 1, 1952, as to numbers of individuals screened and cleared are stated below. Note that only 2,531 individuals out of 484,670 screened have been denied clearance; i. e., about one-half of one percent, and appeals are pending in 562 of these cases.

The United States Government is of the opinion that the foregoing facts constitute a complete and adequate answer to the charges, establishing both that the purpose of the program is legitimate and that the procedure contains safeguards designed to prevent any incidental violations of trade union rights and that upon the basis of the foregoing facts alone, the complaint is not justified. However, there are a number of other statements contained in the Annex to the charges which this Government wishes to answer, to the extent that they have not already been met by the foregoing.

1. It is alleged that the groups invited to inaugurate the voluntary program included only trade union officials in complete agreement with all the policies of the United States Government. In reply, it is suggested that only in a dictatorship are all officials, of any category, in complete agreement with all the policies of the Government. It is doubtful if that is true of any trade union official, or any individual, in the United States. However, it would have been futile to invite trade union officials supporting the subversive goals which the maritime security program was designed to combat. Trade union officials have frequently served on local appeal boards, even though such officials, and their unions, may on many occasions have had vigorous political differences with the administration over various national political problems. Indeed, disagreement with the policies of the Government is not a criterion for screening; but it is to be expected that among those screened as subversives will be many who have displayed a continuing opposition to the democratic form of the United States Government. Such individuals are screened *not* for failure to agree with every policy of the Government, but because they epitomize exactly that subversive threat, already described, and against which the maritime security program is aimed.

2. A number of detailed complaints were offered against particular aspects of the program's procedures, relevant ones of which have already been discussed. Thus there are claims that clearance may be denied without notice or hearing, or in advance of any notice or hearing; that there are delays before initial hearing and on appeal; that the hearings are not fair, since the charges are vague and in general terms, and there is no confrontation by adverse witnesses; that there are often two management members on the board; that the individual is presumed to be guilty, and that every conflict of evidence is resolved against the appellant; that once an individual is cleared, he may later be denied clearance, and so forth. These allegations do not ap-

STATISTICAL SUMMARY of C. G. SECURITY SCREENING

	Seamen	Longshoremen	Total
Total screened	304,580	180,090	484,670
Cleared initially	301,951	179,003	480,954
Denied initially	2,629	1,097	3,716
Appeals to Local Board	1,415	728	2,143
Cleared	717	281	1,008
Pending	225	287	512
Denied	473	160	633
Appeals to National Board	344	50	394
Cleared	190	7	197
Pending (filed with National Board)	10	40	50
Denied	144	3	147
Cleared and then denied due to further derogatory information	4	6	10
Total finally cleared after original denial	907	288	1,195
Total in denial status 5/1/52	1,726	805	2,531
Pending 5/1/52	235	327	562

pear to charge infringement of trade union rights, but rather to attack the procedural functioning and fairness of the security program. Furthermore, the minor procedural restrictions already listed are considered to be fair and reasonable under the domestic law of the United States, which provides that if necessary to prevent espionage and sabotage, in times of crisis, notice and hearing are not required. Despite this, the program gives considerable notice and elaborate hearing. And American law does not require a hearing at the start of administrative proceedings, even in times of tranquil peace, but only at some stage of the proceedings—a requirement met here. However, in view of the basic irrelevance of these charges they need not be further met.

No claim of infallibility is made for the security program. Undoubtedly errors are made from time to time in a program of such vast scope involving the rapid handling of a half million cases. But the careful review processes, and the very small percentage of cases where there is ultimate denial, suggest that any error is on the side of liberality. It is also conceded that there are from time to time certain delays inherent in the operation of such a program, but during the past six months, the lapse of time between receipt of the Local Board's recommendation and the mailing of the Commandant's decision on appeal has been 7 to 10 days in 95 percent of the cases, with most other delays in program procedures being due either to the applicant's failure to file his appeal, or to careful reinvestigation in situations where it is not desired to act without being certain of the bases for action. It is true that the few errors or minor delays; the fact that while there are local appeal boards in Boston, New York, Baltimore, New Orleans, Long Beach, San Francisco, Portland, and Seattle, with eight more boards planned, there are not boards in every port; the inability to confront appellants with secret evidences or witnesses; the fact itself of denial of clearance, all are hardships on the individual concerned. It is not individual hardship, however, but suppression of unions or bias against labor, which would justify this complaint.

Many of the charges are frivolous: Thus the claim that local appeal boards often consist of two management and one Coast Guard representatives. Actually the regulations provide for the nomination by the Secretary of Labor, of labor, management and public alternates, who are then selected by the Chairman of the Board. The appellant retains protective rights both of preemptory challenge and of challenge for bias. Where he has no union affiliation, or no board member has been nominated from his union, a public alternate is named. These are individuals, usually attorneys, who have no affiliation with labor or management. The regulations are rigidly followed in practice, and the large percentage of clearances on appeal argues against any such bias as claimed. The claim that the program is designed to intimidate those "who seek to combat racial discrimination and hatred" is equally frivolous, for members of all races and religions have been named to appeal boards, and in no instance has an individual been denied security clearance because he exercised his right as an American citizen to combat racial discrimination or hatred.

Certain of the claims present a real question as to whether they have been made in good faith. Thus the Marine Cooks and Stewards have drawn up a list of eleven cases, which they claim to be actual occurrences, but do not furnish the names of the individuals, or other identifying facts, on the

argument that this would lead to "reprisals" against the individuals involved. Yet the same union has been circulating handbills on the West Coast giving names and photographs of individuals who have been determined to be security risks, and containing even more distorted charges than those here. If the reprisal argument were made in good faith, the union would not have deliberately given great publicity to the names of individuals who have been screened as security risks. In fact, the only power with respect to individuals under the security program is to deny security clearance.

The fact that an individual may be denied clearance after having been originally cleared affords no ground for complaint. This will occur only where further or new information that an individual is a security risk is received; the fact that he was mistakenly cleared originally does not prevent proper action being taken when facts justifying it are known.

It is impossible for the United States Government to make specific comments on the accuracy of the case histories since they are not identified. Certain general comments may be made, however, with respect to the charges posed in those case histories. The procedures of the program would never make it possible for an individual who had vigorously acted as ship's delegate for his union to have his validated document taken away immediately on his arrival at port because of that union activity, for security denials are based on information procured over some period of time from government investigative agencies, and are not based on unsubstantiated spot charges. It can be categorically stated that no individual has been denied clearance because of activity as a ship's delegate, or in any other union capacity. Nor has participation in a picket line ever been a basis for screening. The remainder of the case histories appear to be included for the purpose of indicating that questions have been asked in hearings which have little or no relation to security. These are questions lifted out of context, if, in fact, they are actual cases. Suffice it to say that none of the questions is *prima facie* irrelevant. Many general questions are asked of appellants both to determine credibility in general and to clear up identity. Finally, the United States Government wishes to point out that, on a completely *ex parte* presentation of this sort, without names or other identifying facts, the party presenting the histories can pick and choose as it will, present what it wishes, and suppress what it does not wish known, and that this is not the kind of documentation which justifies consideration of a complaint.

There are still further reasons why these charges should be dismissed. The individuals who are allegedly being injured, or whose rights are asserted to be infringed by the program, actually get the full protection of the guarantees in the United States Constitution, and have access to the courts of the United States to insure such protection. Two such actions are pending in the courts. In the United States District Court for the Northern District of California, suit has been brought by certain seamen and longshoremen to enjoin enforcement of the program, and get a declaratory judgment. A motion for preliminary injunction for the plaintiffs has been denied. (*Parker et al.* v. *Lester et al.*, 98 Fed. Supp. 300 (1951)), and the case was tried on the merits in July, 1952. No decision has as yet been handed down. The United States District Court for the Western District of Washington in *U. S.* v. *Gray et al.* (not reported) a criminal prosecution for violation of the prohibition against accepting maritime employment without security clearance (see Sec. 3 of the Magnuson Act) granted a motion to dismiss by the defendants.[1] The Executive Branch of the United States Government considers that this decision was erroneous and the matter is pending on appeal to the United States Court of Appeals for the Ninth Circuit. Should any part of the security program be held in conflict with any right in the United States Constitution, then that portion would be unenforceable by the Executive Branch of the Government, and the program would be modified accordingly.

Courtesy Maritime Reporter

Therefore, effective national procedures exist to protect against these alleged violations, and these procedures are not only open to use, but are being used, to determine whether violations exist. Accordingly, the United States Government believes that it is not necessary, appropriate, or timely to consider the allegations on an international level.

CONCLUSION:

The maritime security program has been deliberately and carefully designed to protect the nation from sabotage or espionage, with a minimum of interference with individual rights and without interference with trade-union rights. Neither in its procedures, nor in its practice, is there any indication of an effort, deliberate or otherwise, to discriminate against legitimate trade unions or legitimate union activity. The only effort of the program is to prevent espionage or sabotage, and the procedure set up to do this has been moderate, restrained, and in complete good faith.

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[1] The following excerpts from *Dennis* v. *United States*, 341 U. S. 494, represent authoritative statements by members of the Supreme Court with respect to the nature of the Communist Party:

From the opinion of Chief Justice Vinson, p. 497: ". . . That court held that the record in this case amply supports the necessary finding of the jury that petitioners, the leaders of the Communist Part in this Country, were unwilling to work within our framework of democracy, but intended to initiate a violent revolution whenever the propitious occasion appeared . . ."

From the opinion of Mr. Justice Frankfurter, pp. 547–548: "We may take judicial notice that the Communist doctrines which these defendants have conspired to advocate are in the ascendency in powerful nations who cannot be acquitted of unfriendliness to the institutions of this country. We may take account to evidence brought forward at this trial and elsewhere, much of which has long been common knowledge. In sum, it would amply justify a legislature in concluding that recruitment of additional members for the Party would create a substantial danger to national security.

"In 1947, it has been reliably reported, at least 60,000 members were enrolled in the Party. Evidence was introduced in this case that the membership was organized in small units, linked by an intricate chain of command, and protected by elaborate precautions designed to prevent disclosure of individual identity. There are no reliable data tracing acts of sabotage or espionage *directly* to *these* defendants. But a Canadian Royal Commission appointed in 1946 to investigate espionage reported that it was 'overwhelmingly established' that 'the Communist movement

was the principal base within which the espionage network was recruited.' The most notorious spy in recent history was led into the service of the Soviet Union through Communist indoctrination. Evidence supports the conclusion that members of the Party seek and occupy positions of importance in political and labor organizations. Congress was not barred by the Constitution from believing that indifference to such experience would be an exercise not of freedom but of irresponsibility." [Italics supplied.]

From the opinion of Mr. Justice Jackson, pp. 564–565: "The Communist Party, nevertheless, does not seek its strength primarily in numbers. Its aim is a relatively small party whose strength is in selected, dedicated, indoctrinated, and rigidly disciplined members. From established policy it tolerates no deviation and no debate. It seeks members that are, or may be, secreted in strategic posts in transportation, communications, industry, government, and especially in labor unions where it can compel employers to accept and retain its members. It also seeks to infiltrate and control organizations of professional and other groups. Through these placements in positions of power it seeks a leverage over society that will make up in power of coercion what it lacks in power of persuasion.

"The Communists have no scruples against sabotage, terrorism, assassination, or mob disorder; but violence is not with them, as with anarchists, and end in itself. The Communist Party advocates force only when prudent and profitable. Their strategy of stealth precludes premature or uncoordinated outbursts of violence, except, of course, when the blame will be placed on shoulders other than their own. They resort to violence as to truth, not as a principle but as an expedient. Force or violence, as they would resort to it, may never be necessary, because infiltration and deception may be enough."

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[2] e. g., Title 46 U. S. C. A. subchapters V and VI (46 U. S. C. A. 1151–1182).

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[3] e. g., Title 46 U. S. C. A. 1101, 1120.

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[4] e. g., Title 46 U. S. C. A. 672.

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[5] e. g., The Magnuson Act, 50 U. S. C. 191 et seq.

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[6] See Appendix II, Statement of Maritime policy.

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[7] See Appendix III, 50 U. S. C. 191, commonly known as the Magnuson Act. Furthermore, Congress has continually indicated its approval of the procedures employed, by passing appropriations annually for the maritime security program, after having had the specific procedures employed stated in detail to Congressional Committees which have made on-the-spot investigations.

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[8] See Appendix IV containing statements made within the past year indicating support by the largest AFL and CIO maritime unions, respectively.

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[9] See Appendix V, copy of decision.

Your Task Forum

Q. Name the corrections which are required in a gyro compass due to change of ship's position and speed?

A. The latitude and speed corrections.

Q. If working cargo when all the beams and hatches are not off, what precautions do you take?

A. Put bolts through the sockets and beams to prevent the strongbacks and hatches from dropping on the men in the holds in case a sling load should touch the strongbacks or hatch covers during the loading operations.

Q. In piloting a vessel through a curved section of a tidal river, where would you find the deepest water and the most rapid current?

A. In the curved portion of the river, the swiftest current and deepest water is toward the outer edge of the curve.

Q. When is the draft required to be taken, and how is it read?

A. Immediately before departure and directly after arrival in port, the draft must be taken and entered in the logbook. It is read to the bottom of the numbers for feet, to the top of the numbers for six inches, etc.

Q. If you collided with a buoy or any other aid to navigation, to whom would you report?

A. A written report should be made to the Coast Guard.

Q. What is the logbook, and what entries are made in it?

A. The logbook is a *true* and carefully kept account and record of all things that take place on board a ship during a voyage, routine or otherwise. It is kept by the ship's officers and is variously referred to as the *rough log, bridge log,* or just the *logbook.*

Q. What inspection would you make of a ship's hold before loading cargo?

A. Make sure that the rose boxes are clear, that the limbers are free, that the bilges are clean, that the scuppers operate freely, that the ventilators work satisfactorily, that the piping and cargo battens are undamaged, and that the holds are clean and dry.

Q. What are the various types of damage generally suffered by cargo?

A. Damage by rough or careless handling.

Damage by use of unsuitable cargo gear.

Damage by chafing, crushing, or shifting of cargoes.

Damage by rodents or insects.

Damage by improper dunnaging and chocking.

Damage by heating or sweating or both.

Damage resulting from improper combinations of wet and dry cargoes.

Damage from leaking or staining.

Damage from insufficient ventilation or from tainting.

Damage through inherent vice.

Damage by pilfering.

Damage due to inadequate or faulty refrigeration.

Damage from contact with dirty, dusty, or oily objects.

Q. What are a watch officer's duties?

A. (*a*) Before taking charge of the watch to make himself thoroughly familiar with the position of the ship with reference to vessels in sight and any land, shoals or rocks in the vicinity, the general condition of the weather, speed, revolutions, running lights, and the Captain's Night Orders. (*b*) Report shore lights and unusual weather conditions to the Captain. (*c*) When in doubt about anything affecting the safety of the vessel call the Captain at once. (*d*) Keep a lookout posted from sunset to sunrise and in poor visibility. (*e*) In poor visibility put the engines on "Stand By;" start the fog signal; and notify the Captain. (*f*) Take an azimuth each watch, when possible, and whenever the course is changed; report any unusual error to the Captain. (*g*) In the event of fire, call the Captain at once and ring the alarm. (*h*) If a man falls overboard, act at once; stop the engines; throw over a buoy; and call the Captain.

Q. What should a watch officer do upon seeing a fog setting in?

A. If near land, take a bearing on any point, buoy, lighthouse, or lightship that may be in sight; call the master; post proper lookouts; give the prescribed fog signals; and go at a moderate speed. If the fog signal of another vessel is heard forward of the beam, stop the engines and navigate with caution.

Q. What information is given concerning lights on a chart?

A. The characteristics, the visibility, and the height above water.

Q. Depths of water in a light list refer to what?

A. Depths are referred to a plane of reference on the charts.

CARELESS KILLERS ASSOCIATED

NONFICTION

CHAPTER I—FOUNDING THE CLUB

Mr. "Gimmick" had strainer trouble while pumping the pump room bilges on a T–2 Tanker one day, so to simplify matters, he tied a rope on the offending bilge suction strainer and pulled it free—taking the quickest and easiest way to clear a plugged strainer imaginable! Then by leaving the rope in place, he eliminated the necessity of wetting his feet in the bilge the next time the strainer became fouled. Now all that would be required would be to tug on the rope and the strainer would be cleared.

Little did he know it, but Mr. Gimmick thus became the first member of a group of involuntary killers aboard this ship.

CHAPTER II—TWO MORE MEMBERS

Later this T–2 had a pretty busy day at Phillie, including some changes in the crew, of which one was a new pump man, who was assigned to the Chief Pump man. "Pumps Junior" only had one month on his ticket, and this was his first day aboard, but "Chief Pumps" was too busy to show him the general lay-out, the pump room vent systems, or the other safety devices. Mr. Mate also had his hands full with the responsibility of discharging cargo, getting ready for sea, and standing a watch, too. There just wasn't enough time to worry about showing him the ropes right then, for the primary consideration was to discharge the cargo and ballast the tanks so as to be at sea early that evening.

All in all, things went along smoothly; the cargo was discharged; and, ballasting commenced on the way out to sea. However, somewhere along the line someone slipped up and forgot to close tightly the stripping valve to one of the ballasted tanks, No. 2 tank. By the same token, someone forgot to see that the block valves in the stripping line between the tanks and the stripper pump were closed. As a result, the ballast from No. 2 tank found its way back to the stripper pump in the after pump room.

This situation would not have been too alarming except for two factors. Remember Mr. Gimmick and the bilge strainer? Because of his manipulations, a piece of burlap had become jammed inside the bilge valve, and it couldn't be closed. Second, a joint in the reach rod to this bilge valve was frozen, so that there was no way of telling from on deck whether the valve was open or closed. Consequently, the ballast from No. 2 tank sought its level in the aft pump room.

By this time the T–2 was well at sea, and Mr. Mate, having completed his evening four to eight watch, made the rounds about deck. Upon discovering the water sloshing around in the aft pump room, he sent for the second pump man. A quick check disclosed the open valves, and they were secured. Mr. Mate, rather angry, and somewhat excited about the whole affair, ordered "Chief Pumps" and "Pumps Junior" to pump out the compartment.

As soon as the stripping pump was started from on deck and a suction put on the pump room, Mr. Mate shoved off. The pump ran for an hour, but the water in the pump room remained at the same level.

Before going further with the story, it should be noted that the membership of the group had now increased to include Mr. Mate and the unknown valve neglector, as well as Mr. Gimmick.

CHAPTER III—COMPLETING THE ORGANIZATION

The situation at this point had reached a stage of aggravation. There was a bilge full of water that shouldn't have been there; a pump down below which ran, but wouldn't pump; and, an irate and excited Mate to be satisfied. To cope with this situation, "Chief Pumps" suggested to "Pumps Junior" that they enter the pump room and locate the source of the trouble. Such a step, properly planned and executed, would have been the correct solution, but no estimate of the situation was made before the act was entered into. No thought was given to the possibility that the flooding water, coming from a recently discharged gasoline cargo tank, might contain gasoline. Neither was any consideration given to the condition of the ventilation system in this space. No check was made to ascertain whether the bilge exhaust blower was running, nor was it considered that the suction ends of this exhaust system might be submerged below the level of the water in the bilge, and thereby rendered ineffective. By failing to recognize the inherent hazards of this situation, and therefore blindly dispensing with all the safeguards that should have been brought into play, "Chief Pumps" and "Pumps Junior" displayed all the necessary qualifications for membership in the group.

CHAPTER IV—SCRATCH ONE MEMBER

As could be expected there was gasoline in the water and no exhaust vent to carry away the fumes.

"Chief Pumps" and "Pumps Junior" arrived below only to fall asleep—tragically—sleep of a permanent nature for "Chief Pumps." The Chief Engineer and Mr. Mate happened along in time to discover the plight of the men and fortunately were able to arouse "Pumps Junior" and get him up on deck. "Chief Pumps" was finally hauled up on deck and given artificial respiration and oxygen, but to no avail.

In retrospect the tragic part of the over-all fiasco was that neither Mr. Mate nor "Pumps Junior," both of whom had been in and out of the pump room all day while handling cargo and ballast, thought it was very gassy in the pump room. Consequently, carelessness caught up with "Chief Pumps," though fortunately "Pumps Junior," Mr. Mate, and the Chief Engineer escaped potential death.

In pondering over this episode in an attempt to identify the more responsible persons, one question remains unanswered: Was Mr. Gimmick, Mr. X who left the valves open, and "Chief Pumps" one and the same person?

Dead or Alive

"A man pays 50 cents for a shave.

It costs $5.00 to shave a dead man.

A wool overcoat costs $40.00.

A wooden one costs $400.00.

A taxi to the theatre costs $1.00 for a round trip.

To the cemetery it's $10.00—and just one way."

It's easy to see that it's cheaper to stay alive—so be careful and save your money!

Courtesy Lykes Fleet Flashes

HE WAS A GOOD FELLOW

A likeable, happy and helpful, though careless sailor can be a boon companion. He also can become a very dead corpse. To wit:

Recently, on the morning of a dry and beautiful day, a typical Great Lakes bulk freight self-unloader was moored at a dock. On board, the mate and four of the crew were engaged in removing an extension on the cradled cargo boom. In order to remove this extension, it was necessary to tilt its after end down. Thus, the forward end would come up, to clear the pin to which it was attached forward.

A gateman, who was a cooperative seaman, seeing the mate and the four men at work removing the extension, proceeded to give them his unsolicited assistance. Stepping between No. 21 hatch (which was open) and No. 20 (which was closed), he grabbed hold of the boom pan. Then, facing forward, with his back to the partially opened No. 21 hatch, he placed one foot on the pan, to increase the effectiveness of his aid.

This action greatly speeded the operation. However, as a result, the pan immediately unhooked forward, and the heavier end of the pan dropped sharply, causing the after end to rise smartly. Before the gateman could remove his foot, the rapid ascent of the pan's after end upset his equilibrium. Teetering, he stumbled aft, and fell over the forward coaming of No. 21 hatch. Gravity then accelerated his fall until he struck the sloping hopper bottom, where he ricocheted down through the gate at the bottom of the hopper onto the conveyor belt, which fortunately was stopped.

The gateman had been aboard this same vessel for over five years. However, he lowered his vigilance momentarily, and now pallbearers have "lowered" him.

You may never live to regret the accident you could have avoided.

Wear correct goggles for every job where there may be danger of impact, flying objects, harmful dust and gases, strong chemicals, or harmful light rays.

A Texas hospital discovered that the pipe laid 35 years ago to connect the institution's fire fighting equipment with a special water main never had been connected.

This should be a lesson to all of us that it isn't safe to assume that everything is all right. The stakes are too high to risk the results of negligence.

MOPE and DOPE

"Ease in a bit more, Mope."

OUT OF THE FRYING PAN . . .

The operator of this motorboat could not legitimately charge his passengers for the trip across the river, because he didn't have an operator's license. He was just being decent. He offered to take the men across since he was making the trip anyway in order to save them the longer trip in the back of a truck.

There were five men in the cabin with the operator and 14 in the open cockpit aft as the 40-foot motorboat left the slip.

While crossing the river the operator looked for traffic and observed a ferryboat leaving the Norfolk side bound for Portsmouth. To quote him:

"I gaged her speed and mine, and seeing that she had the right of way, started turning my wheel to starboard in order to bring my boat around the stern of the ferryboat which, by then, was approaching at high speed. I pulled on the wheel and she responded slightly—but not enough. Outside the cabin door I saw the boys all sitting on the rail. I turned back to the wheel and gave it a hard yank. By that time we were in danger. I had to decide between throwing her in reverse and trying to back down or taking her hard in the opposite direction. I took her hard and crossed the bow of the ferryboat with about 10 feet to spare."

The men at the stern of the motorboat, observing the progress of the situation involving the two vessels, became apprehensive. Three of them dove into the water to avoid what appeared to them to be a certain collision. Two of these men drowned before they could be picked up.

The cause of the failure of the vessel's steering gear to come right in answer to the operator's insistent tugging is shown in the photograph. An eye bolt supporting the tiller rope had broken loose and was floating on the line, causing the tiller rope to sag. Apparently one or more of the passengers grouped around the rail had stood on the rope in the vicinity of the wire rope clamp, preventing its movement in the desired direction.

Had even a cursory overall inspection been made before the intended trip across the river, the sagging tiller-rope would have been found.

THIS COULD HAPPEN TO YOU

Occasionally a casualty occurs at sea which is so patently the result of thoughtlessness that it causes one to wonder, at first glance, how anyone could be so stupid; but which, on reflection, leads to the suspicion that maybe anyone might have committed the same thoughtless act at some time or other without realizing its dangers. Such an incident happened recently on a loaded tanker, homeward bound across the Arabian Sea from a Persian Gulf port during the S. W. monsoon season.

Late one night, after most of the crew had retired, a deck maintenance man went to his room, which he shared with the bos'n. The night was hot and the quarters were stuffy as it was necessary to keep the ports dogged tight because of the heavy rolling of the vessel. The bos'n who had already retired, requested the deck maintenance man to turn out the lights when he turned in. Before the bos'n dropped off to sleep, however, he observed the deck maintenance man drinking a can of beer. This was the last time anyone aboard the vessel ever saw the deck maintenance man.

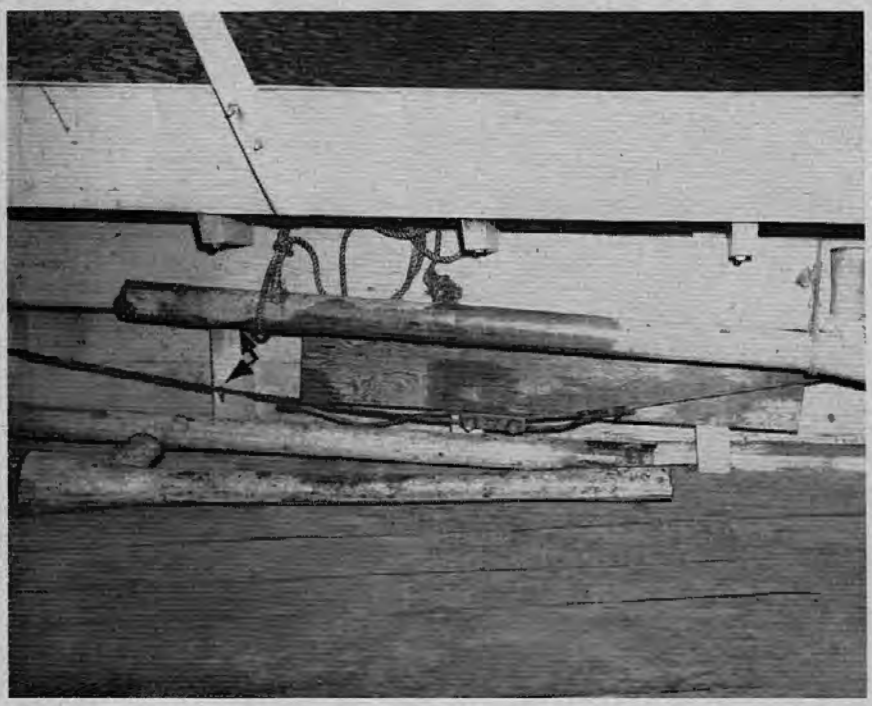
The next morning when the watch was called, the deck maintenance man could not be found. When the master was notified, he immediately ordered a thorough search of the vessel. The master then questioned crew members to learn what might have happened. A seaman on the 12 to 4 watch remembered that at about 0230, while going aft along the cat walk, he had observed an army cot, with a broken leg, hanging over the port side of the boat deck and that he had climbed to the boat deck and pulled it back aboard.

An examination of the boat deck revealed a pair of slippers, which had belonged to the deck maintenance man, near the broken cot, and on searching his quarters it was found that his mattress was missing. It then became obvious to the master and other crew members what had happened.

Since the vessel had been rolling heavily during the night, it was apparent that the cot, with its occupant on it, had slid across the steel deck with an exceptionally heavy roll of the vessel; when it fetched up against the gunwhale bar at the edge of the deck, the mattress with the maintenance man on it was catapulted overboard between the pipe rails. This would account for the broken leg on the cot and the missing mattress.

It is possible that the deck maintenance man, because of the beer he had consumed, was sleeping so soundly that he was not awakened when the cot slid across the deck. Due to the roughness of the sea and the time that had elapsed from the finding of the cot hanging over the side and the discovery that the deck maintenance man was missing, it was considered useless to turn the vessel back on its course to search for him.

The moral of this story is obvious: Don't sleep on a cot on deck when a vessel is rolling heavily in a seaway. For that matter, don't sleep on deck at all.



Poison means danger.
Keep it away from food or dishes—far away.
Hide it. Label it.

Wash your hands after every visit to the toilet.
A crew is eating out of your hands.
Make sure they are clean.

APPENDIX

Navigation and Vessel Inspection Circular No. 11—52

UNITED STATES COAST GUARD,
WASHINGTON 25, D. C.,
October 20, 1952

Subj: Merchant Vessel Regulations effective on November 19, 1952.

1. *Application.* The provisions of this circular shall apply to all vessels covered by the Rules and Regulations for Passenger Vessels and Cargo and Miscellaneous Vessels. The portions of this circular relating to inspection and certificating procedures shall also apply to vessels covered by the Rules and Regulations for Tank Vessels.

2. *Purpose.* This circular contains provisions relative to the application of the Rules and Regulations for Passenger Vessels, Cargo and Miscellaneous Vessels, and Tank Vessels, and the Electrical Engineering Regulations which become effective on November 19, 1952, and gives the procedure for bringing into effect the provisions of the 1948 Convention.

3. *Existing vessels.* (a) The applications of the various portions of the regulations, other than the Rules and Regulations for Tank Vessels, are generally set forth in terms of vessels or installations "contracted for" prior to, or on or after, a certain date. The term "contracted for" was adopted as being more definite than terms such as "keel laid" or "construction started". However, it should be noted that the provisions of the 1948 Convention are stipulated in terms of "keel laid", and accordingly, in the case of vessels engaging upon an international voyage, any specific requirements of the 1948 Convention must be considered in terms of the date of the laying of the keel rather than the date of the signing of the contract. As the number of vessels involved in this confusion of terms is fairly small, little difficulty should be encountered. However, it is important to note that for some time after the new regulations are in effect, vessels will be completed and receive their first certificates, but for the purpose of the regulations they will be existing vessels.

(b) In writing the new regulations, it was assumed that each existing vessel was in complete compliance with all of the applicable existing requirements as indicated by its certificate of inspection. This being the case, no change is contemplated to such vessels other than some few items specifically required by the text of the regulations. If the vessel is not in compliance with all existing requirements, it should, of course, be brought up to the existing standards. Enclosures 1 and 2 set forth the new requirements applicable to existing vessels which are found in the Rules and Regulations for Passenger Vessels and Cargo and Miscellaneous Vessels.

(c) Many of the subparts of the new regulations are written specifically for new vessels. Such subparts have as their concluding section the applicable requirements for existing vessels, and it will be noted that such sections are always numbered "90". In most cases, instead of giving detailed requirements for existing vessels, it is indicated that existing arrangements and materials previously accepted or approved will be considered satisfactory so long as they are maintained in good condition. The advantage of this method is that it preserves the status quo on arrangements and details which have been previously accepted without the voluminous wording necessary to take care of the many special cases which have been acted upon in the past. However, so that some requirements could be available in the event that there is a question on a particular subject or if repairs or alterations are contemplated, wording has generally been added to the effect that the arrangements and details should be in general agreement with the requirements for new vessels insofar as is reasonable and practicable. Accordingly, it is *not* intended that each item will be checked on each vessel to determine if it is reasonable and practicable to change it to the new standards, but rather, this wording is for informational purposes to give the general scope of the subject.

(d) It is not intended that new requirements of the regulations should be made applicable to all existing vessels on November 19, 1952, and no special inspections will be made at that time. However, as the various vessels come up for their regular annual or initial inspections, the new requirements will be applied, so that by November 19, 1953, all vessels should be in compliance with the new regulations.

(e) The new Rules and Regulations for Passenger Vessels and Cargo and Miscellaneous Vessels require periodic drydocking for all vessels. The period ranges from once in each year for vessels engaged primarily in salt water service to once in five years for vessels engaged exclusively in fresh water operations. This required drydocking is not to be considered to be in addition to drydockings for other purposes such as classification surveys, load line surveys, groundings, etc., but is merely to assure that each vessel will be available for inspection on a drydock at least once in the required period. The first required drydocking for the purpose of meeting the new regulation will be as if the particular vessel had been drydocked on November 19, 1952. In this way, the operator can pick such time as is convenient to him for the start of the periodic drydocking series. Nothing in this paragraph shall be construed as exempting a vessel from drydockings required at an earlier date for such reasons as load line surveys, surveys after grounding or accident, etc.

(f) Special surveys are required on all unclassed passenger vessels. This requirement formerly applied only to such vessels operating in salt or brackish waters. Unclassed passenger vessels not presently subject to special surveys shall be due for such surveys after November 19, 1952, at the time consistent with the age of the vessel. Thus, an unclassed passenger vessel in fresh water service built in January 1919, will be due for the Third Special Survey No. 1 in January 1954.

4. *New and existing vessels.* (a) Certain items of equipment primarily necessitated by the 1948 Convention, such as portable radios for the lifeboats, buoyant heaving lines, high altitude flares, daylight signalling lamps, jackknives, and bilge pumps, may not be available on November 19, 1952. It is not intended that any vessel shall be delayed because of lack of this equipment, and in such cases, a reasonable time will be given to comply with the requirements. Further, although certain items necessitated by the 1948 Convention may be commercially available, such as davit spans and life lines, additional water for the lifeboats, plan displays, etc., procurement or installation of such items could necessitate a delay to the vessel, and accordingly, a reasonable time will be given to bring the vessel into compliance.

(b) In adopting a completely changed format for the regulations, it is possible that some error has been introduced into the text. If such is the case, it is intended that the regulations will be corrected as soon as

possible and that in the interim, no vessel will be penalized. If such error is found, the Coast Guard should be notified immediately. Full details should be given so that a proper evaluation can be made. Information should be sent to:

The Commandant (M)
U. S. Coast Guard
1300 E Street
Washington 25, D. C.

5. *Method of administration.* (a) In the inspection of existing vessels, the new regulations will be interpreted as maintaining the status quo as explained in paragraph 3 of this circular. Any new requirements of the regulations will not be applied until the vessel undergoes its first annual or initial inspection on or after November 19, 1952.

(b) Starting on November 19, 1952, the 1948 Convention Safety Certificates will be issued to passenger vessels as they come up for their annual or initial inspections in lieu of the 1929 Convention Safety Certificates. In a like manner, cargo and tank vessels will be issued 1948 Convention Safety Equipment Certificates as the vessels come up for the annual or initial inspections. In addition to Safety Equipment Certificates, cargo and tank vessels shall be issued 1948 Convention Safety Radiotelegraphy or Safety Radiotelephony Certificates as applicable. In this manner, all vessels engaging upon international voyages should have the applicable 1948 Convention certificate by November 19, 1953.

(c) The lack of items of equipment, etc., as noted in paragraph 4 (a) of this circular, will not be considered as reason for denial of the 1948 Convention certificate or certificate of inspection, as it will be considered unreasonable and impracticable to comply with the requirements for some time. However, it will be considered reasonable and practicable to meet the requirements by November 19, 1953.

A. C. RICHMOND,
Rear Admiral, U. S. Coast Guard,
Acting Commandant.

ENCLOSURE NO. 1 TO NAVIGATION AND VESSEL INSPECTION CIRCULAR NO. 11–52

Set forth in this enclosure are new requirements contained in the Rules and Regulations for Passenger Vessels which are applicable to existing vessels.

75.15–90 (a) (1) In some instances, skates or similar appliances may be required for lifeboats.

75.20–90 (a) and Table 75.20–10 (a) The following additional lifeboat equipment is required for vessels in ocean or coastwise service:

1 bilge pump.
2 buckets instead of 1.
1 first aid kit.
2 buoyant heaving lines.
1 jackknife.
1 lifeboat gunwale ladder (lifeboats for 60 or more persons only).
2 painters instead of 1.
2 Buoyant smoke signals (handheld smoke signals may be retained until 3 years from date of manufacture, but all replacements shall be of the buoyant type).
3 quarts of water per person instead of 1.
1 pound of condensed milk per person when not on an additional voyage.
3 grab lines.

75.20–90 (a) and Table 75–20–10 (a) The following additional lifeboat equipment is required for vessels on the Western Rivers:

1 bucket.
Additional oars to agree with the size of the lifeboat.

75.20–90 (a) and Table 75.20–20 (a) The following additional life raft equipment is required for vessels in ocean or coastwise service:

1 jackknife.

75.25–90 (a) and 75.25–10 (b) Span with two life lines required between davit heads.

75.55–1 Portable radio apparatus required on vessels on an international voyage having less than 20 lifeboats.

75.90–5 Twelve hand-held rocket propelled parachute red flares required as distress signals on vessels in ocean or coastwise service.

76.05–15 Fire pump required on vessels of less than 50 gross tons propelled by means other than steam.

76.50–90 (a) Depending upon existing equipment, some change in number or location of hand portable fire extinguishers may be required.

77.30–90 (a) Depending upon existing equipment, some change in number or location of emergency equipment may be required.

78.45–1 Depending upon the number and type of plans already posted, additional plans may be required to be displayed.

78.45–90 (a) Depending upon existing marking of equipment, etc., modification to the markings may be required.

ENCLOSURE NO. 2 TO NAVIGATION AND VESSEL INSPECTION CIRCULAR NO. 11–52

Set forth in this enclosure are new requirements contained in the Rules and Regulations for Cargo and Miscellaneous Vessels which are applicable to existing vessels.

94.15–90 (a) (1) In some instances, skates or similar appliances may be required for lifeboats.

94.20–90 (a) and Table 94.20–10 (a) The following additional lifeboat equipment is required for vessels in ocean or coastwise service:

1 bilge pump.
2 buckets instead of 1.
1 first aid kit.
2 buoyant heaving lines.
1 jackknife.
1 lifeboat gunwale ladder (lifeboats for 60 or more persons only).
2 painters instead of 1.
2 buoyant smoke signals (hand held smoke signals may be retained until 3 years from date of manufacture, but all replacements shall be of the buoyant type).
3 quarts of water per person instead of 1.
1 pound of condensed milk per person when not on an international voyage.
3 grab lines.

94.20–90 (a) and Table 94.20–10 (a) The following additional lifeboat equipment is required for vessels in Great Lakes service not carrying cargo:

1 lantern.
1 box of matches.

94.20–90 (a) and Table 94.20–10 (a) The following additional lifeboat equipment is required for vessels on the Western Rivers:

1 bucket.
Additional oars to agree with the size of the lifeboat.

94.20–90 and Table 94.20–20 (a) The following additional life raft equipment is required for vessels in ocean or coastwise service:

1 jackknife.

94.25–90 (a) and 94.25–10 (b) Span with two life lines required between davit heads.

94.50–90 (a) and 94.50–5 Ladders required at each lifeboat and for pilot on vessels in ocean or coastwise service.

94.50–90 (a) and 94.50–10 Illumination of lifeboat launching required for vessels of 500 gross tons and over on an international voyage and all other vessels where the height of the boat deck above the light waterline exceeds 30 feet.

94.55–1 Portable radio apparatus required on vessels on an international voyage having less than 20 lifeboats.

94.90–5 Twelve hand held rocket propelled parachute red flares required as distress signals on vessels in ocean or coastwise service.

95.05–5 Fire pumps required on all motor vessels.

95.50–90 (a) Depending upon existing equipment, some change in number or location of hand portable fire extinguishers may be required.

96.15–90 and 96.15–5 Radio direction finder required on all vessels over 5,000 gross tons in ocean service or on an international voyage. Such vessels of 1,600 but not exceeding 5,000 gross tons have two years to fit such equipment.

96.30–90 (a) Depending upon existing equipment, some change in number or location of emergency equipment may be required.

97.37–90 (a) Depending upon existing marking of equipment, etc., modification of the markings may be required.

Equipment Approved by the Commandant

DEPARTMENT OF THE TREASURY

United States Coast Guard

[CGFR 52–53]

MANUFACTURERS

RENEWAL OF CERTIFICATIONS FOR SHIPS' STORES AND SUPPLIES OF A DANGEROUS NATURE

1. The Commandant, United States Coast Guard, on January 12, 1943, waived the requirements in 46 CFR 147.03–9, regarding ships' stores and supplies of a dangerous nature, to the extent that for the duration of World War II and six months thereafter it was not necessary for the manufacturers to submit applications for renewal of certification for their products during the month of January of each year.

2. The President by Proclamation No. 2974 dated April 28, 1952, and published in the Federal Register dated Wednesday, April 30, 1952 (17 F. R. 3813), proclaimed the war was terminated. Therefore, the waiver by the Commandant, United States Coast Guard, dated January 12, 1943, by its own terms expires October 28, 1952, and is hereby canceled effective October 28, 1952. A letter to this effect has been sent to all known manufacturers of approved ships' stores and supplies of a dangerous nature.

3. All certifications of ships' stores and supplies of a dangerous nature made subject to the above waiver are continued in effect until February 1953. Manufacturers desiring to have certifications renewed must submit applications in accordance with the provisions of 46 CFR 147.03–9 for receipt by the Commandant, United States Coast Guard, during the month of January 1953. Each application shall contain a sworn statement affirming that the characteristics of the approved product or article have not been altered or changed in any respect and it is the manufacturer's intention to continue to market the product. Upon receipt of such statement the records of the Commandant of the Coast Guard will be endorsed, indicating that the certification continues active and in force. Failure to submit such applications during January 1953 shall automatically serve to cancel the certificates and the appropriate notice will be published in the U. S. Coast Guard's "Proceedings of the Merchant Marine Council" regarding the cancellations.

Dated: October 24, 1952.

[SEAL] A. C. RICHMOND,
Rear Admiral, U. S. Coast Guard,
Acting Commandant.

[F. R. Doc. 52–11819; Filed, Nov. 3, 1952; 8:50 a. m., 17 F. R. 9944—11/4/52.]

[CGFR 52–52]

TERMINATION OF APPROVALS OF EQUIPMENT

BUOYANT CUSHIONS FILLED WITH TYPHA (PROCESSED CATTAIL FLOSS)

The buoyant cushions filled with typha (processed cattail floss) were originally approved during World War II due to the fact that under War Production Order No. M–85 kapok was restricted to use in lifesaving devices for vessels engaged in the war effort and there was no kapok available for use in buoyant cushions for pleasure motorboats. Under the provisions of 46 CFR 28.4–1 then in effect and later under the provisions of 46 CFR 160.008–3, the use of buoyant cushions filled with typha (processed cattail floss) was accepted as a substitute for buoyant cushions filled with kapok. The approvals were limited for the duration of the Unlimited National Emergency proclaimed by the President on May 27, 1941, and six months thereafter. This time limitation was one of the conditions on which the approvals were granted and was contained in each approval when published in the Federal Register. The President, by Proclamation 2974 dated April 28, 1952, and published in the Federal Register of April 30, 1952 (17 F. R. 3813), terminated the Unlimited National Emergency proclaimed on May 27, 1941.

All the manufacturers of buoyant cushions filled with typha (processed cattail floss) have been advised of the expiration of their approvals under the terms on which granted and that such approvals will not be extended. Therefore, the approvals for buoyant cushions filled with typha (processed cattail floss) shall be terminated effective upon October 29, 1952. Notwithstanding this termination of approval on any buoyant cushion filled with typha (processed cattail floss), such buoyant cushions manufactured before the effective date of termination of approval may be used on pleasure motorboats so long as they are in good and serviceable condition, but in no case later than October 29, 1953.

By virtue of the authority vested in me as Commandant, United States Coast Guard, by Treasury Department Order No. 120, dated July 31, 1950 (15 F. R. 6521), and in compliance with the authorities cited below, the following approvals for buoyant cushions filled with typha (processed cattail floss) are terminated effective October 29, 1952:

BUOYANT CUSHIONS, NON-STANDARD

Termination of Approval No. 160.-008/1/0, 15" x 15" x 2" buoyant cushion filled with 24-ounce Typha (processed cattail floss) Specification dated

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Continued from page 2

placing of the white flag in the ground and carrying of another white flag in the direction to be indicated. By night; horizontal motion of a white light or flare, followed by the placing of the white light or flare on the ground and the carrying of another white light or flare in the direction to be indicated.

(f) *Signification:*
Landing here highly dangerous. A more favorable location to land is in the direction indicated.

(3) Signals to be employed in connection with the use of shore lifesaving apparatus:

(a) *Signal:*
By day; vertical motion of a white flag or the arms. By night; vertical motion of a white light or flare.

(b) *Signification:*
In general "Affirmative." Specifically: "Rocket line is held." "Tail block is made fast." "Hawser is made fast." "Man is in the breeches buoy." "Haul away."

(c) *Signal:*
By day; horizontal motion of a white flag or arms extended horizontally. By night; horizontal motion of a white light or flare.

(d) *Signification:*
In general "Negative." Specifically: "Slack away." "Avast hauling."

March 15, 1944, and dwg. dated April 17, 1944, manufactured by Acme Products, Inc., 152 Brewery Street, New Haven, Conn. (Approved Federal Register dated July 31, 1947, extension of approval effective July 31, 1952, published in Federal Register dated October 1, 1952.

Termination of Approval No. 160.-008/9/0, 15" x 15" x 2" buoyant cushion filled with 24 ounces of Typha (processed cattail floss), dwg. dated August 12, 1943, manufactured by The American Pad & Textile Co., Greenfield, Ohio. (Approved Federal Register dated July 31, 1947, extension of approval effective July 31, 1952, published in Federal Register dated October 1, 1952.)

Termination of Approval No. 160.-008/108/0, 15" x 15" x 2" buoyant cushion filled with 24-ounce Typha (processed cattail floss), dwg. No. 4644, dated April 6, 1944, manufactured by Atlantic-Pacific Manufacturing Corp., 124 Atlantic Avenue, Brooklyn 2, N. Y. (Approved Federal Register dated July 31, 1947, extension of approval effective July 31, 1952, published in Federal Register dated October 1, 1952.)

Termination of Approval No. 160.-008/151/0, 15" x 15" x 2" buoyant cushion filled with 24-ounce Typha (processed cattail floss), manufactured by W. L. Dumas Manufacturing Co., 14 A Street NW., Miami, Okla. (Approved Federal Register dated July 31, 1947, extension of approval effective July 31, 1952, published in Federal Register dated October 1, 1952.)

Termination of Approval No. 160.-008/153/0, 15" x 15" x 2" buoyant cushion filled with 24-ounce Typha (processed cattail floss), Specification dated December 19, 1944, manufactured by Flamingo Textiles, Inc., 1700 Northwest, Seventeenth Avenue, Miami 35, Fla. (Approved Federal Register dated July 31, 1947, extension of approval effective July 31, 1952, published in Federal Register dated October 1, 1952.)

Termination of Approval No. 160.-008/159/0, 15" x 15" x 2" buoyant cushion filled with 24-ounce Typha (processed cattail floss), Specification dated February 26, 1944, manufactured by Old Town Canoe Co., Old Town, Maine. (Approved Federal Register dated July 31, 1947, extension of approval effective July 31, 1952, published in Federal Register dated October 1, 1952.)

Termination of Approval No. 160.-008/164/0, 15" x 15" x 2" buoyant cushion filled with 24-ounce Typha (processed cattail floss), manufactured by Elvin Salow Co., 31–33 South Street, Boston 11, Mass. (Approved Federal Register dated July 31, 1947, extension of approval effective July 31, 1952, published in Federal Register dated October 1, 1952.)

Termination of Approval No. 160.-008/166/0, 15" x 15" x 2" buoyant cushion filled with 24-ounce Typha (processed cattail floss), dwg. No. SMBC44, dated April 6, 1944, manufactured by Seaway Manufacturing Co., Inc., 511 North Solomon Street, New Orleans 19, La. (Approved Federal Register dated July 31, 1947, extension of approval effective July 31, 1952, published in Federal Register dated October 1, 1952.)

Termination of Approval No. 160.-008/179/0, 15" x 15" x 2" buoyant cushion filled with 24-ounce Typha (processed cattail floss), manufactured by Wilber and Son, 590 Howard Street, San Francisco, Calif. (Approved Federal Register dated July 31, 1947, extension of approval effective July 31, 1952, published in Federal Register dated October 1, 1952.)

Termination of Approval No. 160.008/442/0, 15" x 15" x 2" rectangular buoyant cushion, 32-ounce Typha (processed cattail floss), dwg. No. 105B2, dated July 24, 1951, manufactured by H. S. White Manufacturing Co., Inc., Sixth and Rosabel Streets, St. Paul 1, Minn. (Approved Federal Register dated October 4, 1951.)

Termination of Approval No. 160.008/501/0, 15" x 15" x 2" rectangular buoyant cushion, 24-ounce Typha (processed cattail floss), dwg. dated January 21, 1952, manufactured by The Safegard Corp., Box 66, Station B, Cincinnati 22, Ohio. (Approved Federal Register dated April 3, 1952.)

(R. S. 4405, 4491, 54 Stat. 164, 166, as amended; 46 U. S. C. 375, 489, 526e, 526p; 46 CFR 25.4–1, 160.008)

Dated: October 30, 1952.

[SEAL] A. C. RICHMOND,
Rear Admiral,
U. S. Coast Guard,
Acting Commandant.

[F. R. Doc. 52–11872; Filed, Nov. 4, 1952; 8:49 a. m., 17 F. R. 9964—11/5/52.]

[CGFR–52–45]

APPROVAL OF EQUIPMENT AND CORRECTION OF PRIOR DOCUMENT

By virtue of the authority vested in me as Commandant, United States Coast Guard, by Treasury Department Order No. 120, dated July 31, 1950 (15 F. R. 6521), and in compliance with the authorities cited below with each item of equipment: *It is ordered,* That:

(a) All the approvals listed in this document which supersede approvals published in the Federal Register dated July 31, 1947, are prescribed and shall be in effect for a period of 5 years from July 31, 1952, unless sooner canceled or suspended by proper authority; and,

(b) All the other approvals listed in this document (which are not covered by paragraph (a) above) are prescribed and shall be effective for a period of 5 years from date of publication in the Federal Register, unless sooner canceled or suspended by proper authority; and,

(c) The correction to an approval published in a prior document shall be made as set forth below.

BUOYANT CUSHIONS, NONSTANDARD

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

Approval No. 160.008/512/0, 15" x 15" x 2" rectangular buoyant cushion, 20 oz. kapok, unsupported plastic cover and straps, dwg. dated May 1, 1952, manufactured by Wilber & Son, 590 Howard Street, San Francisco, Calif.

Approval No. 160.008/515/0, 15" x 15" x 2" rectangular buoyant cushion, 20 ounce kapok, unsupported plastic cover and straps, manufactured by Atlantic-Pacific Manufacturing Corp., Brooklyn, N. Y., for Neptune Specialties, Inc., 52 Clark Street, Brooklyn 2, N. Y.

Continued from page 4

They also found that if the roll is dangerous when the vessel is left to herself, the roll can be minimized by turning over the engines just enough to give the vessel steerage way. *The vessel may then run safely with the sea aft or quartering provided she runs very slowly,* and the gentlest course may be determined by a slight rudder change.

Those who know only to buck raging seas should take a hint from their predecessors and join hands with those who seek to find the safest method for their particular vessel.

To sum up, the master's basic problem is to balance the safety and welfare of the passengers, the crew, the cargo, and, of course, the vessel itself, against economy and efficiency. Adverse weather conditions complicate the matter through the possibility of heavy weather damage, or worse. In order to provide the proper balance demanded of him, he will, if he is smart, attempt to skirt dangerous storms. Should he find himself unable to escape adverse weather, he then should be prepared to exhibit a high degree of weather "know-how" and an equally high proficiency in handling his vessel under adverse weather conditions. Only then is the master's twofold duty and responsibility properly fulfilled.

LADDERS, EMBARKATION-DEBARKATION (FLEXIBLE)

Approval No. 160.017/1/1, Type 8 PL embarkation-debarkation ladder, chain suspension, wood ears, dwg. dated March 5, 1952, manufactured by H. K. Metal Craft Mfg. Co., 3775–3789 Tenth Avenue at Two Hundred and Third Street, New York 34, N. Y. (Supersedes Approval No. 160.017/1/0 published in the Federal Register July 31, 1947.)

Approval No. 160.017/13/0, Type 8 PL–S embarkation-debarkation ladder, chain suspension, steel ears, dwg. dated March 1, 1952, manufactured by H. K. Metal Craft Mfg. Co., 3775–3789 Tenth Avenue at Two Hundred and Third Street, New York 34, N. Y.

(R. S. 4405, 4426, 4488, 4491, 49 Stat. 1544, 54 Stat. 346, and sec. 5 (e), 55 Stat. 244, 245, as amended; 46 U. S. C. 367, 375, 404, 481, 489, 1333, 50 U. S. C. App. 1275; 46 CFR 59.63, 76.56a, 94.55a, 113.47a, 160.017)

[CGFR 52–55]

APPROVAL OF EQUIPMENT AND CHANGES IN MANUFACTURERS' ADDRESSES

By virtue of the authority vested in me as Commandant, United States Coast Guard, by Treasury Department Order No. 120 dated July 31, 1950 (15 F. R. 6521), and in compliance with the authorities cited below with each item of equipment: *It is ordered*, That:

(a) All the aprovals listed in this document which extend approvals previously published in the Federal Register dated August 27, September 26, September 30, October 1, and November 1, 1947, are prescribed and shall be in effect for a period of five years from their respective dates as indicated at the end of each approval, unless sooner canceled or suspended by proper authority; and

(b) All the other approvals listed in this document (which are not covered by paragraph (a) above) are prescribed and shall be in effect for a period of five years from date of publication in the Federal Register unless sooner canceled or suspended by proper authority; and

(c) The changes in addresses of manufacturers of approved equipment shall be made as indicated below.

LIFE PRESERVERS, KAPOK, ADULT AND CHILD (JACKET TYPE)

Approval No. 160.002/32/0, Model 2 adult kapok life preserver, U. S. C. G. Specification Subpart 160.002, manufactured by Fairfield Textile Works, P. O. Box 6, Highway 40, Fairfield, Calif. (Extension of the approval published in Federal Register dated September 30, 1947; effective September 30, 1952.)

(R. S. 4405, 4417a, 4426, 4488, 4491, 4492, 35 Stat. 428, 49 Stat. 1544, 54 Stat. 164, 166, 346, and sec. 5, 55 Stat. 244, 245, as amended; 46 U. S. C. 367, 375, 391a, 396, 404, 481, 489, 490, 526e, 526p, 1333, 50 U. S. C. App. 1275; 46 CFR 160.002)

LIFE PRESERVERS, FIBROUS GLASS, ADULT AND CHILD (JACKET TYPE)

Approval No. 160.005/9/0, Model 51 adult fibrous glass life preserver, U. S. C. G. Specification Subpart 160.005, manufactured by Seaway Manufacturing Co., Inc., 511 North Solomon Street, New Orleans 19, La.

Approval No. 160.005/10/0, Model 55 child fibrous glass life preserver, U. S. C. G. Specification Subpart 160.005, manufactured by Seaway Manufacturing Co., Inc., 511 North Solomon Street, New Orleans 19, La.

(R. S. 4405, 4417a, 4426, 4481, 4482, 4488, 4491, 4492, 35 Stat. 428, 49 Stat. 1544, 54 Stat. 164, 166, 346, and sec. 5, 55 Stat. 244, 245, as amended; 46 U. S. C. 375, 391a, 404, 474, 475, 481, 489, 490, 396, 367, 526e, 526p, 1333, 50 U. S. C. App. 1275; 46 CFR 160.005)

BUOYANT CUSHIONS, KAPOK, STANDARD

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

Approval No. 160.007/57/0, Standard kapok buoyant cushion, U. S. C. G. Specification Subpart 160.007, manufactured by Orr & Baker, 1303½ Tenth Street, Port Huron, Mich. (Extension of the approval published in Federal Register dated October 31, 1947; effective October 31, 1952.)

Approval No. 160.007/119/0, Standard kapok buoyant cushion, U. S. C. G. Specification Subpart 160.007, manufactured by Hirsh-Weis Canvas Products Co., 3121 Northeast Sandy Boulevard, Portland 12, Oreg.

Approval No. 160.007/120/0, Standard kapok buoyant cushion, U. S. C. G. Specification Subpart 160.007, manufactured by International Cushion, 1116–18 Northeast Eighth Avenue, Fort Lauderdale, Fla.

(R. S. 4405, 4491, 54 Stat. 164, 166, as amended; 46 U. S. C. 375, 489, 526e, 526p; 46 CFR 25.4–1, 160.007)

BUOYANT CUSHIONS, NON-STANDARD

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

Rectangular buoyant cushions manufactured by the H. S. White Manufacturing Co., Inc., Fifth and Wacouta Streets, St. Paul 1, Minn., dwg. No. 1, dated January 17, 1947, and schedule of sizes, dated June 18, 1947, U. S. C. G. Specification Subpart 160.008, in the following sizes with the amount of kapok indicated for each size:

Approval No.	Size (inches)	Kapok (ounces)
160.008/308/0	15 x 19 x 2	26
160.008/309/0	15 x 21 x 2	28
160.008/310/0	15 x 23 x 2	31
160.008/311/0	15 x 25 x 2	34
160.008/312/0	15 x 27 x 2	36
160.008/313/0	15 x 29 x 2	39
160.008/314/0	15 x 31 x 2	42
160.008/315/0	15 x 33 x 2	44
160.008/316/0	15 x 35 x 2	47
160.008/317/0	17 x 17 x 2	26
160.008/318/0	17 x 19 x 2	29
160.008/319/0	17 x 21 x 2	32
160.008/320/0	17 x 23 x 2	35
160.008/321/0	17 x 25 x 2	38
160.008/322/0	17 x 27 x 2	41
160.008/323/0	17 x 29 x 2	44
160.008/324/0	17 x 31 x 2	47
160.008/325/0	17 x 33 x 2	50
160.008/326/0	17 x 35 x 2	53
160.008/327/0	19 x 19 x 2	32
160.008/328/0	19 x 21 x 2	36
160.008/329/0	19 x 23 x 2	39
160.008/330/0	19 x 25 x 2	42
160.008/331/0	19 x 27 x 2	45
160.008/332/0	19 x 29 x 2	49
160.008/333/0	19 x 31 x 2	53
160.008/334/0	19 x 33 x 2	56
160.008/335/0	19 x 35 x 2	59
160.008/336/0	21 x 21 x 2	39
160.008/337/0	21 x 23 x 2	43
160.008/338/0	21 x 25 x 2	47
160.008/339/0	21 x 27 x 2	51
160.008/340/0	21 x 29 x 2	54
160.008/341/0	21 x 31 x 2	58
160.008/342/0	21 x 33 x 2	62
160.008/343/0	21 x 35 x 2	66

(Extension of the approval published in Federal Register dated August 27, 1947; effective August 27, 1952.)

Rectangular buoyant cushions manufactured by the H. S. White Manufacturing Co., Inc., Fifth and Wacouta Streets, St. Paul 1, Minn., dwg. No. 4, dated January 17, 1947, and schedule of sizes, dated June 18, 1947, U. S. C. G. Specification Subpart 160.008, in the following sizes with the amount of kapok indicated for each size:

Approval No.	Size (inches)	Kapok (ounces)
160.008/344/0	14 x 22 x 2	28
160.008/345/0	14 x 24 x 2	30
160.008/346/0	14 x 26 x 2	33
160.008/347/0	14 x 28 x 2	35
160.008/348/0	14 x 30 x 2	38
160.008/349/0	14 x 32 x 2	40
160.008/350/0	14 x 34 x 2	43
160.008/351/0	14 x 36 x 2	45
160.008/352/0	16 x 18 x 2	26
160.008/353/0	16 x 20 x 2	29
160.008/354/0	16 x 22 x 2	32
160.008/355/0	16 x 24 x 2	34
160.008/356/0	16 x 26 x 2	37
160.008/357/0	16 x 28 x 2	40
160.008/358/0	16 x 30 x 2	43
160.008/359/0	16 x 32 x 2	46
160.008/360/0	16 x 34 x 2	49
160.008/361/0	16 x 36 x 2	51
160.008/362/0	18 x 18 x 2	29
160.008/363/0	18 x 20 x 2	32
160.008/364/0	18 x 22 x 2	35
160.008/365/0	18 x 24 x 2	39
160.008/366/0	18 x 26 x 2	42
160.008/367/0	18 x 28 x 2	45
160.008/368/0	18 x 30 x 2	48
160.008/369/0	18 x 32 x 2	51
160.008/370/0	18 x 34 x 2	55
160.008/371/0	18 x 36 x 2	58

(Extension of the approval published in Federal Register dated August 27, 1947; effective August 27, 1952.)

Approval No. 160.008/377/0, 17" x 17" x 2½" rectangular buoyant cushion, 33-ounce kapok, U. S. C. G. Specification Subpart 160.008, specifications and dwgs. dated September 25, 1947, manufactured by Orr & Baker, 1303½ Tenth Street, Port Huron, Mich. (Extension of the approval published in Federal Register dated October 31, 1947; effective October 31, 1952.)

Approval No. 160.008/514/0, 14" x 18¼" x 2" rectangular buoyant cushion, 24-ounce kapok, dwg. No. BC–4, dated August 19, 1952, manufactured by Farber Brothers, Inc., 821 Linden Avenue, Memphis, Tenn.

Approval No. 160.008/516/0, 15" x 15" x 2" rectangular buoyant cushion, 20-ounce kapok, American Pad & Textile Co., dwg. Nos. B–46, dated December 22, 1941, revised March 6, 1946, and A–636 dated August 15, 1952, manufactured by The American Pad & Textile Co., Greenfield, Ohio, for Spiegel, Inc., 1061 West Thirty-fifth Street, Chicago 9, Ill.

Approval No. 160.008/517/0, 15" x 15" x 2" rectangular buoyant cushion, 20-ounce kapok, American Pad & Textile Co., dwg. Nos. B–46, dated December 22, 1941, revised March 6, 1946, and A–302, dated August 15, 1952, manufactured by The American Pad & Textile Co., Greenfield, Ohio, for Montgomery Ward & Co., Inc., 619 West Chicago Avenue, Chicago 7, Ill.

Approval No. 160.008/518/0, 15" x 15" x 2" rectangular buoyant cushion, 20-ounce kapok, American Pad & Textile Co., dwg. Nos. B–46 dated December 22, 1941, revised March 6, 1946, and A–755, dated August 15, 1952, manufactured by The American Pad & Textile Co., Greenfield, Ohio, for The Firestone Tire & Rubber Co., Akron 17, Ohio.

Approval No. 160.008/519/0, 15" x 15" x 2" rectangular buoyant cushion, 20-ounce kapok, American Pad & Textile Co., dwg. Nos. B–46, dated December 22, 1941, revised March 6, 1946, and A–511, dated August 15, 1952, manufactured by The American Pad & Textile Co., Greenfield, Ohio, for Sears, Roebuck & Co., Chicago 7, Ill.

(R. S. 4405, 4491, 54 Stat. 164, 166, as amended; 46 U. S. C. 375, 489, 526e, 526p; 46 CFR 25.4–1, 160.008)

COMPASSES, LIFEBOAT

Approval No. 160.014/7/0, Model 34–1000, compensating mariners liquid filled magnetic lifeboat compass with mounting, assembly dwg. No. 34–1000, dated January 22, 1946, manufactured by Kenyon Instrument Co., Inc., 1345 New York Avenue, Huntington Station, Long Island, N. Y. (Extension of the approval published in Federal Register dated September 30, 1947; effective September 30, 1952.)

(R. S. 4405, 4417a, 4426, 4488, 4491, 49 Stat. 1544, 54 Stat. 346, and sec. 5, 55 Stat. 244, 245, as amended; 46 U. S. C. 367, 375, 391a, 404, 481, 489, 1333, 50 U. S. C. App. 1275; 46 CFR 33.15–1, 59.11)

WINCHES, LIFEBOATS

Approval No. 160.015/45/1, Type CL–17.5B lifeboat winch, approval is limited to mechanical components only and for a maximum working load of 10,250 pounds pull at the drums (5,125 pounds per fall), identified by assembly dwg. No. CL–17.5–1 dated April 4, 1950, and revised June 10, 1952, manufactured by Marine Safety Equipment Corp., Point Pleasant, N. J. (Supersedes Approval No. 160.-015/45/0 published in the Federal Register dated February 17, 1951.)

(R. S. 4405, 4417a, 4426, 4488, 4491, 49 Stat. 1544, 54 Stat. 346, and sec. 5 (e), 55 Stat. 244, 245, as amended; 46 U. S. C. 367, 375, 391a, 404, 481, 489, 1333, 50 U. S. C. App. 1275; 46 CFR 33.10–5, 59.3a, 60.21, 76.15a, 94.14a, 160.015)

LADDERS, EMRARKATION-DEBARKATION (FLEXIBLE)

Approval No. 160.017/9/0, "Master," Model 100, embarkation-debarkation ladder, wire rope suspension, steel ears, dwg. No. E–1003 dated July 16, 1952, manufactured by The Marine Ladder Manufacturing Co., 2767 Thirteenth Avenue Southwest, Seattle 4, Wash.

(R. S. 4405, 4426, 4488, 4491, 49 Stat. 1544, 54 Stat. 346, and sec. 5, 55 Stat. 244, 245, as amended; 46 U. S. C. 367, 375, 404, 481, 489, 1333, 50 U. S. C. App. 1275; 46 CFR 59.63, 76.56a, 94.55a, 113.47a, 160.017)

SIGNALS, DISTRESS, COMBINATION FLARE AND SMOKE, HAND

Approval No. 160.023/1/0, A–P Daynite hand combination flare and smoke distress signal, arrangement dwg. No. 4500–AR, Rev. No. 3, dated June 17, 1946, manufactured by Aerial Products, Inc., Elkton, Md. (Extension of the approval published in Federal Register dated November 1, 1947; effective November 1, 1952.)

(R. S. 4405, 4417a, 4426, 4488, 4491, 49 Stat. 1544, 54 Stat. 346, and sec. 5, 55 Stat. 244, 245, as amended; 46 U. S. C. 367, 375, 391a, 404, 481, 489, 1333, 50 U. S. C. App. 1275; 46 CFR 160.023)

SIGNALS, DISTRESS, PISTOL-PROJECTED, PARACHUTE RED FLARE

Approval No. 160.024/5/0, aluminum shell parachute red flare cartridge distress signal, assembly dwg. No. A–3530, dated January 17, 1947, manufactured by Signal Pyrotechnic Co., 4041 Whiteside Street, Los Angeles 33, Calif. (Extension of the approval published in Federal Register dated August 27, 1947; effective August 27, 1952.)

(R. S. 4405, 4417a, 4488, 4491, 49 Stat. 1544, 54 Stat. 346, and sec. 5, 55 Stat. 244, 245, as amended; 46 U. S. C. 367, 375, 391a, 381, 489, 1333, 50 U. S. C. App. 1275; 46 CFR 160.024)

NOZZLES, WATER SPRAY (FIXED TYPE)

Approval No. 160.025/10/0, Model A nonadjustable, 1½-inch fixed type, water spray nozzle, dwg. No. 1, dated March 4, 1938, manufactured by Sculler Safety Corp., 30 Front Street, New York 4, N. Y. (Extension of the approval published in Federal Register dated September 26, 1947; effective September 26, 1952.)

(R. S. 4405, 4417a, 4426, 4491, 49 Stat. 1544, 54 Stat. 1028, and sec. 5, 55 Stat. 244, 245, as amended; 46 U. S. C. 367, 375, 391a, 404, 489, 463a, 50 U. S. C. App. 1275; 46 CFR 34.10–40, 61.14)

CONTAINERS, EMERGENCY PROVISIONS AND WATER

Approval No. 160.026/8/1, Container for emergency drinking water, dwg. No. S1–117, dated August 23, 1951, Rev. 5, dated August 19, 1952, manufactured by The Multiple Breaker Co., 918 Beacon Street, Boston 15, Mass. (Supersedes Approval No. 160.026/8/0 published in the Federal Register dated September 30, 1947.)

Approval No. 160.026/18/1, Container for emergency drinking water, dwg. No. B–104, dated September 17, 1952, manufactured by H. & M. Packing Corp, 913 Ruberta Avenue, Glendale 1, Calif. (Supersedes Approval No. 160.026/18/0 published in the Federal Register dated February 6, 1952.)

(R. S. 4405, 4417a, 4426, 49 Stat. 1544, 54 Stat. 346, and sec. 5, 55 Stat. 244, 245, as amended; 46 U. S. C. 367, 375, 391a, 404, 489, 1333, 50 U. S. C. App. 1275; 46 CFR 33.15–1, 59.11)

LIFEBOATS

Approval No. 160.035/21/1, 24.0' x 7.75' x 3.33' steel, oar-propelled lifeboat, 37-person capacity, identified by general arrangement dwg. No. G–2437 dated April 11, 1952, and revised August 2, 1952, manufactured by C. C. Galbraith & Son, Inc., 99 Park Place, New York 7, N. Y. (Reinstates and supersedes Approval No. 160.035/21/0 terminated in the Federal Register dated October 1, 1952.)

Approval No. 160.035/88/1, 14.0' x 5.4' x 2.3' steel oar-propelled square stern lifeboat, 10-person capacity, identified by general arrangement and construction dwg. No. 49R–1411 dated February 14, 1951 and revised June 10, 1952, manufactured by Lane Lifeboat & Davit Corp., 8920 Twenty-sixth Avenue, Brooklyn 14, N. Y. (Reinstates and supersedes Approval No. 160.035/88/0 terminated in the Federal Register dated October 1, 1952.)

Approval No. 160.035/191/1, 28.0' x 9.79' x 4.13' steel hand-propelled lifeboat, 68-person capacity, identified by construction and ar-

rangement dwg. No. 3199 dated August 1, 1952, revised September 15, 1952, manufactured by Welin Davit and Boat Division of Continental Copper & Steel Industries, Inc., Perth Amboy, N. J. (Supersedes Approval No. 160.035/191/0 published in the Federal Register dated April 1, 1948.)

Approval No. 160.035/286/0, 24.0' x 8.0' x 3.5' steel, oar-propelled lifeboat, 40-person capacity, identified by construction and arrangement dwg. No. 24–9, dated October 30, 1951, and revised July 16, 1952, manufactured by Marine Safety Equipment Corp., Point Pleasant, N. J.

(R. S. 4405, 4417a, 4426, 4481, 4488, 4491, 4492, 35 Stat. 428, 49 Stat. 1544, 54 Stat. 346, and sec. 5, 55 Stat. 244, 245, as amended; 46 U. S. C. 367, 375, 391a, 396, 404, 474, 481, 489, 490, 1333, 50 U. S. C. App. 1275; 46 CFR 33.01–5, 59.13, 76.16, 94.15, 113.10, 160.035)

PUMPS, BILGE, LIFEBOAT

Approval No. 160.044/4/0, Size No. 2 lifeboat bilge pump, identified by general assembly dwg. No. 222–A dated August 24, 1944, manufactured by Allied Marine Equipment, Division of Tap-Rite Products Corp., 204 Railroad Avenue, Hackensack, N. J.

(R. S. 4405, 4417a, 4462, 4488, 4491, 49 Stat. 1544, 54 Stat. 346, 55 Stat. 244, 245, as amended; 46 U. S. C. 375, 391a, 416, 481, 489, 367, 1333, 50 U. S. C. App. 1275; 46 CFR 160.044)

VALVES, SAFETY

Approval No. 162.001/183/0, Type 1531–P1, Consolidated drum pilot actuator pop safety valve, maximum pressure 1,050 p. s. i., maximum temperature 1,000° F., dwg. No. 3VN953, dated August 13, 1952, approved for 1½" and 2" sizes, bore diameter 1⅜", manufactured by Manning, Maxwell & Moore, Inc., Stratford, Conn.

Approval No. 162.001/184/0, Type 1531–P2, Consolidated drum pilot actuator pop safety valve, maximum pressure 650 p. s. i., maximum temperature 1,000° F., dwg. No. 3VN953, dated August 13, 1952, approved for 1½" and 2" sizes, bore diameter 1⅜", manufactured by Manning, Maxwell & Moore, Inc., Stratford, Conn.

Approval No. 162.001/185/0, Type 1531–U1, Consolidated superheater unloader safety valve, maximum pressure 1,000 p. s. i., maximum temperature 1,000° F., dwg. No. 3VM953, dated September 4, 1952, approved for 2 and 2½-inch sizes, bore diameter 1⅝ inches, manufactured by Manning, Maxwell & Moore, Inc., Stratford, Conn.

Approval No. 162.001/186/0, Type 1531–U2, Consolidated superheater unloader safety valve, maximum pressure 1,000 p. s. i., maximum temperature 1,000° F., dwg. No. 3VM953, dated September 4, 1952, approved for 2 and 2½-inch sizes, bore diameter 1⅝ inches, manufactured by Manning, Maxwell & Moore, Inc., Stratford, Conn.

Approval No. 162.001/187/0, Type 1531–U3, Consolidated superheater unloader safety valve, maximum pressure 600 p. s. i., maximum temperature 1,000° F., dwg. No. 3VM953, dated September 4, 1952, approved for 2½-inch size, bore diameter 1¾ inches, manufactured by Manning, Maxwell & Moore, Inc., Stratford, Conn.

Approval No. 162.001/188/0, Type 1531–U4, Consolidated superheater unloader safety valve, maximum pressure 600 p. s. i., maximum temperature 1,000° F., dwg. No. 3VM953, dated September 4, 1952, approved for 2½-inch size, bore diameter 2 inches, manufactured by Manning, Maxwell & Moore, Inc., Stratford, Conn.

(R. S. 4405, 4417a, 4418, 4426, 4433, 4491, 49 Stat. 1544, 54 Stat. 346, and sec. 5 (e), 55 Stat. 244, 245, as amended; 46 U. S. C. 367, 375, 391a, 392, 404, 411, 489, 1333, 50 U. S. C. App. 1275; 46 CFR 52.65)

BOILERS, HEATING

Approval No. 162.003/141/0, C–600W hot water heating boiler, horizontal fire tube type, dwg. No. F–6521–A, Revision A dated September 5, 1952, design pressure 30 p. s. i. approval limited to bare boiler, manufactured by Cyclotherm Division, U. S. Radiator Corp., Oswego, N. Y.

(R. S. 4405, 4417a, 4418, 4426, 4433, 4434, 4491, 49 Stat. 1544, 54 Stat. 346, and sec. 5 (e), 55 Stat. 244, 245, as amended; 46 U. S. C. 367, 375, 391a, 392, 404, 411, 412, 489, 1333, 50 U. S. C. App. 1275; 46 CFR Part 52)

FIRE EXTINGUISHERS, PORTABLE, HAND, CARBON-DIOXIDE TYPE

Approval No. 162.005/2/1, Alfite Speedex 15, 15-pound carbon dioxide type hand portable fire extinguisher, assembly dwg. No. 28X–1576, Alt. J dated July 15, 1949, name plate dwg. No. 28X–844, Rev. M1 dated March 26, 1951, manufactured by American-LaFrance-Foamite Corp., Elmira, N. Y. (Supersedes Approval No. 162.005/2/0 published in the Federal Register dated October 1, 1952.)

Approval No. 162.005/37/0, Gapco Model SRH–15, 15-pound carbon dioxide type hand portable fire extinguisher, assembly dwg. dated September 8, 1950, no revision, name plate dwg. No. GA–99–08 dated June 8, 1949, no revision, manufactured by General Air Products Corp., 5345 North Kedzie Avenue, Chicago 18, Ill.

Approval No. 162.005/38/0, Gapco Model SRH–10, 10-pound carbon dioxide type hand portable fire extinguisher, assembly dwg. dated September 8, 1950, no revision, name plate dwg. No. GA–99–08 dated June 8, 1949, no revision, manufactured by General Air Products Corp., 5345 North Kedzie Avenue, Chicago 18, Ill.

Approval No. 162.005/39/0, Gapco Model SRQ–5, 5-pound carbon dioxide type hand portable fire extinguisher, assembly dwg. dated September 8, 1950, no revision, name plate dwg. No. GA–99–07 dated June 7, 1949, no revision, manufactured by General Air Products Corp., 5345 North Kedzie Avenue, Chicago 18, Ill.

(R. S. 4405, 4417a, 4426, 4479, 4491, 4492, 49 Stat. 1544, 54 Stat. 165, 166, 346, 1028, and sec. 5, 55 Stat. 244, 245, as amended; 46 U. S. C. 367, 375, 391a, 404, 463a, 472, 490, 526g, 526p, 1333, 50 U. S. C. App. 1275; 46 CFR 25.5–1, 26.3–1, 27.3–1, 34.25–1, 61.13, 77.13, 95.13, 114.15)

FIRE EXTINGUISHERS, PORTABLE, HAND, CHEMICAL FOAM TYPE

Approval No. 162.006/10/0, Badger, 2½-gallon foam hand portable fire extinguisher, assembly dwg. Nos. BD 1895, dated June 19, 1947, and SK 1053A, dated March 26, 1946, name plate dwg. No. BD 1922, dated August 27, 1947, revised October 2, 1952, manufactured by the Badger Fire Extinguisher Co., 626 Somerville Avenue, Somerville 43, Mass. (Extension of the approval published in Federal Register dated September 30, 1947; effective September 30, 1952.)

(R. S. 4405, 4417a, 4426, 4479, 4491, 4492, 49 Stat. 1544, 54 Stat. 165, 166, 346, 1028, and sec. 5, 55 Stat. 244, 245, as amended; 46 U. S. C. 367, 375, 404, 463a, 472, 489, 490, 526g, 526p, 1333, 50 U. S. C. App. 1275; 46 CFR 25.5–1, 26.3–1, 27.3–1, 34.25–1, 61.13, 77.13, 95.13, 114.15)

FIRE EXTINGUISHERS, PORTABLE, HAND, SODA-ACID TYPE

Approval No. 162.007/24/0, Badger's Pony, 1¼-gallon soda-acid hand portable fire extinguisher, assembly dwg. No. SK 284, dated May 1, 1924, name plate dwg. No. SK 258, dated May 1, 1924, rev. August 27, 1947, manufactured by the Badger Fire Extinguisher Co., 626 Somerville Avenue, Somerville 43, Mass. (Extension of the approval published in Federal Register dated September 30, 1947; effective September 30, 1952.)

Approval No. 162.007/25/0, Badger's 2½-gallon soda-acid hand portable fire extinguisher, assembly dwg. Nos. BD 1889, dated March 25, 1947, and SK 1034, dated May 23, 1932, rev. March 9, 1937, name plate dwg. No. BD 1921, dated August 26, 1947, revised October 2, 1952, manufactured by the Badger Fire Extinguisher Co., 626 Somerville Avenue Somerville 43, Mass. (Extension of the approval published in Federal Register dated September 30, 1947; effective September 30, 1952.)

(R. S. 4405, 4417a, 4426, 4479, 4491, 4492, 49 Stat. 1544, 54 Stat. 165, 166, 346, 1028, and sec. 5, 55 Stat. 244, 245, as amended; 46 U. S. C. 367, 375, 391a, 404, 463a, 472, 489, 490, 526g, 526p, 1333, 50 U. S. C. App. 1275; 46 CFR 25.5–1, 26.3–1, 27.3–1, 34.25–1, 61.13, 77.13, 95.13, 114.15)

FIRE EXTINGUISHERS, PORTABLE, HAND, DRY-CHEMICAL TYPE

Approval No. 162.010/1/2, Ansul M–20–B, 20-pound dry chemical pressure-cartridge operated type hand portable fire extinguisher, assembly dwg. No. 2709 dated April 22, 1952, no revision, shell assembly dwg. No. 2774 dated April 21, 1952, no revision, and name plate dwg. No. 2781 dated December 7, 1951, no revision, manufactured by Ansul Chemical Co., Marinette, Wis. (Supersedes Approval No. 162.010/1/1 published in the Federal Register dated August 24, 1951.)

Approval No. 162.010/3/2, Ansul M–4–A, 4-pound dry chemical pressure-cartridge operated type hand portable fire extinguisher, assembly dwg. No. DS–1785 dated September 27, 1950, no revision, shell assembly dwg. No. 1779, Rev. 2 dated April 23, 1952, name plate dwg. No. 1780, Rev. 1 dated July 30, 1951, manufactured by Ansul Chemical Co., Marinette, Wis. (Supersedes Approval No. 162.010/3/1 published in the Federal Register dated February 6, 1952.)

Approval No. 162.010/4/1, Alfco Model 5P1–30M (Marine Type) 25-pound dry chemical type hand portable fire extinguisher, assembly dwg. No. 33X–1011, Alt. K dated February 29, 1952, instruction panel dwg. No. 33X–158 dated February 29, 1952, no revision, manufactured by American-LaFrance-Foamite Corp., Elmira, N. Y. (Supersedes Approval No. 162.-010/4/0 published in the Federal Register dated December 7, 1951.)

Approval No. 162.010/13/1, Ansul M–4–B, 4-pound dry chemical pressure-cartridge operated type hand portable fire extinguisher, assembly dwg. No. DS– 2218 dated June 21, 1951, no revision, shell assembly dwg. No. 2219, Rev. 2 dated April 23, 1952, name plate dwg. No. DS–2217, dated June 21, 1951, no revision, manufactured by Ansul Chemical Co., Marinette, Wis. (Supersedes Approval No. 162.-010/13/0 published in the Federal Register dated February 6, 1952.)

(R. S. 4405, 4417a, 4426, 4479, 4491, 4492, 49 Stat. 1544, 54 Stat. 165, 166, 346, 1028, and sec. 5, 55 Stat. 244, 245, as amended; 46 U. S. C. 367, 375, 391a, 404, 463a, 472, 489, 490, 526g, 526p, 1333, 50 U. S. C. App. 1275; 46 CFR 25.5–1, 26.3–1, 27.3–1, 28.3–5, 34.25–1, 61.13, 77.13, 95.13, 114.15)

VALVES, RELIEF (FOR HOT WATER HEATING BOILERS)

Approval No. 162.013/12/0, Type No. 230–30, relief valve for hot water heating boilers, maximum set pressure 30 p. s. i., relieving capacity 303,000 B. t. u. per hour, dwg. No. 230–30, rev. 1, dated September 1952, approved for ¾-inch inlet size, manufactured by McDonnell & Miller, Inc., 3500 North Spaulding Avenue, Chicago 18, Ill.

Approval No. 162.013/13/0, Type No. 2230CG, multiple relief valve assembly for hot water heating boilers, two (2) ¾-inch No. 230–30 relief valves mounted on common base, maximum set pressure 30 p. s. i., combined relieving capacity 606,000 B. t. u. per hour, dwg. No. 2230CG assembly, dated September 16, 1952, base inlet size 1¼-inch nominal pipe diameter, manufactured by McDonnell & Miller, Inc., 3500 North Spaulding Avenue, Chicago 18, Ill.

Approval No. 162.013/14/0, Type No. 3230CG, multiple relief valve assembly for hot water heating boilers, three (3) ¾-inch No. 230–30 relief valves mounted on common base, maximum set pressure 30 p. s. i., combined relieving capacity 909,000 B. t. u. per hour, dwg. No. 3230CG assembly, dated September 16, 1952, base inlet size 1½-inch nominal pipe diameter, manufactured by McDonnell & Miller, Inc., 3500 North Spaulding Avenue, Chicago 18, Ill.

Approval No. 162.013/15/0, No. 74 relief valve for hot water heating boiler, ¾-inch inlet size, relieving capacity 480,000 B. t. u. per hour at maximum set pressure of 30 p. s. i., dwg. No. 74–174 PD, dated October 7, 1952, manufactured by Watts Regulator Co., Lawrence, Mass.

Approval No. 162.013/16/0, No. 174 relief valve for hot water heating boiler, maximum set pressure 30 p. s. i., dwg. No. 74–174, PD dated October 7, 1952, approved for following sizes and relieving capacities:

Inlet size (inches):	*Relieving capacity (B. t. u./hr. at 30 p. s. i.)*
¾	441,000
1	716,400
1¼	1,065,600
1½	1,395,000
2	2,528,100

manufactured by Watts Regulator Co., Lawrence, Mass.

(R. S. 4405, 4417a, 4418, 4426, 4433, 4491, 49 Stat. 1544, 54 Stat. 346, and sec. 5, 55 Stat. 244, 245, as amended; 46 U. S. C. 367, 375, 391a, 392, 404, 411, 489, 1333, 50 U. S. C. App. 1275; 46 CFR 53.03–60)

DECK COVERINGS

Approval No. 164.006/3/1, Asbestolith magnesite type deck covering identical to that described in National Bureau of Standards Test Report No. TG–3610–1214; FR 1778 dated July 2, 1940, approved for use without other insulating material as meeting Class A–60 requirements in a 1½-inch thickness, manufactured by Asbestolith Manufacturing Corp., 257 Kent Street, Brooklyn 22, N. Y. (Extension of the approval published in Federal Register dated September 30, 1947; effective September 30, 1952.)

(R. S. 4405, 4417a, 4426, 49 Stat. 1384, 1544, 54 Stat. 346, 1028, and sec. 5, 55 Stat. 244, 245, as amended; 46 U. S. C. 367, 369, 375, 391a, 404, 463a, 1333, 50 U. S. C. App. 1275; 46 CFR 164.006)

FIRE INDICATING AND ALARM SYSTEMS

Smoke Detecting System, Audible, Type R, 110 and 220 volts, direct current, and Type RAC, 110 volts, 60 cycles, alternating current, and Types R and RAC smoke detector systems combined with carbon dioxide fire extinguishing system, and conversion of existing Rich and Richaudio Smoke Detecting and existing systems combined with carbon dioxide extinguishing systems to Type R system; 24, 32, and 40 line cabinets minimum; assembly dwg. No. 157066, Rev. B dated February 13, 1951; dwg. No. 159007, Rev. E, dated June 20, 1951, wiring diagram, Type R; dwg. No. 159014, dated December 26, 1951, Schematic wiring diagram, Type RAC, manufactured by Walter Kidde & Co., Inc., Belleville 9, N. J. (Supersedes both approvals published in Federal Register dated August 24, 1951.)

(R. S. 4405, and 4426, as amended, 49 Stat. 1544, 54 Stat. 346, 1028, and sec. 5 (e), 55 Stat. 244, as amended; 46 U. S. C. 375, 404, 367, 1333, 463a, 50 U. S. C. App. 1275; 46 CFR 61.16, 61.17, 77.16, 77.17, 95.15, 95.16, 114.16, 114.17)

CHANGE IN ADDRESS

The address of H. S. White Manufacturing Co., Inc., has been changed from Sixth and Rosabel Streets to Fifth and Wacouta Streets, St. Paul 1, Minn., for Approval Nos. 160.007/19/0, 160.008/175/0, 160.008/176/0, 160.008/177/0 and 160.008/178/0 published in the Federal Register dated October 1, 1952.

The address of the Martin-Parry Corp. has been changed from York, Pa., to P. O. Box 964, Toledo 1, Ohio, for Approval No. 164.008/19/0 published in the Federal Register dated October 1, 1952.

Dated: November 10, 1952.

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

[F. R. Doc. 52–12464; Filed, Nov. 21, 1952; 8:46 a. m., 17 F. R. 10660—11/22/52.]

[CGFR 52–56]

TERMINATIONS OF APPROVALS OF EQUIPMENT

By virtue of the authority vested in me as Commandant, United States

Coast Guard, by Treasury Department Order No. 120, dated July 31, 1950 (15 F. R. 6521), and in compliance with the authorities cited below, the following approvals of equipment are terminated because (1) the manufacturer is no longer in business, or (2) the manufacturer does not desire to retain the approval, or (3) the item of equipment no longer complies with the present Coast Guard requirements. In the case of power boilers it has been decided that since detailed plans of power boilers must be submitted for each vessel or a group of vessels of a particular design, there is no advantage in type approving such boilers and, therefore, the approvals for power boilers are being terminated and new designs will no longer be listed under the heading of approved equipment. All the termination of approvals except for power boilers and heating boilers shall be effective on the dates indicated at the end of each item in accordance with the original approvals published in the Federal Register. The termination of approvals of power boilers and heating boilers made by this document shall be made effective upon the thirty-first day after the date of publication of this document in the Federal Register. Notwithstanding this termination of approval on any item of equipment as listed in this document, such equipment in service may be continued in use so long as such equipment is in good and serviceable condition.

BUOYANT CUSHIONS, KAPOK, STANDARD

Termination of Approval No. 160.007/55/0, standard kapok buoyant cushion, U. S. C. G. Specification Subpart 160.007, manufactured by The Mueck Auto Body Co., 4321–4329 Papin Street, St. Louis 10, Mo. (Approved Federal Register dated August 27, 1947. Termination of approval effective August 27, 1952.)

(R. S. 4405, 4491, 54 Stat. 164, 166, as amended; 46 U. S. C. 375, 489, 526e, 526p; 46 CFR 25.4–1, 160.007)

BUOYANT CUSHIONS, NON-STANDARD

Termination of Approval No. 160.008/306/0, 15½" x 26" x 3" rectangular kapok buoyant cushion, 54-ounce kapok, dwg. No. 181–103, dated July 7, 1947, U. S. C. G. Specification Subpart 160.008, manufactured by Cluff Fabric Products, 457–467 East One Hundred and Forty-seventh Street, New York, N. Y. (Approved Federal Register dated August 27, 1947. Termination of approval effective August 27, 1952.)

Termination of Approval No. 160.008/372/0, 14" x 43" x 2½" rectangular kapok buoyant cushion, 68-ounce kapok, dwg. dated July 26, 1947, U. S. C. G. Specification Subpart 160.008, manufactured by DeMore Manufacturing Co., Inc., 547 Meeting Street, Charleston 14, S. C. (Approved Federal Register dated August 27, 1947. Termination of approval effective August 27, 1952.)

Termination of Approval No. 160.008/374/0, 24" x 25⅝" x 3" rectangular buoyant cushion, 82-ounce kapok, U. S. C. G. Specification Subpart 160.008, dwg. No. 181–105, dated August 25, 1947, manufactured by Cluff Fabric Products, 457–467 East One Hundred and Forty-seventh Street, New York, N. Y. (Approved Federal Register dated September 26, 1947. Termination of approval effective September 26, 1952.)

(R. S. 4405, 4491, 54 Stat. 164, 166, as amended; 46 U. S. C. 375, 489, 526e, 526p; 46 CFR 25.4–1, 160.008)

BUOYANT APPARATUS

Termination of Approval No. 160.010/11/0, buoyant apparatus, spruce, copper tanks, 20-person capacity, dwg. dated April 1, 1936, submitted by Tregoning Industries, Inc., P. O. Box 151, Alderwood Manor, Wash. (Approved Federal Register dated September 26, 1947. Termination of approval effective September 26, 1952.)

Termination of Approval No. 160.010/12/0, buoyant apparatus, plywood, Type B, 20-person capacity, dwg. dated May 1940, submitted by Tregoning Industries, Inc., P. O. Box 151, Alderwood Manor, Wash. (Approved Federal Register dated September 26, 1947. Termination of approval effective September 26, 1952.)

Termination of Approval No. 160.010/13/0, buoyant apparatus, 5' 2" x 2' 8" elliptical shape, 0' 7" diameter section, hollow aluminum, flush net platform, five-person capacity, dwg. No. 3135, dated September 30, 1946, Alt. February 4, 1947, manufactured by Welin Davit and Boat Division of Continental Copper & Steel Industries, Inc., Perth Amboy, N. J. (Approved Federal Register dated September 30, 1947. Termination of approval effective September 30, 1952.)

(R. S. 4405, 4417a, 4426, 4488, 4491, 49 Stat. 1544, 54 Stat. 346, and sec. 5 (e), 55 Stat. 244, 245, as amended; 46 U. S. C. 367, 375, 391a, 404, 489, 1333, 50 U. S. C. App. 1275; 46 CFR 59.54a, 60.47a, 76.51a, 160.010)

WINCHES, LIFEBOAT

Termination of Approval No. 160.015/37/0, Type WH–15, lifeboat winch, approved for maximum working load of 12,500 pounds pull at the drums (6,250 pounds per fall), identified by general arrangement dwg. No. 1263–D, dated June 7, 1946, and revised June 9, 1947, manufactured by The Landley Co., Inc., Division of Cargocaire Engineering Corp., 15 Park Row, New York 7, N. Y. (Approved Federal Register dated August 27, 1947. Termination of approval effective August 27, 1952.)

(R. S. 4405, 4417a, 4426, 4488, 4491, 49 Stat. 1544, 54 Stat. 346, and sec. 5, 55 Stat. 244, 245, as amended; 46 U. S. C. 367, 375, 391a, 404, 481, 489, 1333, 50 U. S. C. App. 1275; 46 CFR 33.10–5, 59.3a, 60.21, 76.15a, 94.14a, 160.015)

LINE-THROWING APPLIANCES, LYLE GUN TYPE

Termination of Approval No. 160.029/10/0, steel line-throwing appliance, Lyle gun type, asembly dwg. No. SSC–105–3, Alt. A, revised December 19, 1940, and detail dwg. No. SSC–105–4, Alt. A, revised December 19, 1940, manufactured by Sculler Safety Corp., 30 Front Street, New York 4, N. Y. (Approved Federal Register dated September 26, 1947. Termination of approval effective September 26, 1952.)

(R. S. 4405, 4417a, 4426, 4488, 4491, 49 Stat. 1544, 54 Stat. 346, and sec. 5, 55 Stat. 244, 245, as amended; 46 U. S. C. 367, 375, 391a, 404, 481, 489, 1333, 50 U. S. C. App. 1275; 46 CFR 33.55–1, 59.61)

FIRING ATTACHMENTS, MECHANICAL (WITH ACCESSORIES), FOR LYLE GUN TYPE LINE-THROWING APPLIANCE

Termination of Approval No. 160.030/3/0, Model 2 firing attachment for Lyle gun type line-throwing appliance, dwgs. No. FA 30 and FA 31, rev. April 28, 1945, manufactured by Columbia Appliance Corp., 8–13 Forty-third Road, Long Island City 1, N. Y. (Approved Federal Register dated September 26, 1947. Termination of Approval effective September 26, 1952.)

Termination of Approval No. 160.030/4/0, Type A firing attachment for Lyle type line-throwing gun, dwg. No. C–32A, revised April 25, 1945, submitted by Coston Supply Co., Inc., 31 Water Street, New York 4, N. Y. (Approved Federal Register dated September 26, 1947. Termination of approval effective September 26, 1952.)

(R. S. 4405, 4417a, 4426, 4488, 4491, 49 Stat. 1544, 54 Stat. 345, and sec. 5, 55 Stat. 244, 245, as amended; 46 U. S. C. 367, 375, 391a, 404, 481, 489, 1333, 50 U. S. C. App. 1275; 46 CFR 33.55–1, 59.61)

LINE-THROWING APPLIANCE, SHOULDER GUN TYPE (AND EQUIPMENT)

Termination of Approval No. 160.031/3/0, line-throwing appliance, shoulder gun type, dwg. No. 15, submitted by Coston Supply Co., Inc., 31 Water Street, New York 4, N. Y. (Approved Federal Register dated September 26, 1947. Termination of approval effective September 26, 1952.)

(R. S. 4405, 4417a, 4426, 4481, 4488, 4491, sec. 11, 35 Stat. 428, 49 Stat. 1544, 54 Stat. 346, and sec. 5, 55 Stat. 244, 245, as amended; 46 U. S. C. 367, 375, 391a, 396, 404, 474, 475, 481, 489, 1333, 50 U. S. C. App. 1275; 33.55–1, 59.61)

LIFEBOATS

Termination of Approval No. 160.-035/149/0, 22′ x 7.5′ x 3.15′ steel, oar-propelled lifeboat, 31-person capacity, identified by construction and arrangement dwg. No. OMS–460–A, dated June 1947, submitted by Tregoning Industries, Inc., P. O. Box 151, Alderwood Manor, Wash. (Approved Federal Register dated September 26, 1947. Termination of Approval effective September 26, 1952.)

Termination of Approval No. 160.-035/150/0, 26′ x 8.5′ x 3.825′ steel, oar-propelled lifeboat, 50-person capacity, identified by construction and arrangement dwg. No. OMS 600A, submitted by Tregoning Industries, Inc., P. O. Box. 151, Alderwood Manor, Wash. (Approved Federal Register dated September 26, 1947. Termination of approval effective September 26, 1952.)

Termination of Approval No. 160.-035/167/0, 16′ x 5.1′ x 2.08′ steel oar-propelled lifeboat, 10-person capacity, approved for use on vessels other than ocean or coastwise steam vessels; identified by construction and arrangement dwg No. 3172, dated May 5, 1945, manufactured by the Welin Davit and Boat Division of Continental Copper & Steel Industries, Inc., Perth Amboy, N. J. (Approved Federal Register dated August 27, 1947. Termination of approval effective August 27, 1952.)

Termination of Approval No. 160.-035/168/0, 14′ x 5.0′ x 2.17′ steel oar-propelled lifeboat, nine-person capacity, approved for use on vessels other than ocean or coastwise steam vessels, identified by construction and arrangement dwg. No. 3158 dated March 25, 1947, manufactured by the Welin Davit and Boat Division of Continental Copper & Steel Industries, Inc., Perth Amboy, N. J. (Approved Federal Register dated August 27, 1947. Termination of approval effective August 27, 1952.)

Termination of Approval No. 160.035/169/0, 26′ x 9′ x 3.83′ aluminum motor-propelled lifeboat with radio cabin, 43-person capacity, identified by construction and arrangement dwg. No. 3167, dated June 20, 1947, rev. September 4, 1947, manufactured by the Welin Davit and Boat Division of Continental Copper & Steel Industries, Inc., Perth Amboy, N. J. (Approved Federal Register dated September 30 1947. Termination of approval effective September 30, 1952.)

Termination of Approval No. 160.035/172/0, 30.67′ x 10.17′ x 4.25′ steel motor-propelled lifeboat with radio cabin, 60-person capacity, identified by construction and arrangement dwg. No. 2276–7, dated November 6, 1942, and revised January 15, 1943, manufactured by Welin Davit and Boat Division of Continental Copper & Steel Industries, Inc., Perth Amboy, N. J. (Approved Federal Register dated November 8, 1947. Termination of approval effective November 8, 1952).

Termination of Approval No. 160.035/175/0, 12′ x 4.5′ x 1.85′ steel, oar-propelled lifeboat Type OMS, for service on vessels other than ocean and coastwise vessels, six-person capacity, identified by construction and arrangement dwg. No. OMS 1A dated October 1947, manufactured by Tregoning Industries, Inc., P. O. Box 151, Alderwood Manor, Wash. (Approved Federal Register dated November 6, 1947. Termination of approval effective November 6, 1952.)

(R. S. 4405, 4417a, 4426, 4481, 4488, 4491, 4492, 35 Stat. 428, 49 Stat. 1544, 54 Stat. 346, and sec. 5, 55 Stat. 244, 245, as amended; 46 U. S. C. 367, 375, 391a, 396, 404, 474, 481, 489, 490, 1333, 50 U. S. C. App. 1275; 46 CFR 33.01–5, 59.13, 76.16, 94.15, 113.10, 160.035)

TELEPHONE SYSTEMS, SOUND POWERED

Termination of Approval No. 161.005/30/0, sound powered telephone headseat, Model MI–2045–E, dwg. No. W–302828–502, submitted by Radio Corporation of America, Camden 2, N. J. (Approved Federal Register dated August 27, 1947. Termination of approval effective August 27, 1952).

Termination of Approval No. 161.005/31/0, sound powered telephone handset, Model MI–2040–A, dwg. No. TT–613025–504, submitted by Radio Corporation of America, Camden 2, N. J. (Approved Federal Register dated August 27, 1947. Termination of approval effective August 27, 1952.)

Termination of Approval No. 161.005/32/0, sound powered telephone signal unit, Model MI–2471, 13 stations maximum, bulkhead mounting, waterproof, dwg. No. W–130924–501, submitted by Radio Corporation of America, Camden 2, N. J. (Approved Federal Register dated August 27, 1947. Termination of approval effective August 27, 1952.)

Termination of Approval No. 161.005/33/0, sound powered telephone station assembly (less signal unit), Model MI–2044–A, waterproof, bulkhead mounting, dwg. No. W–130429–502, submitted by Radio Corporation of America, Camden 2, N. J. (Approved Federal Register dated August 27, 1947. Termination of approval effective August 27, 1952.)

Termination of Approval No. 161.005/34/0, sound powered telephone handset, Model M1–2040–A, dwg. No. TT–613025–504, and brackets for bulkhead mounting, Models MI–2452 and MI–2062–B, dwg. Nos. W–130422–501 and T–161374–3, submitted by Radio Corporation of America, Camden 2, N. J. (Approved Federal Register dated August 27, 1947. Termination of approval effective August 27, 1952.)

(R. S. 4405, 4417a, 4418, 4426, 4491, 49 Stat. 1544, 54 Stat. 346, and sec. 5 (e), 55 Stat. 244, as amended, 46 U. S. C. 367, 375, 391a, 392, 404, 489, 1333, 50 U. S. C. 1275; 46 CFR 63.11, 79.12, 97.14, 116.10)

BOILERS, POWER

Termination of Approval No. 162.-002/63/1, Titusville Fire Tube Boiler, Scotch Marine dry back type welded construction, dwgs. No. E–7487–B revised November 15, 1948, and No. E–7485–C revised November 26, 1948, approved for type design only, manufactured by The Titusville Iron Works Co., Division of Struthers-Wells Corp., 1938 Reed Street, Titusville, Pa. (Approved Federal Register dated December 31, 1948.)

Termination of Approval No. 162.-002/78/0, Type H–B Two-Drum bent tube waste heat boiler, integrally fired with an oil burner, casing arrangement dwg. No. H54–452, boiler piping arrangement dwg. No. H512–452, manufactured by Heilman Boiler Works, Front and Linden Streets, Allentown, Pa. (Approved Federal Register dated August 6, 1948.)

(R. S. 4405, 4417a, 4418, 4433, 4434, 4491, 49 Stat. 1544, 54 Stat. 346, and sec. 5, 55 Stat. 244, 245, as amended; 46 U. S. C. 367, 375, 391a, 392, 411, 412, 489, 1333, 50 U. S. C. App. 1275; 46 CFR Part 52)

BOILERS, HEATING

Termination of heating boilers, cast iron copper tube, maximum steam or hot water pressure of 15 p. s. i., dwg. No. D–6245, manufacured by Bryan Steam Corp., Peru, Ind., for the following Models:

Approval No.	Model No.	Available B. t. u. rating (thousands)
162.003/54/0	17	207
162.003/55/0	19	306
162.003/56/0	111	450
162.003/57/0	113	540
162.003/58/0	115	810
162.003/59/0	117	1,188
162.003/60/0	122	1,580

(Approved Federal Register dated February 12, 1948.)

(R. S. 4405, 4417a, 4418, 4426, 4433, 4434, 4491, 49 Stat. 1544, 54 Stat. 346, and sec. 5 (e), 55 Stat. 244, 245, as amended; 46 U. S. C. 367, 375, 391a, 392, 404, 411, 412, 489, 1333, 50 U. S. C. App. 1275; 46 CFR Part 52)

FIRE EXTINGUISHERS, PORTABLE, HAND, CARBON DIOXIDE TYPE

Termination of Approval No. 162.-105/15/0, Kidde Model 10T, 10-pound carbon dioxide hand portable fire extinguisher, assembly dwg. No. 82507, Rev. A, dated September 27, 1945, name plate dwg. No. 82508, Rev. A, dated October 4, 1945, manufactured by Walter Kidde & Co., Inc., 675 Main Street, Belleville 9, N. J. (Approved Federal Register dated September 18, 1947. Termination of approval effective September 18, 1952.)

Termination of Approval No. 162.-105/16/0, Kidde Model 15T, 15-pound carbon dioxide hand portable fire extinguisher, assembly dwg. No. 82088, Rev. B, dated August 29, 1945, name plate dwg. No. 82307, Rev. A, dated September 19, 1945, manufactured by Walter Kidde & Co., Inc., 675 Main Street, Belleville 9, N. J. (Approved Federal Register dated September 18, 1947. Termination of approval effective September 18, 1952.)

[R. S. 4405, 4417a, 4426, 4479, 4491, 4492, 49 Stat. 1544, 54 Stat. 165, 166, 346, 1028, and sec. 5, 55 Stat. 244, 245, as amended; 46 U. S. C. 367, 375, 391a, 404, 463a, 472, 490, 526g, 526p, 1333, 50 U. S. C. App. 1275; 46 CFR 25.5–1, 26.3–1, 27.3–1, 34.25–1, 91.13, 77.13, 95.13, 114.15)

Dated: November 14, 1952.

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

[F. R. Doc. 52-12463; Filed, Nov. 21, 1952; 8:46 a. m., 17 F. R. 10663—11/22/52]

AFFIDAVIT

The following affidavit was accepted during the period from October 15, 1952, to November 15, 1952: *Automatic Temperature Control Co., Inc.*, 5200 Pulaski Avenue, Philadelphia 44, Pa. Valves.

ARTICLES OF SHIPS' STORES AND SUPPLIES

Articles of ships' stores and supplies certificated from October 28 to November 26, 1952, 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:

Arlenge Laboratories, 156 Chambers Street, New York 7, N. Y. Certificate No. 360, dated November 13, 1952. "MODERN ROACH KONTROL."

Octagon Process Inc., 15 Bank Street, Staten Island 1, N. Y. Certificate No. 361, dated November 20, 1952. "KLEARALL 90—OCTAGON SAFETY SOLVENT."

Merchant Marine Personnel Statistics

MERCHANT MARINE OFFICER LICENSES ISSUED

DECK

September 1952

Grade	Original	Renewal
Master:		
Ocean	32	161
Coastwise	2	15
Great Lakes	2	3
B. S. & L.	6	62
Rivers	1	23
Radio officer licenses issued	22	
Chief mate:		
Ocean	30	31
Coastwise		1
Mate:		
Great Lakes		
B. S. & L.	1	3
Rivers	7	10
Second mate:		
Ocean	51	45
Coastwise		
Third mate:		
Ocean	25	38
Coastwise		
Pilots:		
Great Lakes	5	12
B. S. & L.	59	154
Rivers	54	46
Master: Uninspected vessels		7
Mate: Uninspected vessels	1	
Total	298	611
Grand total	909	

ENGINEER

Grade	Original	Renewal
STEAM		
Chief Engineer:		
Unlimited	13	146
Limited	2	83
First assistant engineer:		
Unlimited	24	46
Limited		6
Second assistant engineer:		
Unlimited	55	79
Limited		1
Third assistant engineer:		
Unlimited	29	57
Limited		1
MOTOR		
Chief engineer:		
Unlimited	5	36
Limited	10	47
First assistant engineer:		
Unlimited	3	7
Limited	7	4
Second assistant engineer:		
Unlimited	1	7
Limited		
Third assistant engineer:		
Unlimited	4	77
Limited		
Chief engineer: uninspected vessels	5	2
Assistant engineer: Uninspected vessels	2	1
Total	160	600
Grand total	760	

INVESTIGATING UNITS

Coast Guard Merchant Marine Investigating Units and Merchant Marine Details investigated a total of 744 cases during the month of September 1952. From this number, hearings before Examiners resulted involving 13 officers and 66 unlicensed men. In the case of officers, no license was revoked, six were suspended without probation, five were suspended with probation granted, no license was voluntarily surrendered, 5 cases were dismissed after hearing, and no hearings were closed with an admonition. Of the unlicensed personnel, 14 certificates were revoked, 26 were suspended without probation, 26 were suspended with probation granted, nine certificates were voluntarily surrendered, two hearings were closed with admonitions, and six cases were dismissed after hearing.

ORIGINAL SEAMEN'S DOCUMENTS ISSUED

September 1952

Type of document	Atlantic coast	Gulf coast	Pacific coast	Great Lakes and rivers	Total
Staff officer	46	5	16	5	72
Continuous discharge book					0
Merchant mariner's documents	1,000	280	639	762	2,681
AB any waters unlimited	92	15	58	13	178
AB any waters, 12 months	53	24	43	48	168
AB Great Lakes, 18 months	2	1	1	15	19
AB tugs and towboats, any waters	1	1			2
AB bays and sounds [1]					0
AB seagoing barges					0
Lifeboatman	194	30	126	71	421
Q. M. E. D.	163	47	89	68	367
Radio operators	1		3		4
Certificate of service	876	231	589	660	2,356
Tankerman	12	16	4	25	57

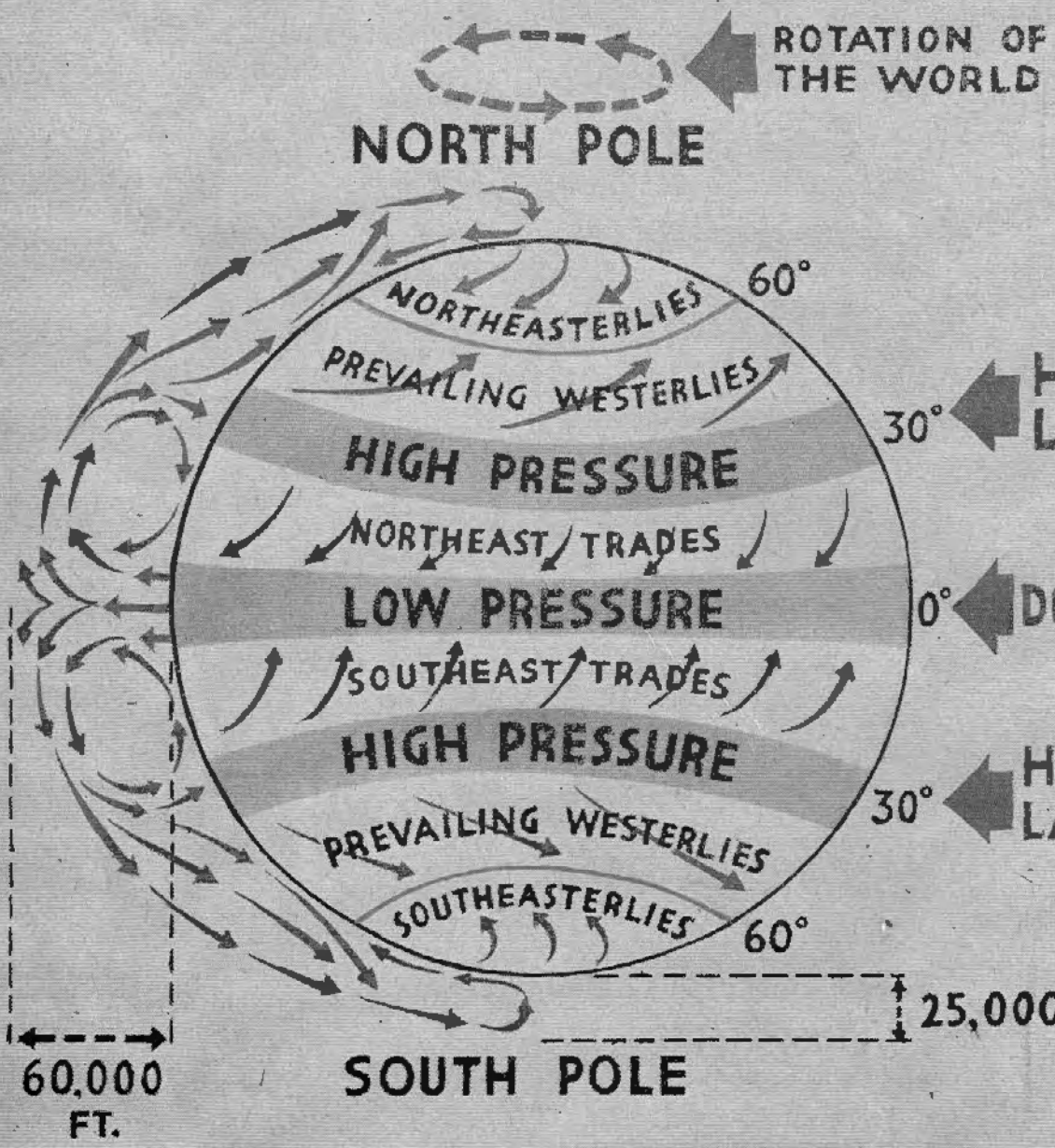
[1] 12 months, vessels 500 gross tons or under, not carrying passengers.

NOTE.—The last 11 categories indicate number of endorsements made on United States merchant mariner's documents.

WAIVER OF MANNING REQUIREMENTS

Waivers	Atlantic coast	Gulf coast	Pacific coast	Great Lakes	Total
Deck officers substituted for higher ratings				3	3
Engineer officers substituted for higher ratings			1	2	3
O. S. for A. B.	4	4	5		13
Wiper or coalpassers for Q. M. E. D.	3		9	5	17
Total waivers	7	4	15	10	36
Number of vessels	6	3	11	8	28

NOTE.—In addition, individual waivers were granted to permit the employment of 34 able seamen holding certificates for "any waters, 12 months" in excess of the 25 percent authorized by statute.



GENERAL CIRCULATION OF AI

U. S. GOVERNMENT PRINTING OFFICE: 1953