

# PROCEEDINGS OF THE MERCHANT MARINE COUNCIL UNITED STATES COAST GUARD

The printing of this publication has been approved by the Director of the Bureau of the Budget, March 11, 1952.

This copy for not less than 20 readers.  
**PASS IT ALONG**

CG 129



Vol. 11

January 1954

No. 1



AN EXIGENCE OF OXYGEN

See page 11.

# MERCHANT MARINE COUNCIL

Published monthly at Coast Guard Headquarters, Washington 25, D. C., under the auspices of the Merchant Marine Council, in the interest of safety at sea. Special permission for republication, either in whole or in part, with the exception of copyrighted articles or pictures, is not required provided credit is given to the Proceedings of the Merchant Marine Council.

The  
Merchant Marine Council  
of the United States  
Coast Guard

VICE ADMIRAL MERLIN O'NEILL, USCG  
Commandant

REAR ADMIRAL H. C. SHEPHEARD, USCG  
Chief, Office of Merchant Marine  
Safety  
Chairman

CAPTAIN R. A. SMYTH, USCG  
Assistant Chief, Office of Merchant  
Marine Safety.  
Vice Chairman

REAR ADMIRAL K. K. COWART, USCG  
Engineer in Chief  
Member

CAPTAIN I. E. ESKRIDGE, USCG  
Deputy Chief of Staff  
Member

CAPTAIN P. A. OVENDEN, USCG  
Chief, Merchant Vessel Inspection  
Division  
Member

CAPTAIN C. P. MURPHY, USCG  
Chief, Merchant Marine Technical  
Division  
Member

CAPTAIN JAMES D. CRAIK, USCG  
Chief, Merchant Vessel Personnel  
Division  
Member

CAPTAIN G. A. LITTLEFIELD, USCG  
Executive Secretary and Member

MR. K. S. HARRISON  
Chief Counsel

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

## CONTENTS

### FEATURES

Your Fact Forum	Page 2
Official Logbooks or Unofficial Notebooks	3
Sidelights on the Rules	8

### LESSONS FROM CASUALTIES

An Exigence of Oxygen	11
A Whiff of Grape	12

### APPENDIX

Amendments to Regulations	14
Navigation and Vessel Inspection Circular No. 7-53	14
Navigation and Vessel Inspection Circular No. 8-53	15
Articles of Ships' Stores and Supplies	15

### DISTRIBUTION (SDL 55)

A: a, aa, b, c, d, dd (2); remainder (1).  
B: e (35); c (16); g (2); f (4); h (3); remainder (1).  
C: a, b, c, d, e, f, g, i, m, o (1).  
D: l (5); a, b, c, d, e, f, g, h, j, k, l, m (1).  
E: o (New London only) (1).  
List 141 M.  
List 111.

## Your Fact Forum

Q. What is the meaning of special-purpose buoys colored as follows:

- (a) White;
- (b) Yellow;
- (c) White with green tops;
- (d) White and black alternate horizontal bands;
- (e) White and international orange alternate bands, either horizontal or vertical;
- (f) Yellow and black vertical stripes?

A. The meanings of these special-purpose buoys are:

- (a) White buoys mark anchorage areas.
- (b) Yellow buoys mark quarantine anchorage areas.
- (c) White buoys with green tops are used in connection with dredging and surveying operations.
- (d) White and black alternate horizontally banded buoys mark fish net areas.
- (e) White and international orange buoys alternately banded, either horizontally or vertically, are for special purposes to which neither the lateral-system colors nor the other special-purpose colors apply.
- (f) Yellow and black vertically striped buoys are used for seadrome markings and have no marine significance.

Q. When is a tackle rove to advantage?

A. A tackle is rove to "advantage" when the block having the greatest number of parts, i. e., the one from which the holding part leads, is attached to the weight to be moved.

Q. What is the effect of hooking one tackle onto the holding part of another?

A. The effect is twofold:  
(1) The power of the combination is the product of the powers of the two tackles.

(2) The speed of operation is decreased.

Q. What are the three types of fire detecting systems generally used on board merchant vessels? State in what part of the vessel each is generally used.

- A. They are:
- (a) The smoke-detecting system, which is primarily adapted for the protection of cargo holds.
  - (b) The electrical thermostatic system.
  - (c) The pneumatic-tube system.

The latter two systems are primarily used in living quarters and passenger spaces.

# OFFICIAL LOGBOOKS OR UNOFFICIAL NOTEBOOKS

This is a sequel to an article of the same title published in the September 1952 issue of the *Proceedings of the Merchant Marine Council*, wherein the author of that article stressed the importance of recording shipboard matters in the Official Logbook in the manner required by 46 U. S. C. 201, 202, 701, and 702.

There apparently is widespread confusion as to:

(1) What entries should be made in the Official Logbook.

(2) The extent to which these entries should be made.

(3) By whom these entries should be made.

(4) How these entries should be made.

This was attested to by correspondence relating to the article referred to and confirmed by an examination of various Official Logbooks by the Merchant Vessel Personnel Division of the Office of Merchant Marine Safety.

This examination of Official Logbooks revealed that many entries therein were utterly inadequate for the purposes intended. Moreover, many of the entries were in contravention of the statutes. Some Official Logbooks that were examined were maintained in strict accordance with the statutory and regulatory requirements relative thereto. These, however, were decidedly and unfortunately in the minority.

It is to be granted the format of the statutes and regulations pertaining to entries in the Official Logbook is somewhat complex and may, in part, be the cause for the inadequate entries. This article will attempt to reconcile whatever confusion may exist and, at the same time, try to point out why the Official Logbook is an important document to be maintained in strict accordance with the statutory and regulatory requirements relative thereto.

The maintenance of the Official Logbook is not a matter which may be delegated to the chief mate or purser without further concern on the Master's part. His responsibility extends to more than the mere signing of an entry. *This is the first point to be understood.*

Next, it must be understood that a vessel in coastwise trade must have an Official Logbook, with proper entries therein, as well as a vessel making voyages from a port in the United States to a foreign port or when over 75 tons burden making voyages from a port on the Atlantic coast to a port on the Pacific coast, or vice versa.

That a vessel in the coastwise trade must have an Official Logbook is clear

when the following statutes are considered and logically applied: 46 U. S. C. 481, 701, and 702, as amended by the Acts of December 21, 1898, and March 4, 1915.

46 U. S. C. 481, as amended, applies to vessels navigating the ocean or any lake, bay, or sound of the United States. It requires, among other things, that musters of crews at their boat and fire stations, followed by boat and fire drills, respectively, shall be held once a week, either in port or at sea, and that an entry shall be made in the Official Logbook of these drills, or of the reason why they could not be held.

46 U. S. C. 701, as amended by section 19 of the Act of December 21, 1898, and section 7 of the Act of March 4, 1915, enumerates certain offenses by seamen and prescribed the penalties therefor.

46 U. S. C. 702, as amended by section 20 of the Act of December 21, 1898, in turn, provides that when any of the offenses enumerated in 46 U. S. C. 701 have been committed, it shall be the duty of the Master to make an entry of the name in the Official Logbook.

Finally, section 26 of the Act of December 21, 1898, provides that the Act shall apply to all vessels not specifically exempted therein, but that certain of its provisions shall be inapplicable to fishing or whaling vessels or yachts. Nowhere in the Act are vessels in the coastwise trade exempted from the provisions of 46 U. S. C. 701, 702, as amended.

Therefore, it is apparent that a vessel in the coastwise trade must have an Official Logbook in order that the entries required by these statutes may be made by the Master. The question, "Are vessels in the coastwise trade required to have an Official Logbook?" is to be answered in the affirmative.

Why this latter point should be as confusing as it appears to be is somewhat difficult to understand in view of the consistent policy of both the former Bureau of Marine Inspection and Navigation and the U. S. Coast Guard in which it was incorporated on March 1, 1942. Long before the functions of the former Bureau of Marine Inspection and Navigation were transferred to the U. S. Coast Guard, the Solicitor of the Department of Commerce had carefully reviewed the question and, with ample documentation, had summed the matter up as follows:

"The first statutory reference to 'Logbooks' is found in the Act of July 20, 1790, entitled 'An Act for the

government and regulation of seamen in the merchant service.' (1 Stat. 131.)

"Sec. 1 of the Act provided that the master of any ship or vessel bound on a foreign voyage, or if of 50 tons burden and upward and bound from a port in one state to a port in any other than an adjoining state, should enter into an agreement in writing or in print with every seaman on board and that at the foot of such agreement should be a memorandum in writing of the day and hour when such seaman who shipped and subscribed should render himself on board.

"Sec. 2 provided that if any seaman failed to report at the time specified his name and statement of his failure to so report should be 'entered in the logbook of such ship or vessel.'

"Sec. 5 provided that if a seaman was absent without leave the 'master or person in command, mate, or other officer having charge of the logbook' should enter the fact therein.

"Sec. 6 provided that the logbook should be produced to the judge or justice before whom complaints were brought for adjudication.

"There was no provision expressly requiring ships to have logbooks. Congress apparently assuming that such requirement was so firmly established by long continued maritime custom and usage that no affirmative legislation was necessary to make it applicable, nor did such affirmative legislation appear to have been considered until the enactment of the 'Shipping Commissioners' Act of June 7, 1872, which Act made it the duty of the master to keep a record of various matters pertaining to the crew and other subjects, and, apparently for the purpose of legislatively fixing the designation of the book in which such records were to be kept provided that the entries should be made in a book 'to be called the Official Logbook.' This provision was contained in section 23 of the Act, which section reads as follows:

Sec. 23. That every master shall, not less than 48 hours before paying off or discharging any seaman, deliver to him, or if he is to be discharged before a shipping commissioner, to such shipping commissioner, a full and true account of his wages, and all deductions to be made therefrom on any account whatsoever; and in default shall, for each offense, incur a penalty not exceeding \$50 dollars; and no deduction from the wages of any seaman (except in respect of any matter happening after such delivery) shall be allowed, unless it is included



in the account delivered; and the master shall, during the voyage, enter the various matters in respect to which such deductions are made, with the amounts of the respective deductions as they occur, in a book to be kept for that purpose, to be called the 'Official Logbook', as hereinafter provided, and shall, if required, produce such book at the time of the payment of wages, and, also, upon hearing, before any competent authority, of any complaint or question relating to such payment.

"Particular attention should be given the italicized phrases 'to be called the Official Logbook' and 'as hereinafter provided,' since these legislatively fix the designation of the book in which should be kept the entries and refer to the various entries to be made as later in the Act prescribed, as in sections 26, 51, 52, 58, 59, and 60. These sections as revised and amended appear in the Revised Statutes and U. S. C. as follows:

Section Act of June 7, 1872	Section Revised Statutes	Section of Title 46 U. S. C.
23	4550	642
26	4555	652
51	4596	701
52	4597	702
58	4290	201
59	4291	202
60	4292	203

"In the revision, and apparently for the sole purpose of brevity, the phrase 'in the Official Logbook' was substituted for the original clause 'in a book to be called the Official Logbook, as hereinafter provided,' but under no accepted rule of construction can it be successfully contended that the force, effect, and application of the requirements of section 23, above quoted, were in any way affected,

modified, or restricted by the change in phraseology as it will be noted by reference to the sections as brought down in the Revised Statutes and U. S. C. that all entries required to be made thereunder must be entered in the 'Official Logbook.'

"The provisions of the Act of June 7, 1872 were, at the time of its enactment and for a number of years subsequent thereto, restricted to vessels in the foreign trade (other than in trade between the United States and the British North American possessions, the West India Islands, and Mexico) and vessels of 75 tons and upward engaged in the intercoastal trade (sec. 4511 R. S.; 46 U. S. C. 564; derived from sec. 12, Act of June 7, 1872). This restriction was further emphasized by the Act of June 9, 1874 (18 Stat. 64; 46 U. S. C. 544) which expressly exempted vessels engaged in the coasting trade (other than the intercoastal trade), lake going trade whether touching at foreign ports or otherwise, trade between the United States and the British North American possessions, or in any case where the seamen by custom or agreement were entitled to participate in the profits or results of a cruise or voyage. Therefore, as the law stood at that time, the requirement to have Official Logbooks was applicable only to those vessels coming under the provisions of the Act of June 7, 1872.

"This restriction was modified, under certain conditions, by the Act of February 18, 1895, which provided that when seamen employed on vessels engaged in the coasting trade or trade between the United States and the Dominion of Canada, Newfoundland, the West Indies, or Mexico were shipped before a shipping commissioner they should be discharged before such an official in accordance with certain enumerated sections of the Revised Statutes, including section 4550 requiring certain entries to be made in the 'Official Logbook,' making the keeping of such a logbook on those vessels mandatory in order to comply with the law.

"The general application of this requirement to vessels in the coasting trade (other than the intercoastal trade) did not become effective until the passage of the Act of December 21, 1898 which amended a number of the sections of the Revised Statutes pertaining to the shipment and discharge of seamen among which were sections 4596 and 4597, derived from sections 51 and 52 of the Act of June 7, 1872 and amended by sections 19 and 20 of the Act of December 21, supra.

"Section 4596 enumerates certain offenses by seamen and prescribes punishments therefor. Section 4597

makes it mandatory that if any of the offenses enumerated in section 4596 are committed an entry of the same shall be made in the 'Official Logbook' on the day the offense was committed, which entry must be signed by the master and by the mate or one of the crew. No vessels are exempted from these provisions by the sections (4596 and 4597) in which they occur or elsewhere in the Act, and section 26 of the Act reads as follows:

Sec. 26. That this Act shall take effect 60 days after its approval, and shall apply to all vessels not herein specifically exempted, but sections 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 13, 14, 15, 23, and 24 shall not apply to fishing or whaling vessels or yachts.

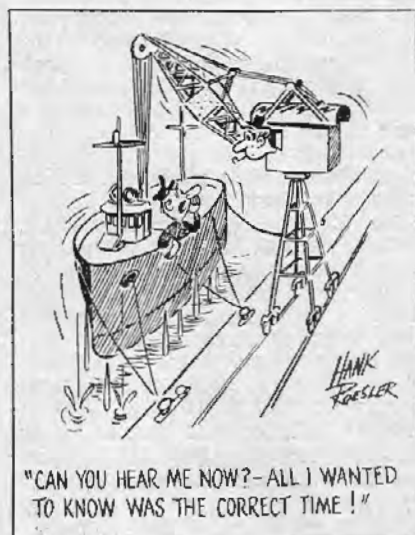
"Section 4596 was later amended by section 7 of the 'Seamen's Act' of March 4, 1915, and by section 18 of that Act made applicable to all vessels of the United States.

"The above cited statutes (4596 and 4597 R. S.) conclusively establish their application to all merchant vessels of the United States irrespective of the trades in which they may be engaged, and while they do not expressly state that Official Logbooks must be carried by all such vessels the mandatory requirement that certain entries must be made in such books carries the unmistakable implication that Official Logbooks must be carried. This construction is amply supported by undisputed judicial pronouncement in 'The Amazon,' (144 Fed. 153), in which presiding Judge Hanford held as follows:

In refusing to treat the libelants as deserters, the court intends to give effect to section 4597, which provides that the court may refuse to consider evidence of offenses by seamen not entered in the official log. In case of the *Victorian* (D. C.) 88 Fed. 797, this court decided that section 4597 was not applicable to vessels in the coasting trade. That decision, however, was rendered in July, 1898, and thereafter section 4597 was re-enacted with slight amendment, in the Act of December 21, 1898, which Act is by its terms applicable to all vessels not specially exempted, so that vessels in the coasting trade are now required to keep an official log.

"This indisputably establishes the mandatory requirement that 'Official Logbooks' must be carried by all merchant ships without regard to the trades in which they are engaged, and any instructions relative thereto that fail to use the designation 'Official Logbooks' would be misleading and not in conformity with statutory provisions.

"While there are laws, and probably administrative rulings, relative to other matters requiring certain entries to be made in 'logbooks,' or 'Official Logbooks,' they are, so far as



Courtesy Maritime Reporter

the instant subject is concerned, irrelevant and immaterial except insofar as furnishing collateral support to the construction placed on the statutes under consideration, for which purpose they might properly be referred to, since any entry required to be made in a logbook for official use can legally be made in the Official Logbook required to be carried.

"Objection has been made to the reference to the Coastwise Load Line Act of 1935 which appeared in instructions issued relative to the requirement that vessels in the coastwise trade must carry official logbooks for the reason that section 6 of that Act makes it the duty of the master to 'provide a ship's record or logbook' in which the entries prescribed are to be made. This Act was largely copied from the Load Line Act of 1929, section 6 of which requires the same entries to be made in the 'Official Logbook.'

"Since the purpose of both sections was to secure an official record of the depth of lading at the times specified the only apparent reason for the change of verbiage is that the person drafting the Coastwise Load Line Act was not aware that under the law such vessels of American registry engaged in the coastwise trade were required to have Official Logbooks and thought special legislation was necessary to carry out the purpose of the section. Such being the case it is a reasonable construction of section 6 of the Coastwise Load Line Act that inferentially the Official Logbook required to be carried is the logbook or ship's record alluded to in the section, otherwise it would lead to the absurd requirement that such vessels must have, in addition to the Official Logbook a separate record or logbook, for the sole purpose of entering the prescribed data.

"The Supreme Court, in *Wilson v. Mason*, 1 Cranch, 45, held that:

In case of doubt a literal construction leading to an absurdity will be rejected in favor of a more liberal one which will effectuate the object intended.

Suppose we take the statutes referred to in the initial paragraph and consider the specific requirements one by one, i. e., 46 U. S. C. 201, 202, 701, and 702, and then go on to other pertinent statutes and regulations.

46 U. S. C. 201, is specifically dedicated to logbook entries and provides, first, that: every vessel making voyages from a port in the United States to any foreign port, or, being of the burden of 75 tons or upward, (*making voyages*) from a port on the Atlantic to a port on the Pacific, or vice versa, shall have an Official Logbook.

46 U. S. C. 201 then provides that

every Master of such vessel shall make, or cause to be made therein, separate entries of the following matters:

First. Every legal conviction of any member of his crew, and the punishment inflicted.

Second. Every offense committed by any member of his crew for which it is intended to prosecute, or to enforce a forfeiture, together with such statement concerning the reading over such entry, and concerning the reply, if any, made to the charge, as is required by the provisions of section 702.

Third. Every offense for which punishment is inflicted on board, and the punishment inflicted.

Fourth. A statement of the conduct, character, and qualifications of each of his crew; or a statement that he declines to give an opinion of such particulars.

Fifth. Every case of illness or injury happening to any member of the crew, with the nature thereof, and the medical treatment.

Sixth. Every case of death happening on board, with the cause thereof.

Seventh. Every birth happening on board, with the sex of the infant, and the names of the parents.

Eighth. Every marriage taking place on board, with the names and ages of the parties.

Ninth. The name of every seaman or apprentice who ceases to be a member of the crew otherwise than by death, with the place, time, manner, and cause thereof.

Tenth. The wages due to any seaman or apprentice who dies during the voyage, and the gross amount of all deductions to be made therefrom.

Eleventh. The sale of the effects of any seaman or apprentice who dies during the voyage, including a statement of each article sold, and the sum received for it.

Twelfth. In every case of collision in which it is practicable so to do, the master shall, immediately after the occurrence, cause a statement thereof, and of the circumstances under which the name occurred, to be entered in the Official Logbook. Such entry shall be made in the manner prescribed in the following section and failure to make such entry shall subject the offender to the penalties prescribed by section 203.

46 U. S. C. 202, on the other hand, prescribes a mode of making entries in the Official Logbook as follows:

202. *Mode of making entries.* Every entry required to be made in the Official Logbook shall be signed by the master and by the mate, or some other one of the crew, and every entry in the Official Logbook shall be made as soon as possible after the occurrence to which it relates, and, if not made on the same day as the occurrence to which it relates, shall be made and dated so as to show the date of the occurrence, and of the entry respecting it; and in no case shall any entry therein, in respect of any occurrence happening previously to the arrival of the

vessel at her final port, be made more than 24 hours after such arrival.

46 U. S. C. 203, thereupon, prescribes the penalties for omitting or failing to make entries in the Official Logbook as required by 46 U. S. C. 201 and 202, thusly:

203. *Penalty for omitting entries.* If in any case the Official Logbook is not kept in the manner required, or if any entry directed to be made in any such logbook is not made at the time and in the manner directed, the master shall, for each such offense, be liable to a penalty of not more than \$25; and every person who makes, or procures to be made, or assists in making, any entry in any Official Logbook in respect of any occurrence happening previously to the arrival of the vessel at her final port of discharge, more than 24 hours after such arrival, shall, for each offense, be liable to a penalty of not more than \$150.

It will be noted that 46 U. S. C. 201 mentions "legal convictions" and "offenses." Certain "offenses" and their punishments are enumerated in 46 U. S. C. 701 as follows:

701. *Various offenses; penalties*

Whenever any seaman who has been lawfully engaged or any apprentice to the sea service commits any of the following offenses, he shall be punished as follows:

First. For desertion, by forfeiture of all or any part of the clothes or effects he leaves on board and of all or any part of the wages or emoluments which he has then earned.

Second. For neglecting or refusing without reasonable cause to join his vessel or to proceed to sea in his vessel, or for absence without leave at any time within 24 hours of the vessel's sailing from any port, either at the commencement or during the progress of the voyage, or for absence at any time without leave and without sufficient reason from his vessel and from his duty, not amounting to desertion, by forfeiture from his wages of not more than 2 days' pay or sufficient to defray any expenses which shall have been properly incurred in hiring a substitute.

Third. For quitting the vessel without leave, after her arrival at the port of her delivery and before she is placed in security, by forfeiture from his wages of not more than 1 month's pay.

Fourth. For willful disobedience to any lawful command at sea, by being, at the option of the master, placed in irons until such disobedience shall cease, and upon arrival in port by forfeiture from his wages of not more than 4 days' pay, or, at the discretion of the court, by imprisonment for not more than 1 month.

Fifth. For continued willful disobedience to lawful command or continued willful neglect of duty at sea, by being, at the option of the master, placed in irons, on bread and water, with full rations every fifth day, until such disobedience shall cease, and upon arrival in port by forfeiture, for every twenty-four hours' continuance of such disobedience or neglect, of a sum of not more than twelve days' pay, or by imprisonment for

DON'T TRUST IN LUCK—  
IT MIGHT DESERT YOU.



not more than three months, at the discretion of the court.

Sixth. For assaulting any master, mate, pilot, engineer, or staff officer, by imprisonment for not more than two years.

Seventh. For willfully damaging the vessel, or embezzling or willfully damaging any of the stores or cargo, by forfeiture out of his wages of a sum equal in amount to the loss thereby sustained, and also, at the discretion of the court, by imprisonment for not more than twelve months.

Eighth. For any act of smuggling for which he is convicted and whereby loss or damage is occasioned to the master or owner, he shall be liable to pay such master or owner such a sum as is sufficient to reimburse the master or owner for such loss or damage, and the whole or any part of his wages may be retained in satisfaction or on account of such liability, and he shall be liable to imprisonment for a period of not more than 12 months.

Entry of any (or all) of the offenses set forth in section 701 are required to be made in the Official Logbook by 46 U. S. C. 702 in the following manner:

#### 702. Entry of offense in logbook

Upon the commission of any of the offenses enumerated in section 701 of this title an entry thereof shall be made in the Official Logbook on the day on which the offense was committed, and shall be signed by the master and by the mate or one of the crew; and the offender, if still in the vessel, shall, before her next arrival at any port, or, if she is at the time in port, before her departure therefrom, be furnished with a copy of such entry, and have the same read over distinctly and audibly to him, and may thereupon make such a reply thereto as he thinks fit; and a statement that a copy of the entry has been so furnished, or the same has been so read over, together with his reply, if any, made by the offender, shall likewise be entered and signed in the same manner. In any subsequent legal proceedings the entries hereinbefore required shall, if practicable, be produced or proved, and in default of such production or proof the court hearing the case may, at its discretion, refuse to receive evidence of the offense.

The concluding sentence of this section is most important. Note that in default of such production or proof the court hearing the case may, at its discretion, refuse to receive evidence of the offense.

To sum up the discussion this far:

(1) A vessel in coastwise trade must have an Official Logbook, with proper entries therein, as well as a vessel making voyages from a port in the United States to a foreign port or when over 75 tons burden making voyages from a port on the Atlantic Coast to a port on the Pacific Coast, or vice versa.

(2) The maintenance of the Official Logbook is not a matter that may be delegated to the chief mate or purser without a further concern on the Master's part.

(3) Separate entries of specific matters must be entered in a manner prescribed by statute.

While it should be clear as to who should make the entries, and what entries should be made, more space may be advantageously devoted to the manner of making entries. The statutes do not prescribe the specific wording to be used. On the contrary, they merely prescribe the contents of the entries.

It is with this in mind that examples of proper and improper log entries which have been taken from the Official Logbooks of several vessels are quoted below, with fictitious names substituted for the names of persons therein.

Consider the following entries:

Port Elizabeth

August 13, 1953

6:00 P. M. Joseph Blank (Z-0210), A. B., was drunk and unfit for duty 8-12 A. M. today and did not assist in securing for sea and unmooring afternoon and evening. The vessel sailed at 6:00 P. M. For these offenses he is logged and fined two days wages amounting to \$20.96.

s/ ch mate

s/ master

s/ Crew Member witness to incident

August 14, 1953

L. 34-30 S, Lo. 21-46 E

9:35 A. M. The above entry having been read to Blank and copy of it given to him, his reply: "I'm sorry, hope it won't happen again."

s/ Ch. mate witness s/ master

Referring to the statutes as heretofore mentioned, it may be seen that the above entries are proper in every respect and meet the requirements at law.

Now let us examine several similar but improper entries:

6/20/52

London

2200 H. Coffee absent without leave from watch disobeyed order to remain aboard. Fined two days pay on each charge. \$33.05.

At sea

7/30/51

41-42 N, 12-11 W

Jonas Jones, A. B., charged with being absent without leave and drinking intoxicants while on duty. This is the second offense. Logged two days pay. \$16.53.

s/ ch mate

s/ master

It is to be noted one entry is unsigned; neither of the above entries were read to the seamen; no copy of the entry was furnished to the seamen; no reply of the seamen was recorded. Because of the defects of these entries, the seamen would have every right to contest them:

(1) Before a Shipping Commissioner in connection with deducting the amount of the logging from his wages.

(2) Before a Hearing Examiner if

brought up on charges under R. S. 4450, as amended.

The Master would also be subject to a citation and fine under the provisions of 46 U. S. C. 203 for failing to keep the logbook in the manner required.

The following entries were presumably made in accordance with the provisions of item 9 of section 201:

9/22

Dakar, Senegal

Paid off Buck Dollar 1st Asst.

11/10/52

Gibraltar

Paid off Sam Hose in connection with legal proceedings.

11/14/51

Paid off Hirman Ham misconduct.

Referring to item 9, it may be seen that these entries are unsigned and completely void of the specific manner and cause of discharge in a foreign port.

Defective entries of this nature certainly enhance a claim for wages for wrongful discharge—and are the measure of carelessness.

To be complete, an entry of this type should be somewhat as follows:

Alexandria, Egypt

14 July 1953

10:30 A. M. Local police authorities aboard to advise that Robert Jones (Z-41690), Messman, was being held in custody for assault upon a civilian at 4:00 A. M. this morning. Wage voucher and personal effects left with American Consul.

s/ ch mate

s/ master

April 20, 1953

Yokohama, Japan

4:30 P. M. Graham Masters, Z-00131-D2, Oiler, failed to join vessel before departing Yokohama today, April 20, 1953, at 4:00 P. M. His pay with net earnings of \$671.21, plus overtime and all personal gear to be detained by master until final port of discharge in the U. S. A.

s/ chief engineer s/ master

Item 5 of section 201, herein quoted, is a very important matter, and when recording the facts in the logbook, it should be stated specifically what the action taken by the Master with respect to the nature of an illness or injury was and the medical treatment afforded.

Thus, the following entry is clearly inadequate:

9/24/52

At Sea

1100.

Joe Brigg (Z-0120), O. S., injured left leg and foot, first aid given.

s/ ch mate

s/ master

A proper entry, on the other hand, is as follows:

Wednesday

25 March 1953

At Sea

0930. Robert Blank (Z-2345), DK/Maint., sustained bruised and lacerated 1st and

2nd fingers of left hand and a bruised 3rd finger of same hand as a result of hand being caught in a jamming door. TREATMENT: Fingers cleaned with soap and water and coated with Tincture of Methiolate, gauze bandages applied. Blank relieved from duty.

s/ ch mate s/ master  
s/ witness to accident

These sample entries should be sufficient for the instant purpose.

It is to be hoped the foregoing has crystallized the requirements of 46 U. S. C. 201, 202, 701, and 702, for there are additional statutory and regulatory requirements relative to entries in the Official Logbook to be considered and pointed out.

46 U. S. C. 85 (e) states:

It shall be the duty of the master of every vessel subject to this act and to the regulations established thereunder and of every foreign vessel exempted pursuant to section 5 before departing from her loading port or place for a voyage by sea, to enter in the Official Logbook of such vessel a statement of the position of the load-line mark applicable to the voyage in question and the actual drafts forward and aft at the time of departing from port as nearly as the same can be ascertained.

In the Official Logbook, provisions are made for entering the "governing load-line mark," in addition to spaces for entering the port of sailing; date of sailing; the draft forward and aft; and the load-line mark, port and starboard. Nevertheless, it has been found that some masters are not making the proper entries, particularly with respect to the applicable "governing load-line mark" such as "Winter-Tropical-Summer or Winter North Atlantic," or as applicable "30' All Seasons."

Regulations 19 and 20 of the International Convention for Safety of Life at Sea, 1948, in turn, require an entry to be made in the Official Logbook with respect to fire and boat drills and the testing of water tight closures. For example:

9-3-53  
At Sea  
L. 36°-13' N, Lo. 8°-22' W  
3:20 P. M. Held fire and boat drill. Passengers and crew mustered and instructed. Six lengths of hose stretched with full pressure on same. Tested watertight doors. All equipment found in good condition.

s/ ch mate s/ master

8/29/53  
Cannes  
6:45 A. M. Opened side ports and W. T. doors "DI".  
4:45 P. M. Secured all side ports and W. T. doors "DI".

Numerous other entries are required of passenger, tank, cargo and miscellaneous vessels under Title 46 of the Code of Federal Regulations.

It will be noted 46 CFR 78.37, which

may be found on page 124 of CG-256, entitled "Rules and Regulations for Passenger Vessels," states:

#### 78.37 LOGBOOK ENTRIES

##### 78.37-1 Application

78.37-1 (a) Except as specifically noted, the provisions of this subpart shall apply to all vessels other than motorboats, and to all motorboats on an international voyage.

##### 78.37-3 Logbooks and records

78.37-3 (a) Under the various statutes, vessels engaged in all trades with the exception of vessels engaged exclusively in trade on rivers of the United States, are required to maintain an Official Logbook. The Official Logbook, which is furnished gratuitously to masters of all vessels by the Coast Guard, shall be used in making entries required by this subchapter in the case of vessels making foreign or intercoastal voyages. On other vessels, this logbook, or any other form which represents the Official Logbook, may be used for this purpose. With respect to vessels in this latter category, the Official Logbook shall be available for review by the inspector for a period of at least 1 year after the date to which the records refer.

##### 78.37-5 Actions required to be logged.

78.37-5 (a) The actions and observations noted in this section shall be entered in the Official Logbook. This section contains no requirements which are not made in other portions of this subchapter, the items being merely grouped together for convenience.

78.37-5 (a) (1) Fire and Boat Drills: Weekly. See section 78.17-50.

78.37-5 (a) (2) Watertight door operation: Daily and Weekly. See section 78.17-1.

78.37-5 (a) (3) Valve and closing appliance operation: Weekly. See section 78.17-5.

78.37-5 (a) (4) Loudspeaker system: Weekly. See section 78.17-10.

78.37-5 (a) (5) Steering gear, whistle, and means of communication: Prior to departure. See section 78.17-15.

78.37-5 (a) (6) Drafts and load line markings: Prior to leaving port, ocean, coastwise, and Great Lakes services only. See section 78.17-20.

78.37-5 (a) (7) Hatches and other openings: All openings and closings, or leaving port without closing, except vessels on protected waters. See section 78.17-35.

78.37-5 (a) (8) Line-throwing appliances: Once every 3 months. See section 78.17-40.

78.37-5 (a) (9) Emergency lighting and power systems: Weekly and semi-annually. See section 78.17-45.

78.37-5 (a) (10) Electric power operated lifeboat winches: Once every 3 months. See section 78.17-55.

78.37-5 (a) (11) Smoke Detecting System: Once every 3 months. See section 78.17-65.

#### 78.37-10 Official log entries

78.37-10 (a) In addition to other items required to be entered into the Official Logbook, on vessels where an Official Logbook is required, all items relative to the crew and passengers and to casualties shall be entered as required by R. S. 4290, as amended (46 U. S. C. 201).

Similarly, 46 CFR 97.35, which may be found on page 70 of CG-257, entitled "Rules and Regulations for Cargo and Miscellaneous Vessels," states:

#### 97.35 LOGBOOK ENTRIES

##### 97.35-1 Application

97.35-1 (a) Except as specifically noted, the provisions of this subpart shall apply to all vessels other than motorboats and to all motorboats on an international voyage.

##### 97.35-3 Logbooks and records

97.35-3 (a) Under the various statutes, vessels engaged in all trades, with the exception of vessels engaged exclusively in trade on rivers of the United States, are required to maintain an Official Logbook. The Official Logbook, which is furnished gratuitously to masters of all vessels by the Coast Guard, shall be used in making the entries required by this subchapter in the case of vessels making foreign or intercoastal voyages. On other vessels, this logbook, or any other form which represents the Official Logbook, may be used for this purpose. With respect to vessels in this latter category, the Official Logbook shall be available for review by the inspector for a period of at least 1 year after the date to which such records refer.

##### 97.35-5 Actions required to be logged

97.35-5 (a) The actions and observations noted in this section shall be entered in the Official Logbook.

(Continued on page 18)





# Side Lights on the Rules

So far in this series, we have discussed:

(1) The underlying similarities in the International Rules, the Inland Rules, Western Rivers Rules, and the Great Lakes Rules.

(2) Running lights for steam and other power-driven vessels and waterborne seaplanes.

(3) Lights to be shown by vessels and seaplanes towing other vessels or seaplanes.

In this, the fourth article in the *Side Lights on the Rules* series, we shall compare Rule 4 of the forthcoming International Rules with the corresponding provisions in the Inland Rules, the Great Lakes Rules, and the Western Rivers Rules.

Rule 4 of the International Rules effective 1 January 1954, deals with not under command signals to be shown by a vessel or seaplane under way on the high seas. Three categories of vessels and seaplanes are considered in this Rule:

(1) Vessels and seaplanes that are broken down.

(2) Vessels engaged in laying or in picking up a submarine cable or navigation mark.

(3) Vessels engaged in surveying or underwater operations that are unable to get out of the way of approaching vessels due to the nature of the work engaged in.

Vessels and seaplanes broken down at sea show the traditional two all-around red lights at night, and two black balls by day, in a vertical line, where they can best be seen. Vessels at work on a submarine cable or navigation mark, and those hindered in their movement while engaged in surveying or underwater operations, carry the red-white-red signals previously carried by cable layers under the 1897 International Rules.

Vessels and seaplanes broken down at sea are provided for in Rules 4 (a), (b), and (d), as follows:

(a) A vessel which is not under command shall carry, where they can best be seen, and, if a power-driven vessel, in lieu of the lights required by Rule 2 (a) (i) and (ii), two red lights in a vertical line one over the other not less than 6 feet apart, and of such a character as to be visible all round the horizon at a distance of at least 2 miles. By day, she shall carry in a vertical line one over the other not less than 6 feet apart, where they can best be seen, two black balls or shapes each not less than 2 feet in diameter.

(b) A seaplane on the water which is not under command may carry, where they can best be seen, two red lights in a vertical line, one over the other, not

less than 3 feet apart, and of such a character as to be visible all round the horizon at a distance of at least 2 miles, and may by day carry in a vertical line one over the other not less than 3 feet apart, where they can best be seen, two black balls or shapes, each not less than 2 feet in diameter.

(d) The vessels and seaplanes referred to in this Rule, when not making way through the water, shall not carry the colored sidelights, but when making way they shall carry them.

There are no not under command signals in the Inland and Western Rivers Rules. Rather, in those waters the above signals are given different special meanings by the Pilot Rules supplementing the Inland Rules and the Corps of Engineers Regulations supplementing the Pilot Rules for the Western Rivers. The Great Lakes Rules provide similar not under com-

IT IS SUGGESTED THE READER REFER TO CG-189, "RULES TO PREVENT COLLISIONS OF VESSELS AND PILOT RULES FOR CERTAIN INLAND WATERS OF THE ATLANTIC AND PACIFIC COASTS AND OF THE COAST OF THE GULF OF MEXICO;" CG-172, "PILOT RULES FOR THE GREAT LAKES AND THEIR CONNECTING AND TRIBUTARY WATERS AND THE ST. MARYS RIVER;" AND CG-184, "PILOT RULES FOR THE WESTERN RIVERS AND THE RED RIVER OF THE NORTH"; WHICH CONTAIN THE LOCAL RULES TO PREVENT COLLISIONS BETWEEN VESSELS ON THE LOCAL WATERS OF THE UNITED STATES. REFERENCES TO RULES AND ARTICLES THROUGHOUT THIS SERIES MAY BE FOUND THEREIN WITH THE EXCEPTION OF THE REVISED INTERNATIONAL RULES OF THE ROAD WHICH WILL BE QUOTED HEREIN.

mand lights and shapes for vessels over 65 feet in length, the sole difference being that the minimum vertical separation of the signals is prescribed as 3 feet. But, the Corps of Engineers Regulations supplementing the Pilot Rules of the Great Lakes, in turn, prescribe additional and different meanings for these signals that correspond to those in Inland Waters and on the Western Rivers. Thus, in the United States these signals have different special meanings in Inland Waters, on the Western Rivers, and on the Great Lakes; while also being prescribed as not under command signals for vessels over 65 feet in length by Rule 30 (b), Great Lakes Rules. These special meanings will be brought forth as we consider not under command signals prescribed by

Rules 4 (c) and (d), revised International Rules, for vessels engaged in certain hindering occupations.

Rules 4 (c) and (d) provide:

(c) A vessel engaged in laying or in picking up a submarine cable or navigation mark, or a vessel engaged in surveying or underwater operations when from the nature of her work she is unable to get out of the way of approaching vessels, shall carry, in lieu of the lights specified in Rule 2 (a) (i) and (ii), three lights in a vertical line one over the other not less than 6 feet apart. The highest and lowest of these lights shall be red, and the middle light shall be white, and they shall be of such a character as to be visible all round the horizon at a distance of at least 2 miles. By day, she shall carry in a vertical line one over the other not less than 6 feet apart, where they can best be seen, three shapes each not less than 2 feet in diameter, of which the highest and lowest shall be globular in shape and red in color, and the middle one diamond in shape and white.

(d) The vessels and seaplanes referred to in this Rule, when not making way through the water, shall not carry the colored sidelights, but when making way they shall carry them.

These red-white-red signals are not to be found in the statutory and regulatory rules applicable to Inland Waters, Great Lakes, or Western Rivers. The statutory rules applicable to these waters are silent as to vessels engaged in laying or in picking up a submarine cable or navigation mark, or a vessel engaged in surveying or underwater operations. For corresponding requirements, we must turn to the Pilot Rules and the Corps of Engineers Regulations supplementing the Pilot Rules for the Great Lakes and the Western Rivers.

Section 80.19, Pilot Rules for Inland Waters; Section 201.3, Corps of Engineers Regulations, supplementing the Pilot Rules for the Great Lakes; and, Section 201.3, Corps of Engineers Regulations, supplementing the Pilot Rules for the Western Rivers, provide:

80.19 (201.3) *Steam vessels, derrick boats, lighters, or other types of vessels made fast alongside a wreck, or moored over a wreck which is on the bottom or partly submerged, or which may be drifting.*—(a) Steam vessels, derrick boats, lighters, or other types of vessels made fast alongside a wreck, or moored over a wreck which is on the bottom or partly submerged, or which may be drifting, shall display by day two shapes of the same character and dimensions and displayed in the same manner as required by section 80.18 (201.2) (a), except that both shapes shall be painted a solid bright red,<sup>1</sup> but where more than one



vessel is working under the above conditions, the shapes need be displayed only from one vessel on each side of the wreck from which they can best be seen from all directions.

(b) By night this situation shall be indicated by the display of a white light from the bow and stern of each outside vessel or lighter not less than 6 feet above the deck, and in addition thereto there shall be displayed in a position where they can best be seen from all directions two red lights carried in a vertical line not less than 3 feet nor more than 6 feet apart, and not less than 15 feet above the deck.

Section 80.20, Pilot Rules for Inland Waters; Section 201.4, Corps of Engineers Regulations, supplementing the Pilot Rules for the Great Lakes; and, Section 201.4, Corps of Engineers Regulations, supplementing the Pilot Rules for the Western Rivers, provide:

80.20 (201.4) *Dredges held in stationary position by moorings or spuds.*—(a) Dredges which are held in stationary position by moorings or spuds shall display by day two red balls not less than 2 feet in diameter and carried in a vertical line not less than 3 feet nor more than 6 feet apart, and at least 15 feet above the deck house and in such a position where they can best be seen from all directions.

(b) By night they shall display a white light at each corner, not less than 6 feet above the deck, and in addition thereto there shall be displayed in a position where they can best be seen from all directions two red lights carried in a vertical line not less than 3 feet nor more than 6 feet apart, and not less than 15 feet above the deck. When scows are moored alongside a dredge in the foregoing situation they shall display a white light on each outboard corner, not less than 6 feet above the deck.

Section 80.21, Pilot Rules for Inland Waters; Section 201.5, Corps of Engineers Regulations, supplementing the Pilot Rules for the Great Lakes; and, Section 201.5, Corps of Engineers Regulations, supplementing the Pilot Rules for the Western Rivers, provide:

80.21 (201.5) *Self-propelling suction dredges underway and engaged in dredging operations.*—(a) Self-propelling suction dredges underway and engaged in dredging operations shall display by day two black balls not less than 2 feet in diameter and carried in a vertical line not less than 15 feet above the deck house, and where they can best be seen from all directions. The term "dredging operations" shall include maneuvering into or out of position at the dredging site but shall not include proceedings to or from the site.

(b) By night they shall carry, in addition to the regular running lights, two red lights of the same character as the white

masthead light, and in the same vertical line beneath that light, the red lights to be not less than 3 feet nor more than 6 feet apart and the upper red light to be not less than 4 feet nor more than 6 feet below the masthead light, and on or near the stern two red lights in a vertical line not less than 4 feet nor more than 6 feet apart, to show through four points of the compass; that is, from right astern to two points on each quarter.

Section 80.22, Pilot Rules for Inland Waters; Section 201.6, Corps of Engineers Regulations, supplementing the Pilot Rules for the Great Lakes; and, Section 201.6, Corps of Engineers Regulations, supplementing the Pilot Rules for the Western Rivers, provide:

80.22 (201.6) *Vessels moored or anchored and engaged in laying cables or pipe, submarine construction, excavation, mat sinking, bank grading, dike construction, revetment, or other bank protection operations.*—(a) Vessels which are moored or anchored and engaged in laying cables or pipe, submarine construction, excavation, mat sinking, bank grading, dike construction, revetment, or other bank protection operations, shall display by day, not less than 15 feet above the deck, where they can best be seen from all directions, two balls not less than 2 feet in diameter, in a vertical line not less than 3 feet nor more than 6 feet apart, the upper ball to be painted in alternate black and white vertical stripes 6 inches wide, and the lower ball to be painted a solid bright red.

(b) By night they shall display three red lights, carried in a vertical line not less than 3 feet nor more than 6 feet apart, in a position where they can best be seen from all directions, with the lowermost light not less than 15 feet above the deck.

(c) Where a stringout of moored vessels or barges is engaged in the operations, three red lights carried as prescribed in paragraph (b) of this section shall be displayed at the channelward end of the stringout. Where the stringout crosses the navigable channel and is to be opened for the passage of vessels, the three red lights shall be displayed at each side of the opening instead of at the outer end of the stringout. There shall also be displayed upon such stringout one horizontal row of amber lights not less than 6 feet about the deck, or above the deck house where the craft carries a deck house, in a position where they can best be seen from all directions, spaced not more than 50 feet apart so as to mark distinctly the entire length and course of the stringout.

Section 80.23, Pilot Rules for Inland Waters; Section 201.7, Corps of Engineers Regulations, supplementing the Pilot Rules for the Great Lakes; and, Section 201.7, Corps of Engineers Regulations, supplementing the Pilot Rules for the Western Rivers, provide:

80.23 (201.7) *Lights to be displayed on pipelines.*—Pipelines attached to dredges, and either floating or supported on trestles, shall display by night one row of amber lights not less than 8 feet nor more than 12 feet above the water, about equally spaced and in such number as to

mark distinctly the entire length and course of the line, the intervals between lights where the line crosses navigable channels to be not more than 30 feet. There shall also be displayed on the shore or discharge end of the line two red lights, 3 feet apart, in a vertical line with the lower light at least 8 feet above the water, and if the line is to be opened at night for the passage of vessels, a similar arrangement of lights shall be displayed on each side of the opening.

Section 80.24 (a), Pilot Rules for Inland Waters; Section 201.8 (a), Corps of Engineers Regulations, supplementing the Pilot Rules for the Great Lakes; and, Section 201.8 (a), Corps of Engineers Regulations, supplementing the Pilot Rules for the Western Rivers, provide:

80.24 (201.8) *Lights generally.*—(a) All the lights required by sections 80.18 (201.2) to 80.23 (201.7), inclusive, except as provided in sections 80.18 (201.2) (b) and 80.21 (201.5) (b), shall be of such character as to be visible on a dark night with a clear atmosphere for a distance of at least 2 miles.

Section 80.33, Pilot Rules for Inland Waters provides, by itself:

80.33 *Special signals for vessels employed in hydrographic surveying.*—By day a surveying vessel of the Coast and Geodetic Survey, underway and employed in hydrographic surveying, may carry in a vertical line, one over the other not less than 6 feet apart where they can best be seen, three shapes not less than 2 feet in diameter of which the highest and lowest shall be globular in shape and green in color and the middle one diamond in shape and white.

(a) Vessels of the Coast and Geodetic Survey shall carry the above-prescribed marks while actually engaged in hydrographic surveying and underway, includ-

**NAILS**  
**are dangerous**  
  
**REMOVE THEM**  
**or hammer them down**

<sup>1</sup> Double frustums of a cone, base to base, carried one over the other not less than 6 feet apart, in such a manner that the lower shape is not less than 10 feet above the deckhouse.

ing drag work. Launches and other boats shall carry the prescribed marks when necessary.

(b) It must be distinctly understood that these special signals serve only to indicate the nature of the work upon which the vessel is engaged and in no way give the surveying vessel the right-of-way over other vessels or obviate the necessity for a strict observance of the rules for preventing collisions of vessels.

(c) By night a surveying vessel of the Coast and Geodetic Survey, underway and employed in hydrographic surveying, shall carry the regular lights prescribed by the rules of the road.

(d) A vessel of the Coast and Geodetic Survey, when at anchor in a fairway on surveying operations, shall display from the mast during the daytime two black balls on a vertical line and 6 feet apart. At night two red lights shall be displayed in the same manner. In the case of a small vessel the distance between the balls and between the lights may be reduced to 3 feet if necessary.

(e) Such vessels, when at anchor in a fairway on surveying operations, shall have at hand and show, if necessary, in order to attract attention, a flare-up light in addition to the lights which are, by this section, required to be carried.

Section 80.33a, Pilot Rules for Inland Waters; Section 90.15a, Pilot Rules for the Great Lakes; and, Section 95.26, Pilot Rules for the Western Rivers, provide:

80.33a (90.15a, 95.26) *Warning signals for Coast Guard vessels while handling or servicing aids to navigation.* (a) Coast Guard vessels while engaged in handling or servicing an aid to navigation during the daytime may display from the yard two orange and white vertically striped balls in a vertical line not less than 3 feet nor more than 6 feet apart, and during the nighttime may display, in a position where they may best be seen, two red lights in a vertical line not less than 3 feet nor more than 6 feet apart.

(b) Vessels, with or without tows, passing Coast Guard vessels displaying this signal, shall reduce their speed sufficiently to insure the safety of both vessels, and when passing within 200 feet of the Coast Guard vessel displaying this signal, their speed shall not exceed 5 miles per hour.

Finally, Sections 80.26-80.31a, Pilot Rules for Inland Waters; Sections 201.10-201.16, Corps of Engineers Regulations, supplementing the Pilot Rules for the Great Lakes; and, Sections 201.10-201.16, Corps of Engineers Regulations, supplementing the Pilot Rules for the Western Rivers, provide:

80.26 (201.10) *Passing signals.*—(a) Vessels intending to pass dredges or other types of floating plant working in navigable channels, when within a reasonable distance therefrom and not in any case over a mile, shall indicate such intention by one long blast of the whistle, and shall be directed to the proper side for passage by the sounding, by the dredge or other floating plant, of the signal prescribed in the local pilot rules for vessels

under way and approaching each other from opposite directions, which shall be answered in the usual manner by the approaching vessel. If the channel is not clear, the floating plant shall sound the alarm or danger signal and the approaching vessel shall slow down or stop and await further signal from the plant.

(b) When the pipeline from a dredge crosses the channel in such a way that an approaching vessel cannot pass safely around the pipeline or dredge, there shall be sounded immediately from the dredge the alarm or danger signal and the approaching vessel shall slow down or stop and await further signal from the dredge. The pipeline shall then be opened and the channel cleared as soon as practicable; when the channel is clear for passage the dredge shall so indicate by sounding the usual passing signal as prescribed in paragraph (a) of this section. The approaching vessel shall answer with a corresponding signal and pass promptly.

(c) When any pipeline or swinging dredge shall have given an approaching vessel or tow the signal that the channel is clear, the dredge shall straighten out within the cut for the passage of the vessel or tow.

NOTE.—The term "floating plant" as used in sections 80.26 (201.10) to 80.31a (201.16), inclusive, includes dredges, derick boats, snag boats, drill boats, pile drivers, maneuver boats, hydraulic graders, survey boats, working barges, and mat sinking plant.

80.27 (201.11) *Speed of vessels passing floating plant working in channels.*—Vessels, with or without tows, passing floating plant working in channels, shall reduce their speed sufficiently to insure the safety of both the plant and themselves, and when passing within 200 feet of the plant their speed shall not exceed 5 miles per hour. While passing over lines of the plant, propelling machinery shall be stopped.

80.28 (201.12) *Light-draft vessels passing floating plant.*—Vessels whose draft permits shall keep outside of the buoys marking the ends of mooring lines of floating plant working in channels.

80.29 (201.13) *Aids to navigation marking floating-plant moorings.*—Breast, stern, and bow anchors of floating plant working in navigable channels shall be marked by barrel or other suitable buoys. By night approaching vessels shall be shown the location of adjacent buoys by throwing a suitable beam of light from the plant on the buoys until the approaching vessel has passed, or the buoys may be lighted by red lights, visible in all directions, of the same character as specified in section 80.24 (201.8) (a): *Provided*, That the foregoing provisions of this section shall not apply to the following waters of New York Harbor and adjacent waters: the East River, the North River (Battery to Spuyten Duyvil), the Harlem River, and the New York and New Jersey Channels (from the Upper Bay through Kill Van Kull, Newark Bay, Arthur Kill, and Raritan Bay to the Lower Bay).

80.30 (201.14) *Obstruction of channel by floating plant.*—Channels shall not be obstructed unnecessarily by any dredge or other floating plant. While vessels are passing such plant, all lines running therefrom across the channel on the pass-

ing side, which may interfere with or obstruct navigation, shall be slacked to the bottom of the channel.

80.31 (201.15) *Clearing of channels.*—When special or temporary regulations have not been prescribed and action under the regulations contained in sections 80.26 (201.10) to 80.30 (201.14), inclusive, will not afford clear passage, floating plant in narrow channels shall, upon notice, move out of the way of vessels a sufficient distance to allow them a clear passage. Vessels desiring passage shall, however, give the master of the floating plant ample notice in advance of the time they expect to pass.

NOTE.—If it is necessary to prohibit or limit the anchorage or movement of vessels within certain areas in order to facilitate the work of improvement, application should be made through official channels for establishment by the Secretary of the Army of special or temporary regulations for this purpose.

80.31a (201.16) *Protection of marks placed for the guidance of floating plant.*—Vessels shall not run over anchor buoys or buoys, stakes, or other marks placed for the guidance of floating plant working in channels; and shall not anchor on the ranges of buoys, stakes, or other marks placed for the guidance of such plant.

To continue with Rule 4, revised International Rules, the remainder of the Rule removes any doubt that may exist as to the nature of the lights and shapes required to be shown. The remaining paragraphs state:

(e) The lights and shapes required to be shown by this Rule are to be taken by other vessels and seaplanes as signals that the vessel or seaplane showing them is not under command and cannot therefore get out of the way.

(f) These signals are not signals of vessels in distress and requiring assistance. Such signals are contained in Rule 31.

It should be noted Rule 4, revised International Rules, applies only to vessels underway. When they are not underway they fall within the provisions of Rule 11, which prescribes lights and shapes for vessels and seaplanes at anchor or aground at sea. It should also be noted that here, as in all cases when vessels are underway at sea, a fixed stern light must be shown in addition to the specific lights required by a particular rule. Not under command vessels and seaplanes, whether broken down or engaged in one of the special occupations listed in the Rule, must show the proper stern light in addition to the other lights from sunset to sunrise.

In the next issue, Rule 5, revised International Rules, will be compared to the corresponding Rules applicable to Inland Waters, the Great Lakes and Western Rivers. Similar complexities in presentation and conflicts in content will be found in that discussion.



# LESSONS FROM CASUALTIES

## AN EXIGENCE OF OXYGEN

A casualty last winter on an ocean-going freighter, in which the outcome was considerably happier than could have been expected, was highlighted by the efficient operation of the Master, officers, and crew under the stress of fire at sea. A fire of terrific intensity which was being fed by escaping bottled oxygen was extinguished and the vessel brought safely to port; a crew member who leaped overboard with his clothes flaming was recovered safely by the ship's boat crew; and 9 passengers and 52 crew members were brought safely ashore, although some of the crew suffered injuries from burns. This fortunate outcome of a situation fraught with peril, and which could well have resulted in the loss of the ship with potentially great loss of life, was due in large measure to the courageous, intelligent, and persevering efforts of the officers and crew.

After a long ocean crossing, the freighter, a C-3, was nearing port. Seas were turbulent, wind strong, and weather disagreeable, but the passengers and crew were in good spirits at the prospect of an early landfall and the comforts of arriving in a safe harbor. It was a few minutes before 1 p. m. The Third Mate was standing the 1200-1600 watch in the wheelhouse.

Suddenly the quiet of the wheelhouse was shattered by the ringing of the alarm bell on the fire-detecting system. As the Third Mate turned, in alarm, to check the smoke detecting box, the helmsman spoke up: "There's a fire at No. 3 hatch!" Turning to look out the forward wheelhouse windows, the Third Mate was greeted by a blast which shattered the windows. The wheelhouse was immediately filled with smoke and flame. Three more explosions followed in rapid succession. As soon as the smoke cleared, the Third Mate ran to call the Master, and the helmsman ran for the nearest fire extinguisher.

The Chief Mate had been sitting in his room preparing paper work. A knock at the door brought the news from the Refrigeration Engineer that smoke was emanating from No. 3 upper 'tween decks into the midships shelter deck area. The two men ran forward, were met by another wave of white smoke, and shouted for the Boatswain and deck crew. At this moment the first explosion shook the quarters and the passageways were filled with smoke and flame as the

first blast was followed by three more. Sitting at the desk in his office, the Master, alerted by the first explosion and the smoke, leaped into action. He gathered the 9 passengers, 7 women and 2 men, from the adjoining state-rooms as quickly as possible and directed the women to assemble near the stern. The Master then took charge of all fire-fighting activities.

As the crew led out hoses in the midships area, they noticed that all the hatch boards and four hatch beams had been blown completely off No. 3 hatch; there was fire apparently throughout No. 3 hold; and sections of the forward end of the midships quarters, pilothouse, and adjoining deck area were aflame.

Within 3 minutes of the first detection of smoke, *there were 8 fire hoses in play*, with full pressure at the main.

Fires on the midships house and pilothouse were extinguished first.

About this time, the Chief Mate noticed a man whose clothing was aflame leap overboard. The Master, who was near the wheelhouse, ordered a boat crew to their stations. *Within 5 minutes, No. 1 lifeboat was launched* with eight men in its crew, to try to recover the man who had jumped.

Thereupon, fire on deck and in the quarters was quickly brought under control. As the wind was broad on the bow, the Master changed course to bring the wind on the stern and reduced speed to bare steerageway in order not to fan the flames. The fixed CO<sub>2</sub> system was opened, and CO<sub>2</sub> was discharged into No. 3 hold and into adjoining spaces at intervals, according to the prescribed plan as a preventive measure.

An SOS was also broadcast on international distress frequencies, informing that the vessel was afire. Inasmuch as her position was only a few miles from port, several vessels immediately answered the distress and prepared to get underway.

Forty minutes after launching the lifeboat, the man who had jumped overboard, a Messman, was recovered by the boat's crew, quite badly burned and suffering from shock and exposure, but alive. Needless to say, this man will never forget the eternity of those 40 or so minutes of immediate anguish from the pain of burns and the shock of immersion in cold water, of fear and dismay as the vessel steamed away, of panic and despair as the lifeboat searched, and of hope and jubilation as the lifeboat finally bore down upon him.

Fire was still burning fiercely in No.

3 hold, but was kept from spreading by the hose streams of the firefighters. Within an hour a Naval Transport arrived at the scene. Whereupon, all passengers and four crew members who had suffered burns were transferred safely by lifeboat to the Transport.

At this time the fire in No. 3 hold appeared to be under control, so the Master decided to head for a safe harbor. Following the Naval Transport, since all navigational instruments were inoperable, the seared ship got underway and reached port in about 3 hours, the crew still fighting the fire.

The burning material in the wings of No. 3 hold could not be reached from the hatch, so holes were cut in the deck with burning equipment available on board and hoses inserted through the holes. Upon arriving at the anchorage, fire-fighting crews from Navy and Army vessels came aboard and relieved the now-exhausted crew. Debris was removed from No. 3 hold and thrown overboard. Longshoremen commenced discharging cargo from other holds to lighters.

The vessel now had a 13-degree list to starboard due to accumulated water, and tugs came alongside to assist in pumping out pockets of water in No. 3 hold and from the forward work tunnel. The list was thereby rapidly reduced.

Early on the morning of the second day following the inception of fire, the vessel was shifted to a mooring buoy in the inner harbor, and No. 3 hold was completely discharged, with no further outbreaks.

In the square of No. 3 upper 'tween deck hatch there had been stowed palletized cylinders of oxygen, four separate piles in all. These cylinders were ICC-approved typed, appropriately marked with green labels, and stowed in accordance with Coast Guard Regulations for the Transportation or Stowage of Explosives or Other Dangerous Articles or Substances and Combustible Liquids on Board Vessels, which required the cylinders to be properly secured to guard against shifting or working. It was found that the oxygen cylinders had burst in various locations, which accounted for the four separate explosions. Practically all the cargo in No. 3 hold was lost or severely damaged. The cost of all repairs attributable to the fire was approximately half a million dollars.

Fire had apparently originated in the after center section of No. 3 upper

'tween deck and spread to the lower 'tween deck and lower hold. The fire in the midshiphouse passageways had apparently spread from No. 3 upper 'tween deck space through vertical cargo tonnage battens opening into the midships shelter deck area, as well as through open ports and doors at the forward end of the midshiphouse.

While the exact identity of the source of ignition may never be known, it was the conclusion of the investigating authorities that one of the oxygen cylinders must have loosened due to the working of the ship and cargo and developed a leak—and that the escaping oxygen contributed directly to the source of ignition in one of three ways:

(a) If pure oxygen flowed onto some substance in its immediate vicinity which was already subject to spontaneous heating, such as rags or other debris which contained traces of lube or fuel oil, turpentine, linseed oil, or various cleaning fluids, the rapid oxygenation resulting therefrom quickly spurred the spontaneous heating process to the ignition temperature.

(b) If spontaneous heating of a nearby substance had already created ignition, however small, or metallic materials in contact had caused a spark, the escaping pure oxygen immediately engendered a conflagration. As soon as oxygen cylinders started to rupture, the escaping gas then immediately propagated combustion with terrific intensity, propelling fire throughout the cargo hold.

(c) There are also cases on record of fire originating in oxygen escaping from cylinders which contained minute traces of lube oil, usually injected into the cylinder from the compressor during the charging operation. When minute droplets of oil clinging to the inside of the cylinder join and are vaporized by the escaping stream of oxygen, ignition, and sometimes explosion, takes place.

It appears then that the primary cause of the casualty was some minor flaw in the stowage and securing of the oxygen cylinders, or in the construction of one of the cylinders, which allowed a leak to develop. The emphasis for the ship's officer must be on tight and secure stowage of the cylinders to guard against shifting. "In the stowage of cylinders of oxygen and all compressed gases, securing means shall be such as to prevent any movement. Wooden or metal cradles or racks securely stopped, coir rope matting, rope grommets or squared metal shoes fitted at each end of each cylinder are types of acceptable means for stowage. Cylinders packed in squared wooden boxes need not be stowed in cradles or racks. When cylinder stowages are not provided with locking means, shoring or lashing with wire cable or other equally efficient means shall be provided to prevent movement. Dunnage shall be provided under the first tier of all cylinders so they shall not rest directly on a steel or iron deck. Lashings shall be secured to pad eyes or other permanent structural parts

of the vessel. Pipe rails shall not be used to secure lashings." (46 CFR 146.24-50)

While individual members of the crew could not each receive specific citation, each must indeed have felt proud of the exemplary performance of the whole crew in warding off disaster, and lucky that the leadership, organization, and training needed so desperately in the face of the holocaust were there for the payoff. Sixty-one lives and a fine ship saved—how different the score could have been!

## A WHIFF OF GRAPE

The Chief Engineer and First Assistant of a seagoing steam tug narrowly escaped serious injury last summer when the steam turbine driving the main circulating pump disintegrated with terrific force and splattered the lower engine room as though a cannon loaded with grape shot had been fired at close range.

Having just completed repairs to the evaporator plant, the tug was starting out on a sea trial. The main propulsion plant, including the turbine-driven circulating pump, had been in operation over an hour, and the Chief was on watch in the engine room, engaged in making an inspection of all main and auxiliary machinery. The First Assistant was checking the operation of two main fire pumps at the after end of the engine room.

The Chief had just completed his examination of the circulating pump on the starboard side of the engine room and was crossing over the main thrust bearing to the port side when there was a detonation—"a heavy explosion, as of a steam line bursting" in the words of the Chief. Flying fragments struck the hull and machinery with lethal impact all about the Chief and First Assistant but, very fortunately, neither was injured.

With great presence of mind, the Chief rushed to the top engine room grating, stopped the main engine, and ordered the Fireman to cut fires in the port and starboard boilers. Saturated steam at 250 p. s. i. was blowing freely from the fractured end of the supply line to the turbine. The Chief closed the main steam stop to the turbine as quickly as he could get to it and neither he nor the First Assistant suffered any steam burns.

By capping off the main steam line and closing the exhaust valve to the turbine, the deranged turbine pump was isolated, and the vessel's power plant was back on the line within an hour and a half, using a turbine fire pump for circulation. At this time a second and closer look at the accumulated "shrapnel" indicated that the



Figure 1.



turbine casing was ruptured; the rotor had torn loose from the shaft and disintegrated into several parts, the poppet valve and overspeed trip valve were hanging adrift with their mounting bolts broken from the head of the turbine; the main steam valve was punctured; and the steam line strainer was ruptured.

Examination of the rotor for signs of any old fractures or cracks was futile as the parts were too badly damaged in the "explosion." Close scrutiny of the steam strainer to see if any foreign objects could have caused the rupture was inconclusive, as the rupture seemed to be more of a failure of the crimped joint in the screen due to steam pressure. Since the Chief Engineer had just checked the water level in both boilers, which were operating normally a minute or two before the casualty, the possibility of boiler priming and the turbine being damaged by a slug of water was ruled out. There was no evidence that the turbine had "run away" as the governor was checked for proper operation only an hour before the casualty, and the Chief would have detected any rapid increase in turbine speed as he was in the immediate vicinity. (See figure 1.)

The most logical conclusion was that the rotor had suffered a structural failure.

While operating personnel can in no way be held responsible for such a material failure, the above case is cited in order to demonstrate the need for exacting care in the construction and repair of turbine assemblies, and the ease and speed with which an operating turbine can become a lethal machine.

## ACCIDENTS LISTED IN ORDER OF FREQUENCY

### Courtesy Safety Log

#### For the Year 1952

1. Slipping, Falling and Tripping
2. Carrying and Handling Equipment

#### 3. Eye Injuries

#### For the ten-year period—1943-1952

1. Slipping, Falling and Tripping
2. Shoveling Coal and Firing
3. Use of Ladders and Stairways
4. Carrying and Handling Equipment
5. Repairing and Oiling Machinery

6. Infections and Burns
7. Handling Hatch Covers
8. Intoxication and Fighting
9. Handling Cargo
10. Handling Mooring Lines
11. Eye Injuries
12. Handling Anchor Chains

## LOG BOOKS

(Continued from page 7)

This section contains no requirements which are not made in other portions of this subchapter, the items being merely grouped together for convenience.

97.35-5 (a) (1) Fire and Boat Drills. Weekly. See section 97.15-35.

97.35-5 (a) (2) Steering gear, Whistle, and Means of Communication. Prior to departure. See section 97.15-1.

97.35-5 (a) (3) Drafts and Load Line Markings. Prior to leaving port, ocean, coastwise, and Great Lakes services only. See section 97.15-5.

97.35-5 (a) (4) Hatches and other openings. All openings and closings, or leaving port without closing. Except vessels on protected waters. See section 97.15-20.

97.35-5 (a) (5) Line Throwing Appliances. Once every 3 months. See section 97.15-25.

97.35-5 (a) (6) Emergency Lighting and Power Systems. Weekly and semi-annually. See section 97.15-30.

97.35-5 (a) (7) Electric Power Operated Lifeboat Winches. Once every 3 months. See section 97.17-40.

#### 97.35-10 Official log entries

97.35-10 (a) In addition to other items required to be entered into the Official Logbook, on vessels where an Official Logbook is required, all items relative to the crew and passengers and to casualties shall be entered as required by R. S. 4290, as amended, 46 U. S. C. 201.

Insofar as tank vessels are concerned, 46 CFR 35.10-1 (c), 35.10-5 (d), (f) and (g), 35.20-5, and 35.20-10, which may be found on pages 67-71, inclusive, of CG-123, entitled "Rules and Regulations for Tank Vessels," state:

35.10-1 Station bills, muster lists, and line-throwing appliance drills—T/ALL.

(c) The master of a tank ship equipped with a line-carrying gun shall drill his crew in its use every 3 months, but the actual firing of the gun on the tank ship shall be discretionary with the master. Each drill shall be recorded in the ship's logbook.

35.10-5 Emergency signals; fire and lifeboat drills—T/ALL.

(d) It shall be the duty of the master, or the mate, or officer next in command, once at least in each week, to call all hands to quarters and exercise them in discipline, and (weather permitting), in the unslashing and swinging out of the lifeboats, the closing of all hand or power-operated watertight doors which are in use at sea, closing all fire doors and fire screens, the use of fire pumps, and all other apparatus for the safety of life on board of such vessels with special regard for the drill of the crew in the method of adjusting life preservers, and to see

that all the equipments required by law are in complete working order for immediate use. The fact of exercise of the crew as herein contemplated, shall be entered upon the ship's logbook.

(f) The entries in the ship's logbook relating to the exercise of the crew in fire and lifeboat drills shall state the day of the month and the hour when so exercised, length of time of the drill, number of the lifeboats swung out, number of lengths of fire hose used, and a statement of the condition of all fire and lifesaving apparatus.

(g) Any neglect or omission on the part of the officer in command of such vessels to strictly enforce the provisions of this section shall be deemed cause for proceedings under the provisions of R. S. 4450, as amended (46 U. S. C. 239), looking to a suspension or revocation of the license of such officer.

35.20-5 Draft of tank ships—T/OC. The master of every tank ship shall, whenever leaving port, enter the maximum draft of his vessel in the logbook.

35.20-10 Steering gear test—T/ALL. On all tank ships making voyages of more than 48 hours' duration, the entire steering gear, the whistle, the means of communication, and the signaling appliances between the bridge or pilothouse and engine room shall be examined and tested by a licensed officer of the vessel within a period of not more than 12 hours before leaving port. All such vessels making voyages of less than 48 hours' duration or operating on lakes, bays, sounds, and rivers shall be so examined and tested at least once in every week. The fact and time of such examination and test shall be recorded in the ship's logbook.

Obviously, entries in the Official Logbook that are required by regulation, like those required by statute, must be clear and complete, describing the matter being recorded in complete detail, timely, and properly executed.

The making of entries in the Official Logbook rests upon the principle that the entry is adequate for the purpose intended. Once it is understood what is required to be entered, the key question is "Does this entry state the facts and circumstances in such a way that by word picture the entry is completely descriptive?" This may be determined by placing one's self in the position of the ones who will have to depend on the entry, not knowing the facts and circumstances. If it can be honestly stated no questions remain unanswered—that though totally unfamiliar with what was entered, there is full understanding—then the entry is complete.

It is accordingly suggested this article be carefully studied and when there is occasion to make an entry in the Official Logbook, an effort be made to picture one's self on shore, months later, receiving the Official Logbook or excerpts therefrom.

# APPENDIX

## AMENDMENTS TO REGULATIONS

[EDITOR'S NOTE.—The material contained herein has been condensed due to space limitations. Copies of the documents may be obtained by writing to Coast Guard Headquarters, care of Commandant, Washington 25, D. C.]

### DEPARTMENT OF THE TREASURY

#### United States Coast Guard

[CGFR 53-43]

ACCEPTANCE OF CERTIFICATES ISSUED PURSUANT TO THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1948

1. The Proclamation of the President, dated September 10, 1952, quoted the International Convention for the Safety of Life at Sea, 1948, which was signed at London on June 10, 1948 (hereinafter referred to as "1948 Convention"), and declared that this 1948 Convention shall be observed and in effect on and after November 19, 1952, for the United States of America (see Treaties and Other International Acts, Series 2495, issued by the Department of State).

2. The 1948 Convention states that each Contracting Government, or a person or organization duly authorized to perform the function for such country, shall issue to a vessel of her registry, which is subject to the provisions of the Convention, the applicable certificates described in Regulation 11 of Chapter I, when such vessel is in compliance with the Convention. The United States Coast Guard will accept and recognize valid certificates issued by a country that has acceded to the 1948 Convention. Therefore, such a vessel carrying valid applicable certificates will be subject to an inspection by the United States Coast Guard to the extent necessary to satisfy the marine inspectors that the condition of the vessel, her boilers, lifesaving equipment, fire-fighting equipment, etc., are as stated in the certificates held by such vessel.

Dated: October 27, 1953.

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

[F. R. Doc. 53-9271; Filed, Nov. 2, 1953;  
8:50 a. m.]

## TITLE 33—NAVIGATION AND NAVIGABLE WATERS

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

[CGFR 53-35]

#### Subchapter K—Security of Vessels

##### PART 121—SECURITY CHECK AND CLEARANCE OF MERCHANT MARINE PERSONNEL

###### Subchapter L—Security of Waterfront Facilities

##### PART 125—IDENTIFICATION CREDENTIALS FOR PERSONS REQUIRING ACCESS TO WATERFRONT FACILITIES FOR VESSELS

##### APPEAL AND REVIEW PROCEDURES FOR PERSONS DENIED SECURITY CLEARANCE

The purpose of the revised regulations set forth in this document and any changes from present procedures are intended, in effect, to provide that any seaman who is denied security clearance or any person denied a Coast Guard Port Security Card shall receive (1) a written notification of denial stating that such person is a poor security risk or is not entitled to security clearance and this notification shall contain a statement of the basis of denial so worded with such specificity as to afford said person reasonable notice of the basis for denial and an opportunity to marshal evidence in refutation thereof, and otherwise in his behalf; and (2) that if such person appeals in accordance with the procedures in 33 CFR Part 121 as revised by this document, such person will be furnished a statement or bill of particulars setting forth the alleged acts, or association, or beliefs, or other data which formed the basis for the determination that such person is a poor security risk or is not entitled to security clearance. However, in the administration of these revised regulations, the written notification of denial, the statement of the basis of denial, and the statement or bill of particulars shall not be worded with such specificity or particularity as to disclose the source of such information or data nor the identity of any person or persons who may have furnished such information or data to said person or other persons.

A person who has been denied security clearance before the date of publication of this document in the FEDERAL REGISTER may file a new appeal within 60 days of this date and such appeal will be handled and administered in accordance with the administrative appeal procedures in

33 CFR Part 121 as revised by this document. A person whose document evidencing security clearance has been revoked before the date this document is published in the FEDERAL REGISTER may file a new appeal within 60 days for reconsideration and such appeal will be considered in accordance with the administrative appeal procedures in 33 CFR Part 121 as revised by this document. The time limitation for filing an appeal may be waived by the Commandant, U. S. Coast Guard, upon written showing of good cause. The appeal for reconsideration of a denial of security clearance or the revocation of a document evidencing security clearance provided by this paragraph shall be submitted to the Chairman of the nearest Local Appeal Board.

## NAVIGATION AND VESSEL INSPECTION CIRCULAR NO. 7-53

19 October 1953

Subj: Boiler Safety Valves, Repair of

1. *Purpose.* The purpose of this circular is to establish conditions of acceptance whereby safety standards will not be lowered when safety valves are repaired or overhauled under the provisions of section 58.01-5, title 46, CFR, subchapter F, Marine Engineering Regulations and Material Specifications (CG-115).

2. *Background.* It has been found that safety valves have been improperly overhauled which resulted in the relieving capacity being decreased. The manufacturer's name plates have been destroyed, and this has resulted in the inability to determine whether or not the valve was of approved design or who overhauled the valve. If failure of the valve had occurred there was no means of establishing responsibility. This resulted in the valves being rejected for further use on board vessels. The reconditioning of valves by original manufacturers has been satisfactory, but unsatisfactory conditions have arisen when work has been done by safety valve repair shops. In view of the hazards that prevail when improper workmanship or improper material are used in the repair of safety valves, it is necessary that the repair of safety valves be kept under close inspection.

3. *Safety valve repairs.* The requirements covering such repairs are in section 58.01-5 of the Marine Engineering Regulations. The repairs of safety valves may be made by the



original manufacturer or by safety valve repair shops. When repairs are made the following shall be met:

a. Materials used shall have corrosion and heating resisting properties at least equal to the materials used in the initial manufacture.

b. The repairs shall be so made that relieving capacity will not be decreased.

c. The workmanship shall be of good quality and at least equal to that required in manufacturing the original valve.

4. *Action required.* The safety valve repair shops, other than the original safety valve manufacturers, when repairing safety valves shall:

a. When possible, use replacement parts produced by the manufacturer of the valve being repaired. Otherwise, the parts used shall be in accordance with paragraph 3 above.

b. The repairs shall be in conformance with paragraph 3 above.

c. A corrosion resistant nameplate shall be secured to the valve, showing name and address of company or person, and month and year work was completed or repairs made.

d. The nameplate of the original manufacturer shall not be removed. If necessary to remove it to perform repairs, it shall be replaced when work is completed.

e. The nearest Officer in Charge, Marine Inspection, shall be contacted and arrangements made so that the completed work will be satisfactory to the Coast Guard, and the nameplate will show the inspector's initials together with official stamp of the Coast Guard.

H. C. SHEPHEARD,  
Rear Admiral, U. S. C. G.,  
Chief, Office of Merchant  
Marine Safety. By direction  
of the Commandant.

## NAVIGATION AND VESSEL INSPECTION CIRCULAR NO. 8-53

3 November 1953

Subj: Motorboats rented by launch liveries for pleasure purposes; safety requirements

1. *Purpose.* The purpose of this circular is to direct the attention of the owners and operators of launch liveries to the provisions of the Motorboat Act of April 25, 1940 (46 USC 526-526t).

2. *Cancellation.* This circular cancels Navigation and Vessel Inspection Circular No. 5-48.

3. *Background.* In the past, launch liveries have been renting motorboats, including those propelled by outboard motors, to persons not familiar with safety measures required by the Motorboat Act and the regula-

tions promulgated thereunder. In some cases where a deposit for the safe return of lifesaving and other equipment required has been demanded, the renter of the boat has objected and in certain instances the motorboats have been operated without the safety equipment required so that persons on board such vessels were without protection in case of emergency.

4. *Discussion.* The safety requirements for uninspected motorboats are published in a publication entitled "Rules and Regulations for Uninspected Vessels" (CG-258) and in Navigation and Vessel Inspection Circular No. 5-52. Copies of the circular and the publication may be obtained from any Coast Guard District Commander or Officer in Charge, Marine Inspection, upon request.

Particular attention is invited to the provisions of Section 16, Motorboat Act (46 USC 526a) which reads as follows:

"Section 16. If any motorboat or vessel subject to any of the provisions of this Act is operated or navigated in violation of this Act or any regulation issued thereunder, the owner or operator, either one or both of them, shall, in addition to any other penalty prescribed by law than that contained in section 14 of this Act, be liable to a penalty of \$100: Provided, that in the case of motorboats or vessels subject to the provisions of this Act carrying passengers for hire, a penalty of \$200 shall be imposed on the owner or operator, either one or both of them, thereof, for any violation of section 6, 7, or 8 of this Act or of any regulations pertaining thereto. For any penalty incurred under this section the motorboat or vessel shall be held liable and may be proceeded against by way of libel in the district court of any district in which said motorboat or vessel may be found."

It will be noted from reading the above provision of law that certain responsibilities are placed on the owners of motorboats to see that the proper safety equipment is on board. Motorboats, including those propelled by outboard motors, must be equipped with proper life preservers or lifesaving devices. These safety devices together with fire extinguishers, lights, and other equipment, are required by the Motorboat Act and the regulations promulgated thereunder. Fire extinguishers are not required for boats equipped with detachable outboard motors.

5. *Action Requirement.* Motorboat owners, operators, and other persons affected by the Motorboat Laws and

Regulations should familiarize themselves with these requirements. To this end, Coast Guard personnel concerned with the administration and enforcement of these laws and regulations will extend every possible assistance.

H. C. SHEPHEARD,  
Rear Admiral, U. S. C. G.,  
Chief, Office of Merchant  
Marine Safety. By direction  
of the Commandant.

## ARTICLES OF SHIPS' STORES AND SUPPLIES

Articles of ships' stores and supplies certificated from 27 October 1953 to 30 November 1953, 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:

### CERTIFIED

Larvacide Products, Inc., 117 Liberty St., New York 6, N. Y. Certificate No. 127, dated 30 October 1953. "L-P INDUSTRIAL SPRAY."

Dunham Chemical Co., 840 No. Michigan Ave., Chicago 11, Ill. Certificate No. 128, dated 16 November 1953. "PD-7."

Dunham Chemical Co., 840 No. Michigan Ave., Chicago 11, Ill. Certificate No. 129, dated 17 November 1953. "P-B-S."

Glamorene, Inc., 10 East 44th St., New York 17, N. Y. Certificate No. 131, dated 20 November 1953. GLAMORENE brand rug cleaner.

### AFFIDAVITS

The following affidavit was accepted during the period from 15 October to 15 November 1953:

Keddy Machine Co., Middleton, Mass., Flanges.



Courtesy Maritime Reporter



**Don't gamble with fire—  
the odds are against you!**



### **TO PREVENT FIRES**

**Put out cigarettes, cigars and matches.**

**Remove all greasy and oily rags.**

**Eliminate all breeding places of fire.**

**Value the benefits of good housekeeping.**

**Educate all hands in fire-prevention methods.**

**Never use any but safety matches aboard ship.**

**Training in fire fighting pays dividends.**

**Fire prevention should be an everyday precaution.**

**Inspect equipment frequently.**

**Remember your exact duties in fire and boat drills.**

**Encourage interest in —**

**SAFETY ALWAYS**