

# PROCEEDINGS OF THE MERCHANT MARINE COUNCIL

The printing of this publication has been approved by the Director of the Bureau of the Budget, January 14, 1955.

UNITED STATES



COAST GUARD

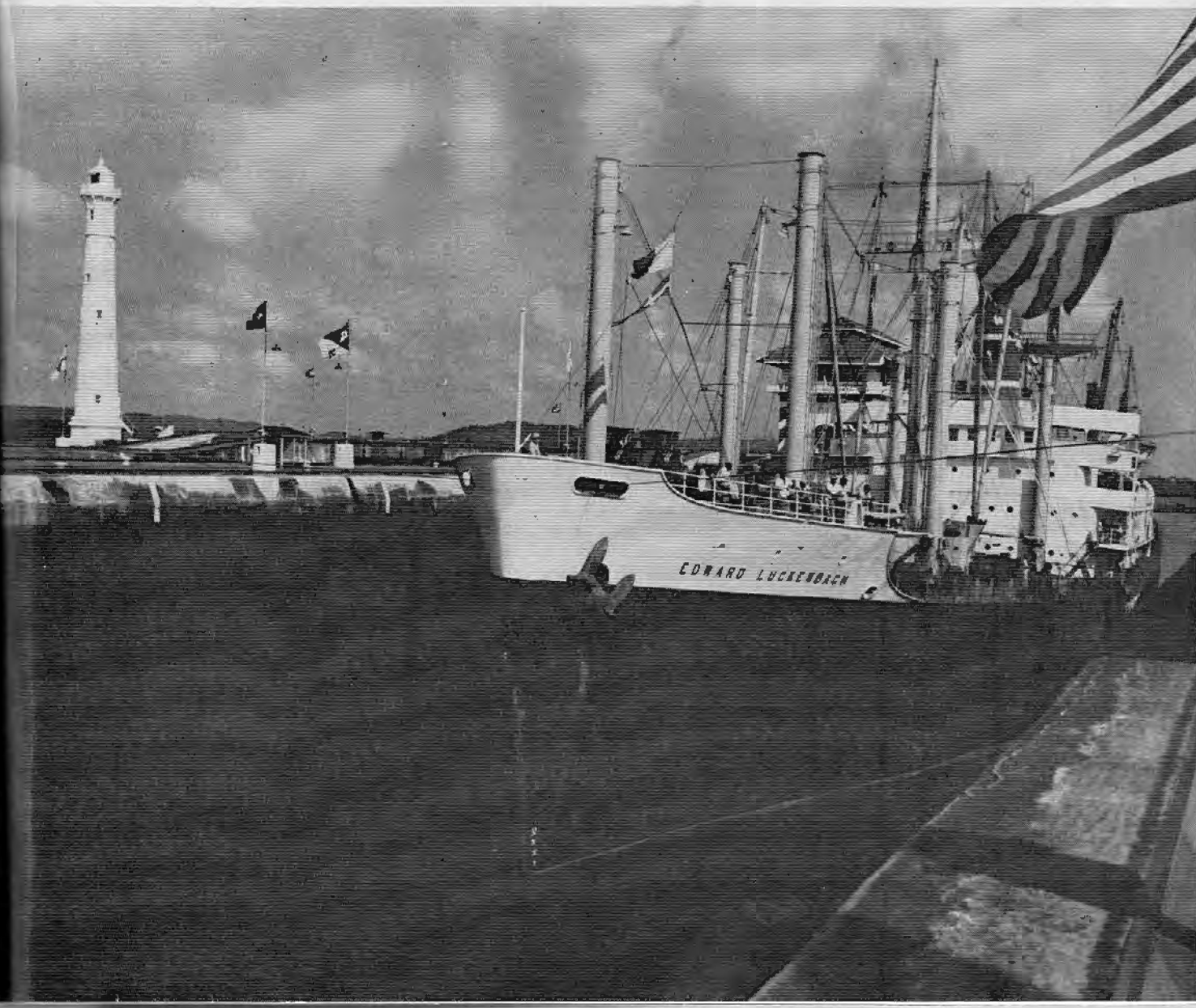
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not less than  
20 readers.  
PASS IT ALONG

CG 129

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No. 5



Proceedings of the  
**MERCHANT  
MARINE  
COUNCIL**

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## FRONT COVER

With flags snapping in the soft tropical breeze, the SS *Edward Luckenbach* makes the billionth-ton transit of the Panama Canal. Officially opened on 15 August 1914, the Canal welcomed this American-flag vessel on 12 December 1956, as the 258,018th ship to make the passage. Photograph courtesy *Luckenbach Steamship Co.*

## BACK COVER

A veil of hanging moss frames this beautiful picture of the Biloxi, Miss., Lighthouse, an unmanned, automatic light visible for 13 miles into the Gulf of Mexico.

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# NATIONAL MARITIME DAY-1957

May 22 each year has been designated National Maritime Day by joint Congressional Resolution to commemorate the departure from Savannah, Georgia, on May 22, 1819, of the *Savannah* on the first transoceanic voyage by any steamship.

Since the beginning of our Nation, the contributions of the Merchant Marine to our national defense and maintaining the flow of international trade and travel have been outstanding.

We in the Coast Guard are proud to take part in the national acclaim that will be rendered to the American Merchant Marine.

*A. C. Richmond*  
Vice Admiral, U. S. Coast Guard  
Commandant

# THE STATUS OF FEDERAL SHIPPING LAWS

By John M. Drewry

(Chief Counsel of House of Representatives Committee on Merchant Marine and Fisheries)

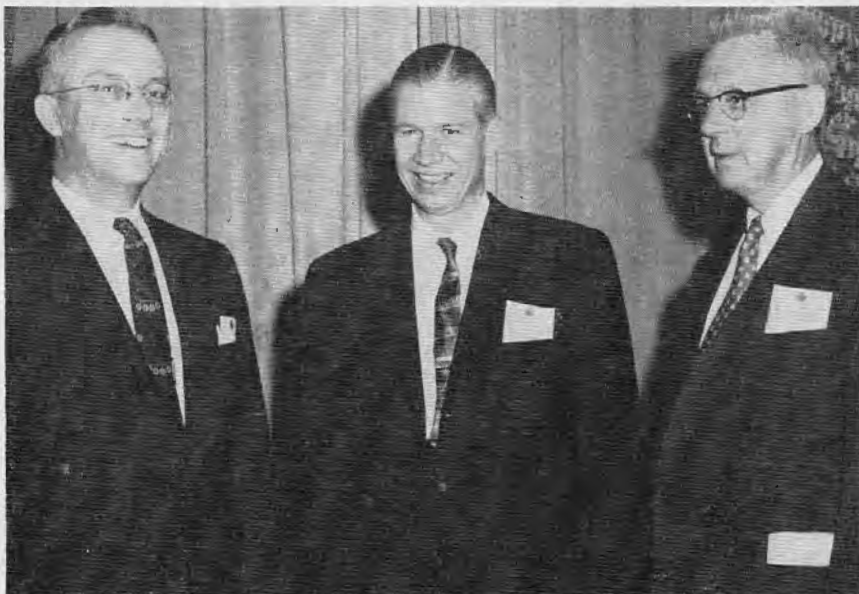
*The following article is extracted from a speech made before a joint meeting of the Society of Naval Architects and Marine Engineers, Chesapeake Chapter, and the Propeller Club of the United States, Port of Washington, D. C.*

**D**URING the 84th Congress alone, the Committee on Merchant Marine and Fisheries had before it over 160 bills dealing with various aspects of shipping and the merchant marine generally. Fifty of them were enacted into law. Since 1949, when I first joined the staff of the committee, out of 483 bills considered, a total of 119 have become law.

The jurisdiction of the House Committee on Merchant Marine and Fisheries is defined in such a way that it is probably the most specialized of the standing committees of either House of Congress. The great bulk of its work is devoted to matters concerning the health and welfare of the American merchant marine. These matters include not only those subjects which in the executive branch are handled by the Department of Commerce and the Maritime Administration, but also all legislation dealing with the Coast Guard and its functions, Coast and Geodetic Survey, the Panama Canal, and the navigation laws generally. And, in addition, the "Committee on Fish and Ships" is directed by law to maintain constant watchfulness over the state of the merchant marine, the activities of the agencies which administer its laws, and whether or not our maritime policy is being adhered to and adequately implemented.

Fundamentally, it is the Merchant Marine Act of 1936 that provides the cornerstone and the framework for today's maritime policy.

That act, "To further the development and maintenance of an adequate and well-balanced American merchant marine, to promote the commerce of the United States, to aid in the national defense, et cetera," in its first section, describes the merchant marine we need. That merchant marine must be sufficient to carry all of the domestic waterborne commerce, a substantial portion of the waterborne export and import foreign commerce, and to provide shipping services on all routes essential for maintaining the flow of such commerce at all times. It must be capable of serving as a naval and military auxiliary in time of war or national emergency. It must be owned and operated under the United States flag by citizens of the United States. And,



PICTURED ABOVE are, left to right: E. M. MacCutcheon, Jr., chairman, Chesapeake Chapter of the Society of Naval Architects and Naval Engineers; Mr. Drewry; and Commodore E. M. Webster, USCG (Ret.), president, Port of Washington, D. C., Chapter, Propeller Club of the United States.

finally, it must be composed of the best equipped, safest, and most suitable types of vessels, constructed in the United States and manned with a trained and efficient citizen personnel.

The concluding sentence of that first section of the act reads: "It is hereby declared to be the policy of the United States to foster the development and encourage the maintenance of such a merchant marine."

## OUR MARITIME POLICY

That is our maritime policy—there is no other. And, it will remain so unless and until changed by law. Congress intended that that clear and unambiguous declaration of policy should be the guiding light to the interpretation, administration, and enforcement of all our maritime laws by whatever agency administrated. It is the standard by which any discussion of "The Status of Federal Shipping Laws" must be measured.

Let me repeat—this declaration gives two dominant directives: (1) to

foster development, and (2) to encourage maintenance.

In 1935, after nearly 20 years of effort to establish an adequate, operating merchant marine—with almost every conceivable form of aid—the Government owned some 250 vessels, approximately 40 of which were being operated under agency agreement on four overseas lines owned by the Government. There were around 300 vessels in private operation engaged in mail contract services on essential trade routes—only 29 of which had been built under the provisions of the 1928 act.

American ships were carrying less than 35 percent of our waterborne foreign commerce—and the trend was downward. It was to hit 22 percent by 1939.

Many of the ships in the fleet were already obsolete, and most of them, war-built vessels, ranging in age from 15 years up, had an economic life of 5 years or less. The net working capital of the ocean mail contractors was a little more than \$4 million, and the

net worth of the companies operating those 300 vessels was only a little more than \$76 million.

Two tankers, each of about 9,000 gross tons, were the only seagoing merchant vessels under construction in the shipyards of the Nation. The ship repair segment of the industry was comparably impoverished.

We had no tramp fleet.

The domestic ocean trades, then carrying more than 70 percent of total United States dry cargo tonnage, seemed the only bright spot in the picture.

To assure the development of the merchant marine we needed, the 1936 act provided that if private industry was unable or unwilling to participate in the national program, then the Federal Government should step in to the extent necessary to attain the previously determined goals by chartering Government-owned vessels to private operators, or by operating them itself.

Each section and each chapter was deliberately and carefully interlocked and aimed toward one basic objective—the development and maintenance of an adequate and well-balanced American merchant marine.

#### NEED GOVERNS AID

Whatever may be the concept of Government aid to other industries, the philosophy of our shipping laws has always been that Government aid is justified only to fulfill Government—or national—need.

That objective was paramount in every provision.

No period in our history has been less static than these past 40 years—and the events of the past score of years have made even the first 20 seem almost pastoral by comparison.

Implementation of the 1936 act had scarcely begun before World War II broke out in Europe. And the abnormal conditions prevailing throughout the world from September 1939, until the end of the war, denied us the opportunity of true perspective on the effectiveness of the act during its first 10 years.

Now let us see where we are today and where the merchant marine is after 20 years' experience under the 1936 act. Has there been development consistent with the policy of the act? Has the fleet been maintained in accordance with its objectives?

Since the end of World War II, we have seen an unprecedented expansion of world trade. Recent Bureau of the Census data reveal that at the present level our exports are almost 4 times that of 1938 and 2½ times the import volume. And yet the most recent figures for 1956 show United States-flag vessel participation at 17

percent as compared to 71 percent during 1946. This is 5 percent below the 22 percent in 1939, the low point in prewar shipping.

In 1935, the most clearly depressing part of the shipping picture was the condition of the overseas subsidized segment of the merchant marine. The emphasis in the 1936 act, therefore, was aimed at correcting this condition.

#### 300-VESSEL FLEET

Today, with 20 years of experience under the 1936 act behind us, we find that the original 12 operators who were willing to embark on its program have grown to 16. They are presently operating 300 large, fast vessels. They are now beginning to replace their war-built fleets on an orderly basis with ships of current design. Between now and 1970, these lines will spend upwards of \$1 billion to \$2 billion in fleet replacement.

Contrasted with the \$76 million net worth of the operators in 1935—today the subsidized lines exceed \$550 million. The working capital of each of the individual subsidized lines today exceeds \$4 million which was available to all of the mail contract operators in 1935. And not the least of the achievements made possible by the 1936 act are the standards of safety, the working and living conditions, and wages of the American seafarer, who can no longer be labeled "a second-class citizen."

Those are signal advances, and of them we can well be proud. Nevertheless, we are not concurrent with our overall objective!

Now let us look at the rest of our fleet!

Our infant postwar tramp fleet has little prospect for survival under present laws, despite the fact that some 80 percent of our waterborne foreign commerce consists of tramp-type cargo.

Ore carrier production for American-flag operation is insignificant despite our greatly increased dependence on foreign sources for ores.

Coastal and intercoastal shipping, which represented about 78 percent of our total tonnage prewar, has now declined to the point where it represents no more than 20 percent of the total. Only the other day a bill was introduced to suspend the coastwise laws to permit foreign-flag vessels to carry lumber between Savannah, Ga., and Puerto Rico. And there have even been rumors of a move to permit foreign-flag tankers to operate in our coastwise trade.

Finally, where we had some 123 passenger-carrying vessels prewar, we now have no more than 33.

#### FALL SHORT OF GOAL

From any viewpoint, our merchant marine today falls far short of the goals set for it by the Merchant Marine Act of 1936. With an accumulation of laws going back many years designed to promote an adequate and well-balanced American merchant marine, we find it today both inadequate and unbalanced according to the standards we have set.

The picture I have sketched and the problems I have discussed are not new. They have been with us for a long time and I am afraid will continue into the future.

I have chosen to emphasize the status of our shipping laws in the way I have because I believe a rude reminder, occasionally, is antidote to complacency, smugness, or even pride. In the current maritime picture when shipbuilding is so active contrasted with the postwar drought, and a major, though small portion, of our total fleet is vastly healthier and more stable than it was 20 years ago, there is danger of being lulled into a false sense of security and accomplishment. On the contrary, there are clearly many things to be done.

I would like to suggest a few which are desperately needed, and long overdue.

##### 1. Survey of Shipping Needs.

Just as was done in preparation for the creation of the Merchant Marine Act of 1936, I believe there should be a comprehensive resurvey of our national needs for an active merchant fleet meeting minimum requirements for mobilization purposes and adequate to serve the growing demands of commerce.

##### 2. Codification and Revision of the Shipping Laws.

There should be an immediate revival of interest in the codification of our widely scattered and frequently conflicting and overlapping shipping and navigation laws. This proposal has been with us from time to time for many years. But no serious effort in this direction has been made since 1946.

With codification there should also be revision.

While codification will do much to clarify, only the willingness to revise can bring the law in line with today's conditions.

##### 3. International Maritime Conference.

The international character of ocean shipping creates problems which domestic law alone is incapable of meeting. And thus, we must seek agreement on the international level. The Safety of Life at Sea Convention of 1948 is the most recent major international agreement on safety of ocean navigation.

# INTERNATIONAL LIFEBOAT RACING TROPHY



MERCHANT SEAMEN of several nations will compete on Memorial Day, May 30, for the handsome sterling silver "Millard G. Gamble" championship trophy shown above being presented by Mr. Gamble to Capt. Granville Conway, chairman, International Lifeboat Race Committee. Interested officials of the hotly contested race are, reading left to right: Christian J. Mohn, director, Norwegian American Lines; Harry Nilsson, secretary, International Council on Seamen's Recreation in the Port of New York; Mr. Gamble, president, Esso Shipping Co.; Rear Adm. Redfield Mason, Commander, MSTC Atlantic Area; Rear Adm. Henry C. Perkins, Commander, 3d Coast Guard District; Capt. Conway; Newbold T. Lawrence, executive vice president, United States Lines; and Capt. Hewlett R. Bishop, U. S. Maritime Administration.

In the five fiscal years—1952 through 1956—there were a total of 871 collisions involving United States vessels of over 1,000 gross tons, where damage exceeded \$1,500. The total cost in dollars for repairs alone must be staggering and the costs in lost time are incalculable.

Whatever the causes of these collisions might have been, concerted effort must be made to find ways and means to reduce their frequency.

I hope, therefore, that the report of January 3, 1957, prepared for the Committee on Merchant Marine and Fisheries by four of the most distinguished experts in maritime safety will receive the most careful attention from all concerned and will be followed up by international studies and agreements looking to more effective standards for construction and operation.

#### 4. Program for Research.

I recently read that aviation has advanced more since the end of World War II than in all the previous time since the first flight of the Wright

brothers. I need not elaborate to say that no such claim can be made with regard to merchant shipping.

Closely allied to the building up of manpower in scientific skills, is the need for a substantial program of both basic and applied research in water transportation. Industries deeply rooted in ancient practice and tradition find it hard to accept what seem to be radical changes. Think of the developments we might now have if as much time, effort, and money had gone into maritime research and development as has been devoted to aeronautics. The challenge is therefore great. Such a program should be participated in by both Government and industry. A gratifying first step in this direction was taken a few weeks ago when the Maritime Administration held a preliminary meeting to discuss courses of action.

It would seem to me that through enlightened self-interest there is much that the shipping and shipbuilding industries can do to start the

ball rolling by working and planning with the Government agencies concerned, and by making, as do many other industries, substantial contributions to technical progress through the granting of endowments and many more scholarships than are presently available.

#### ABOUT THE AUTHOR:

John M. Drewry has served as chief counsel, Committee on Merchant Marine and Fisheries, since May 1956. A native Virginian, he was graduated from Randolph-Macon College and received his law degree from the University of Virginia. Mr. Drewry joined the U. S. Maritime Commission in 1939 and the Merchant Marine and Fisheries Committee in 1949 as general counsel. It was during the past 84th Congress that this committee was credited with more constructive legislation than had been passed in the last 10 years.

# PUBLIC HEALTH SERVICE MAKES AWARDS



Photo Courtesy Luckenbach Steamship Co.



Photo Courtesy American Export Lines

FOR THE SECOND consecutive year the Luckenbach Steamship Co. and American Export Lines have won the coveted U. S. Public Health Service Certificate of Sanitation with rating of better than 95 on 166 items of sanitary construction and maintenance. In the left photo, Asst. Surg. Gen. Mark D. Hollis, left, is shown presenting the Special Citation to James Sinclair, president and general manager of Luckenbach, in ceremonies held aboard the SS Horace Luckenbach. At the right, Surg. Gen. Leroy E. Burney is presenting the award to John F. Gehan, newly elected president of American Export Lines, aboard the SS Constitution.

**C**REATED in 1953 by the Surgeon General of the U. S. Public Health Service, Special Citations for Vessel Sanitation are made to American-flag steamship companies who maintain a continued high level of sanitation aboard their ships.

Based on a detailed inspection by PHS vessel inspectors of all construction and operation items having a sanitation significance, the award was won during 1956 by American Export Lines, Grace Lines, Luckenbach Steamship Co., United States Lines, Farrell Lines, and the Ore Navigation Corp.

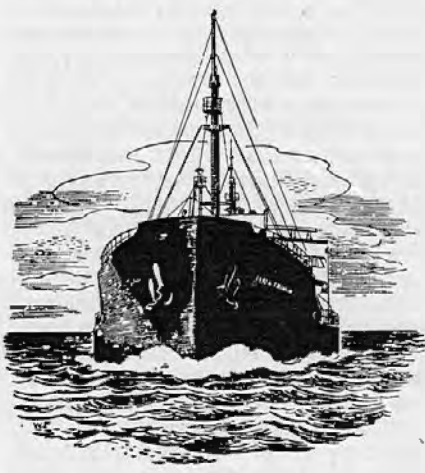
The award recognizes the efforts of each company in bringing all of its ships to a rating of 95 or better on an official inspection involving 166 separate items.

American Export Lines and Luckenbach are the only companies to have received the citation 2 years in succession. To date, the award has been made to a total of 10 companies.

Surg. Gen. Leroy E. Burney pointed out that each steamship company winning the Special Citation attests to their concern for the health and safety of passengers and crew sailing on these ships. Any winner of the award, he said, makes them a most welcome partner in the efforts of the Public Health Service to reduce the incidence of communicable disease

and to improve the health and well-being of the American people.

R. J. Tarr, operating manager, Luckenbach Steamship Co., circulated a copy of the citation to each vessel in their fleet congratulating "masters, chief engineers, chief stewards, and particularly all our unlicensed seagoing personnel, along with supervisory shore personnel for earning this award for the second consecutive year." A good example of the interest this Special Citation has evinced.



GOOD SAFETY IS  
GOOD BUSINESS

## A STITCH IN TIME

Assistance to persons in distress at three widely separated points was rendered recently by vessels of the Esso Shipping Co. fleet, it was announced in the *Ships' Bulletin*.

The *Esso Allentown* rescued a fisherman from an overturned skiff in Lake Maracaibo, Venezuela; the *Esso Lima* assisted two men in a disabled boat 3 miles southwest of Ambrose Lightship at the entrance to New York Harbor; and the *Esso Gloucester* took aboard 12 men from a sinking banana boat about 70 miles west of Dry Tortugas.

Capt. S. P. Swicgood, Commander of the 7th Coast Guard District, Miami, Fla., commended the Master of the *Esso Gloucester* for his prompt action and expert seamanship in rescuing the crew of the *Santa Gloria* after they abandoned ship and had taken to the lifeboats.

The *Proceedings* is pleased to learn of rescue operations of this type and welcomes notification of any commendatory action by American ships or seamen.



## COMMENDATION



Rear Adm. Donald E. McKay, Commander of the 14th Coast Guard District, presents letters of commendation to Morris S. Kau, Lt. Y. K. Chock, Honolulu Police; and C. E. Meyer for his son George Meyer.

For quick action in rescuing 11 of 16 persons thrashing in the waters of Kaneohe Bay after their 16-foot outboard motorboat capsized, three Honolulu residents were formally commended by the Coast Guard in ceremonies in the Hawaiian city.

Morris S. Kau, George C. Meyer, and Honolulu Police Lt. Y. K. Chock were presented letters of commendation by Rear Adm. Donald E. McKay, Commander of the 14th Coast Guard District, for their heroic efforts.

The overturned boat carried no life preservers, oars, or any other equipment to help the passengers support themselves in the water. It was only the timely action of these three men that prevented a greater loss of life

as only one of the persons aboard the boat was able to swim. Ten of those aboard were children.

Admiral McKay, in making the presentation, said: "It is sad that such a tragedy had to happen, but it is likewise gratifying to know that such persons as yourselves were there to render assistance in such an emergency."

"This accident is a grim warning to those who fail to use commonsense in operating motorboats," he concluded.

The official commendation presented to each man reads as follows:

"On the afternoon of 19 August 1956, an outboard motorboat with 16 persons aboard capsized off the coast of Kaneohe, Oahu,

Territory of Hawaii. Unfortunately, many of the passengers could not swim and turmoil and confusion existed as they struggled in the water. You had been watching the boat from shore, and immediately set out to render assistance. Two other men also proceeded to the scene and, together, you succeeded in rescuing 11 persons. Three children and one adult drowned.

"Your unselfish actions during this emergency were commendable and in keeping with the highest traditions of the sea. Your assistance is deeply appreciated."

*A. G. Richardson*

Vice Admiral, U. S. Coast Guard,  
Commandant.

# MERCHANT MARINE A B C's

**R**EALIZING that preparedness is the key for vessel survival in case of enemy attack or other catastrophe, merchant marine officers began attending the Maritime Administration sponsored Atomic-Biological-Chemical, Firefighting, and Damage Control School at the U. S. Naval Base, Treasure Island, Calif.

Started this year in April, the school is designed to give a 2-day instruction session to selected west-coast merchant mariners on the same basis as the popular course at the U. S. Navy Supply Depot, Bayonne, N. J., which was placed in operation last fall.

Both installations stress wartime defensive measures against ABC attacks, peacetime protective measures against radioactivity, and the importance of maintaining watertight integrity, but it is the California school which is able to give the most realistic damage control instruction.

This is possible because of the USS *Buttercup*. This "ship" is a typical section of a vessel, fitted with standard ship furnishings, and floats in a recessed watertank on the Treasure Island Base.

Casualties can be imposed—such as broken fire mains, ruptured hull plating, damaged hatches, small fires, and electrical failures—and the students must shore, plug, patch, and pump out the section or it will sink under their feet. (See photographs on opposite page.)

Smoke and sound effects add to the realism of the *Buttercup*, and students learn at firsthand how coordination, speed, and application of war casualty "know-how" can save their ship. After a series of lectures and demonstrations on various damage control techniques, students man stations in this floating section to complete their course of instruction.

Initial classes include operating and management personnel in addition to licensed officers, and reports indicate the course is booked solid. The Maritime Administration sponsors the course, the Navy supplies the facilities, and the Military Sea Transportation Service provides the instructors. Officials indicate that a third school for merchant marine officers is under consideration in the gulf, probably in New Orleans, due to the unprecedented interest in the program.

The course schedule follows:

## FIRST DAY

0730-0800

### 1. Introduction of ABC Defense (Lecture)

#### Topics:

- Techniques of Atomic Warfare Defense
- Biological Warfare Defense
- Chemical Warfare Defense

0800-0830

### 2. Types of Atomic Burst (Lecture)

#### Topics:

- Air Burst
- Surface Burst
- Subsurface Burst

0830-0900

### 3. "Operation Crossroads" (Film)

Visual Coverage of type bursts

0900-0930

### 4. Introduction to Radiac Instruments (Lecture and Illustrations)

0930-1000

### 5. "An Introduction to Radiation Instruments" (Film)

1000-1030

### 6. Checking Out Instruments for Field Use (Field Project)

Surveys, plotting and shielding with a source

1100-1110

### 7. Decontamination Procedure (Introduction to Films)

- Rough Decontamination and Detail Decontamination
- Use of Fire Hoses as Interim Washdown System

1110-1145

### 8. "Washdown Countermeasures" (Film)

"Ship Decontamination Methods"

1145-1230 LUNCH

1230-1600

### 9. Firefighting School

#### "Chemistry of Fire"

Practical Experience in Combating Fire

- Tank Fires: Use of all-purpose nozzle and applicator
- Structural Fires: Engine room and/or fire room
- OBA Demonstration

## SECOND DAY

0730-0800

### 1. Medical Aspects of Atomic Warfare (Lecture)

- Dosages—Nuclear Radiation
- First Aid

0800-0900

### 2. Review and general discussion Damage Control

0900-0930

### 1. Built-in Safety Features of the Vessel (Lecture)

Passenger and Cargo Vessels

0930-1005

### 2. "Damage Control Training in MSTs Civil-Service-Manned Ships" (Film)

"Principles of Shoring" (Film)

1005-1045

### 3. Loose Water in Stability (Lecture and Illustration)

"Methods of Unwatering Flooded Compartments" (Film)

1045-1115

### 4. Plastic Patching (Demonstration)

1145-1230 LUNCH

1230-1245

### 5. Organizing Class for BUTTERCUP exercise

1245-1500

### 6. BUTTERCUP exercise in saving the ship

(Practical Field Project)

1500-1600

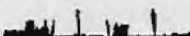
### 7. Review, general discussion, and evaluation

tion



## CHANGE OF ADDRESS

Notification has been received that the Corpus Christi, Tex., offices of the Officer in Charge, Marine Inspection, and the Captain of the Port, U. S. Coast Guard, now are located in Room 101, Federal Building, Corpus Christi, Tex.



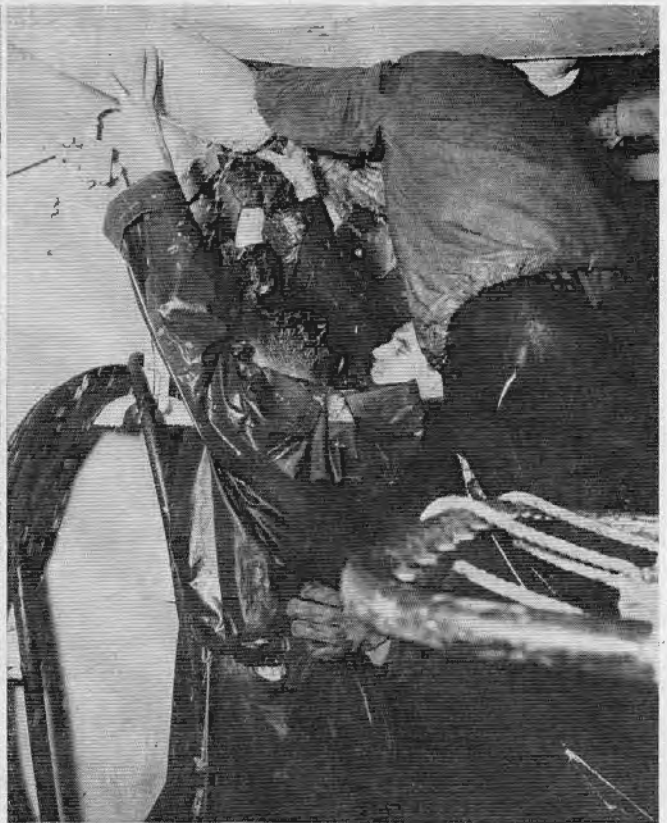
## WATER SAFETY CONGRESS

The Seventh Annual Meeting of the Water Safety Congress will be held in Augusta, Ga., 6 and 7 May, it was announced by Commander Clay Clifton, USCG, president of the organization.

Based on the theme, "Be Water Wise—Save Lives," arrangements have been made for Government officials at the National, State, and local levels, to meet with boating groups, rescue squads, boating and conservation clubs, American Red Cross, and boat and motor manufacturers, equipment dealers, and service operators on the increasing problem on safety afloat.

The keynote address will be made by Gen. Herbert Vogel, Chairman of the Board, Tennessee Valley Authority, on "The Need for Water Safety." Gov. Marvin Griffin of Georgia will make the address at the evening banquet which will include presentation of awards and special announcements for U. S. Power Squadrons, U. S. Coast Guard Auxiliary, rescue squads, Red Cross water safety units, and beach patrols.

Guy W. Hughes, of the Outboard Boating Club of America, is scheduled to make a report on the progress of proposed small-craft legislation, and the safety conclave will adjourn after the annual business meeting and luncheon for the board of directors.



*Photos Courtesy MSTs, Department of the Navy*

**PRACTICAL DAMAGE CONTROL** is a featured subject for merchant marine officers attending the intensive 2-day Maritime Administration-sponsored school at the U. S. Naval Base, Treasure Island. The upper photos were taken in the USS *Buttercup*, a typical ship's section which floats in a recessed watertank on the Navy base. In the bottom photos, fire parties are receiving training in controlling a compartment fire. Note that one group is going in high and another in low to extinguish the blaze.

## SOMETHING NEW IN HATCHES

Almost every safety publication distributed to the marine industry includes an admonition to exercise extra caution in opening and closing cargo hatches, and in removing strong-backs, hatch boards, and tarpaulins.

Hatch pontoons are heavy, necessitate the rigging of cargo gear to move, and with an average freighter opened up to work the lower holds, create a problem in being safely stowed along with the hatch beams.

One solution to this problem has been developed and installed on the new Matson passenger-cargo vessels, the SS *Mariposa* and SS *Monterey*, in the form of hydraulic hatch covers.

The *Mariposa* was the first American flag passenger ship to be fitted with this installation and reports from the first voyage indicate they are safe, fast, and acceptable to domestic and foreign longshoremen.

The covers are automatic, quick acting, and self-stowing. The weather deck covers are watertight, and the tween deck covers are flush and non-tight. The after weather deck hatch, two decks above the free-board deck, is unique as there is no coaming and the hatch stows flush. This is used as a promenade area for the passengers at sea.

The hatches can be opened from the dogged position in approximately four minutes, or closed complete with dogs in approximately two minutes. The sections are individually controlled hydraulically at all times. The hatches move only when the operator pushes a starting button and stop automatically when the button is released.

Prior to approval of the covers by the Coast Guard, provision was made for manually operating the units if necessary. Flow valves are built into the hydraulic system and serve a dual purpose of regulating the speed of motion and act as check valves if a line breaks. The covers can be stopped in any position and held without "creep".

With faster ships, these hatch covers join high speed winches, topping-lift winches, and improved cargo handling equipment to make American flag merchant ships the safest in the world.



Photo Courtesy Greer Marine Corp.

Figure 1. Picture taken into cargo hold on SS *Mariposa*. Note tween deck hatch cover stowed clear of the working area.

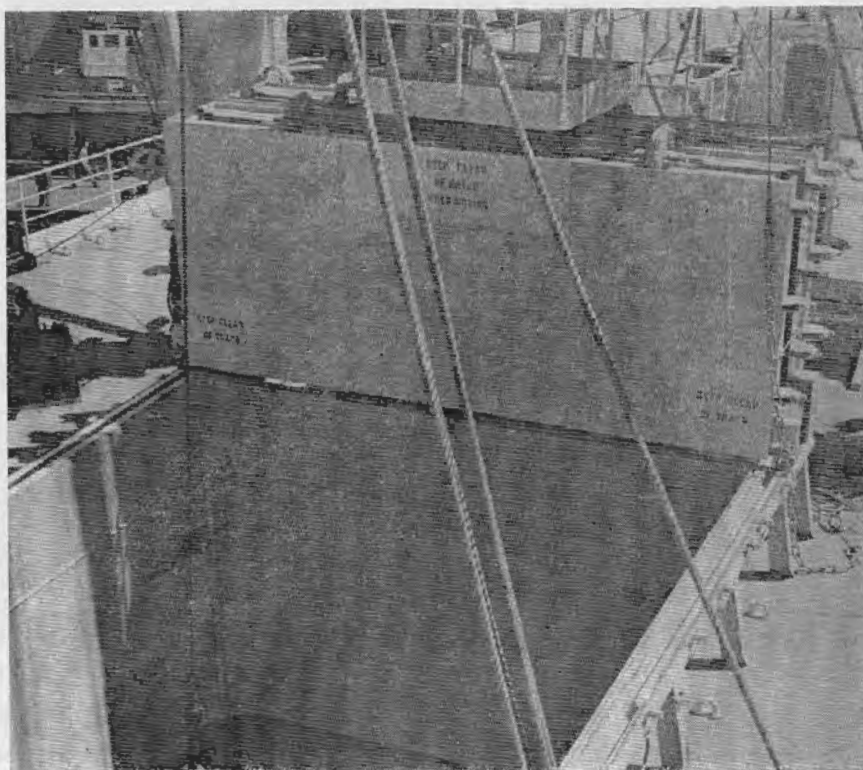


Photo Courtesy Greer Marine Corp.

Figure 2. Approximately four minutes is needed to undog and stow this weather deck hatch cover in open position.

## 1956 CASUALTY DATA

Statistics released by the Liverpool Underwriters' Association include the more important marine casualties for 1956, and show 57 vessels entered as total loss from foundering, stranding, collision, contact damage, fires, missing, and machinery damage.

Of this number, five American-flag vessels are listed—the *Washington Mail*, *Pelagia*, *Fairisle*, *Howard Olson*, and the *Salem Maritime*.

Of interest in the "total loss" column by collision is the fact that exactly half of the vessels involved were equipped with radar. On the "partial loss" page, 49 vessels were involved in collision and 36 of them were radar equipped—slightly less than 74 percent of the total.

Of interest to mariners in this country are the following remarks excerpted from the Association's report:

"Repeated warnings regarding the misuse of radar have been given by courts held to investigate loss of and damage to vessels at sea, but cases still come to light of ships proceeding in dense fog at high speeds, indicating that officers are placing too much reliance on radar at the expense of the normal precaution of a good lookout."

"Failure to observe rule 16 of the International Regulations for Preventing Collisions at Sea, 1948, which requires vessels in fog, mist, falling snow, heavy rainstorms, or any other conditions restricting visibility, to go at a moderate speed, endangers lives, ships, and cargoes and cannot be too strongly condemned. It is, perhaps, more than a possibility that too much attention is paid to arrival schedules with the resultant disregard of rule 16."

"Attention has again been drawn to the need for the training of radar personnel. During recent months a court investigating the circumstances attending a collision between two vessels, considered it highly desirable that all officers who may be in charge of the navigation of a ship equipped with radar, or who may be called upon to keep a radar watch, should undergo a course of instruction, not only in the working and maintenance of the set, but also in its use in navigation."

Other statistics show 26 vessels were disabled due to loss of propeller during 1956, compared with 27 in 1955 and 29 in 1954. Eight of these vessels were built in this country.

Fires reported aboard vessels of 500 tons gross or over in 1956 numbered 397, as compared with 420 in 1955—a decrease of 23. Three total losses were due to fire in motor or oil fuel

## OIL DISPOSAL RAFT

An oil disposal raft recently has been placed in service at the U. S. Naval Repair Facility, San Diego, for the disposal of water contaminated with oil, grease, or similar materials.

Designed for cleanliness, speed, and economy in service, the 25-foot raft is capable of an effective capacity of approximately 27,000 gallons of oil. Although the raft was built by the Navy in accordance with Bureau of Ships instructions, it embodies a practical approach to the ever-present, oily waste problem aboard merchant vessels.



Photo Courtesy Bureau of Ships Journal

The contaminated liquid is pumped into the raft where the oil separates from the water and remains floating. The water, being of heavier density, flows out of the bottom through several large openings. On one end of the raft is a pipe connection to which the discharge hose is joined. The lower end of the pipe is turned up to deflect the flow of liquid away from the bottom openings. In this way, the contaminated liquid cannot be forced out before the separation has time to take place.

To avoid excessive turbulence and a resulting flow of contaminated oil and material into the open water, the rate of discharge, it was pointed out, is kept at a minimum. Traces of oil around the raft indicate the rate of discharge is too great. Measurements are taken to determine the amount of oil during the discharge.

enginerooms, and one due to an explosion while loading oil. Fires in coal, Esparto grass, and jute cargoes accounted for three other total losses. One vessel was lost by fire after striking rocks, and another was lost following serious damage by fire in port.

## TRADITIONS OF THE SEA

The role of American seafarers who have performed their duties in accordance with the highest traditions of the sea is long but never completed.

Names which should have a distinguished place on this roll are JOHN F. RITTER, Second Mate; and BENNIE FERNANDEZ, Ordinary Seaman.

The term "hero" seldom is used to describe a seaman—even under the most trying circumstances—but in this case the accolade rests easily on the shoulders of RITTER, who gave his life for a shipmate, and FERNANDEZ, literally pulled from the sea at the last moment.

A summary of the incident follows:

These men were crew members of the *MV Carport*, a 64-foot ocean-going tug, pulling a loaded barge between Galveston and Tampa late in 1956 when hurricane "Flossy" swept through the Gulf of Mexico.

As the weather built up, water poured into the ship through an uncovered ventilator on the main deck and CHARLES T. AYERS, Third Mate, and JACK C. SHIVERS, AB, went to secure the opening.

Without warning a large sea pooped the small tug and both men were washed into the water. Neither man had a lifejacket on. The fearsome cry "man overboard" was shouted and the tug stopped her engines. A lifeline with line attached was thrown to the men, but it was plain that additional help was needed. FERNANDEZ donned a lifejacket and voluntarily leaped over the side of the ship and swam to AYERS' side. SHIVERS was able to reach the side of the tug and was pulled aboard. Swimming back to the tug with his apparently injured shipmate, who was unable to help himself, FERNANDEZ lost his grip, and tiring from the terrific pounding, was assisted back to the safety of the deck above.

Without hesitation, RITTER jumped overboard to continue assisting AYERS. Both men were clinging to the buoy when the line parted and they were quickly swept astern.

With winds of 65-75 knots, severe turbulence, and heavy rains making a search nearly impossible, the master of the *Carport* crisscrossed the area for 3 hours in the vain search for the two men. They were never seen again.

The courage and disregard for personal danger exhibited by these men was truly in the best traditions of the American merchant marine.





# nautical queries

**Q.** What are the probable causes of excessive head pressure in a refrigeration system?

**A.** The following may be the cause: Air or noncondensable gas in the system; insufficient water flowing through the condenser; dirty condenser tubes or high cooling water temperatures; overcharge with flooded condenser tubes; discharge valve insufficiently opened.

**Q.** What precautions should be observed when repairing leaks in the Freon-12 refrigeration system by welding or brazing?

**A.** The refrigerant should be isolated in another part of the system. All pressure should be removed on the part to be repaired. Goggles should be worn to protect the eyes in event of a liquid leak. Prior to doing any welding or brazing, thoroughly ventilate the area and continue forced ventilation while effecting repairs, as Freon-12 will decompose into poisonous gas when in direct contact with an open flame.

**Q.** Give the functions of and describe the cam followers and push rods which are generally used on diesel engines.

**A.** The function of the cam follower is to impart motion set up by the camshaft to the push rods, rocker arm, and finally to the valves or injector being operated. The cam follower is usually of either the roller type or the mushroom type. Most push rods are essentially a length of hollow rod with end fittings, or cups, fastened in the ends to form a bearing surface and to provide a means for positioning the rods.

**Q.** (a) If the dry bulb temperature in a hold is 50°, the wet bulb 45°, what is the relative humidity?

(b) At what temperature of the deck beams and overhead would sweat begin to form?

**A.** (a) 68 percent. (b) 40°.

**Q.** What reasons other than the preventing of sweat make ventilation necessary for many cargoes?

**A.** Ventilation is necessary for many cargoes not only to prevent the formation of sweat but also to dissipate heat that may be engendered within the cargo and to prevent any hazardous accumulations of gas that the cargo may give off.

**Q.** (a) A petroleum product has an A. P. I. gravity of 35.8 at a temperature of 60° F. What multiple should be used to determine its correct volume at standard temperature?

(b) How many gallons are there in a U. S. barrel?

**A.** (a) 1.00 60° is standard temperature.

(b) 42 gallons comprise a U. S. barrel.

**Q.** Describe briefly how the amount of water in an oil tank may be determined.

**A.** The amount of water in an oil tank is determined by a process known as "thieving." A chemical paste is applied to the graduated face of the bob or rod used for gauging. The paste, especially prepared for this purpose, changes color in the presence of water but does not change color in oil. The rod or bob is lowered to the bottom of the tank and left there sufficient time for the chemical action to take place if there is water in the tank. Care should be taken to assure that the gauge reaches the bottom and does not fetch up on any of the tank internals. The amount of water present may then be calculated using either the "innage" or "ullage" tables.

**Q.** (a) In connecting cargo hose, what is the minimum number of bolts permitted at a flanged joint?

(b) What provisions should be made for any leakage from the cargo hose connections?

**A.** (a) Under no circumstances shall less than three bolts be used in a bolted flanged coupling.

(b) Pans or buckets shall be placed under cargo hose connections on the tank vessel.

**Q.** Define: (a) Explosive range.

(b) Fire point.

(c) Flash point.

**A.** (a) The vapors of inflammable liquids (and to a lesser extent of combustible liquids) when mixed with air will in proper proportions form an explosive concentration. The low or "lean" limit and the high or "rich" limit vary in accordance with the characteristics of the liquid involved. The mixture or percent by volume between the "lean" and the "rich" mixtures is termed the "explosive range." Any percentage of the vapor in air between these limits will be likely, upon ignition, to continue to burn with rapidity and violence, sometimes with explosive effects.

(b) The term "Fire point" denotes the temperature at which the vapors given off by the substance, if ignited, will continue to burn. The fire point is generally higher than the flash point, although occasionally they coincide as in the case of ether, carbon disulfide, and a few other substances.

(c) The term "Flash point" means the temperature at which the substance gives off inflammable vapors which in contact with spark or flame will ignite.

**Q.** Describe what is meant by:

Grade A, B, C, D, and E inflammable and combustible liquids.

**A.** Grade A inflammable liquid is any inflammable liquid having a Reid vapor pressure of 14 pounds or more.

Grade B inflammable liquid is any inflammable liquid having a Reid vapor pressure under 14 pounds and over 8½ pounds.

Grade C inflammable liquid is any inflammable liquid having a Reid vapor pressure of 8½ pounds or less and a flash point of 80° F. or below.

Grade D combustible liquid is any combustible liquid having a flash point below 150° F. and above 80° F.

Grade E combustible liquid is any combustible liquid having a flash point of 150° F. or above.

**Q.** Define: (a) Inflammable liquid

(b) Combustible liquid

**A.** (a) The term "inflammable liquid" means any liquid which gives off inflammable vapors (as determined by flash point from an open-cup tester, as used for test of burning oils) at or below a temperature of 80° F.

(b) The term "combustible liquid" means any liquid having a flash point above 80° F. (as determined from an open-cup tester, as used for test of burning oils).

**Q.** What is the maximum weight per draft permitted when loading explosives in accordance with regulations?

**A.** 2,400 lbs.

**Correction:** An alert reader of the PROCEEDINGS noted two errors in the October 1958 *Nautical Queries* on use of the maneuvering board. The correct time of closest approach for the first question was 1738 instead of 1730; and the correct time of closest approach for the eighth question was 1818 instead of 1812.

## PROPOSED RULE MAKING

### DEPARTMENT OF THE TREASURY

#### United States Coast Guard

[ 46 CFR Parts 2, 24, 30, 70, 90,  
110, 175-186 ]

[CGFR 57-13]

SMALL PASSENGER VESSELS (NOT MORE  
THAN 65 FEET IN LENGTH)

#### NOTICE OF PROPOSED RULE MAKING

The Merchant Marine Council held a Public Hearing on October 16, 1956, in Washington, D. C., on Proposed Rules and Regulations for Small Passenger Vessels (Not More Than 65 Feet in Length). The notice of proposed rule making and announcement of the public hearing was published in the Federal Register of September 8, 1956 (21 F. R. 6713-6715). The Agenda containing the specific proposals considered at this public hearing was further identified as CG-249 and dated October 16, 1956. The revised proposed regulations consist primarily of a new Subchapter T, entitled "Small Passenger Vessels (Not More Than 65 Feet in Length)," in 46 CFR Chapter I (Shipping).

As a result of the oral and written comments received at the Public Hearing held October 16, 1956, or submitted informally by interested parties for consideration, many of the proposed regulations were reconsidered and many suggested changes were adopted. Most of the comments received were based on the effect of the proposed regulations being applied to existing vessels since it was not readily apparent to what extent the proposed regulations would be made applicable to existing vessels.

A pamphlet entitled "Proposed Rules and Regulations for Small Passenger Vessels," Revised Draft, dated March 15, 1957, contains the proposed regulations as revised. These proposed regulations are intended primarily for new vessels constructed after the regulations become effective. An Appendix A to this pamphlet contains a proposed Navigation and Vessel Inspection Circular which sets forth in detail the proposed application of these regulations of existing vessels. It is the intent of the proposed regulations not to condemn an existing vessel because it does not measure up to the exact details of the regulations, but rather to correct all unsafe conditions.

The "Revised Draft" is being forwarded to all those who commented on the original version of the "Proposed Rules and Regulations for

Small Passenger Vessels," CG-249, dated October 16, 1956, as well as to all those who have evidenced an interest therein. Copies will be furnished to those interested so long as they are available and requests should be addressed to the Commandant (CMC), United States Coast Guard, Washington 25, D. C. After the extra copies available for distribution are exhausted, copies will be available for reading purposes only in Room 4104, Coast Guard Headquarters, or at the offices of the various Coast Guard District Commanders.

Written and oral comments on the "Revised Draft" of proposed regulations for small passenger vessels and the appendix attached thereto are invited. It is requested that all comments be given to the nearest Coast Guard District Commander as soon as possible, but no later than April 15, 1957. Each District Commander will consolidate the comments he receives and forward them to the Commandant (CMC), United States Coast Guard, Washington 25, D. C., with his recommendations. On the basis of the consolidated comments received from the District Commanders, the proposed regulations will be further revised as may be appropriate and published as soon as possible thereafter in the Federal Register.

The proposed regulations will give force and effect to Public Law 519, 84th Congress, approved May 10, 1956 (70 Stat. 151-154, 46 U. S. C. 390). The Secretary of the Treasury by Treasury Department Order No. 167-20, dated June 18, 1956 (21 F. R. 4894), delegated his functions under this law to the Commandant, U. S. Coast Guard. In order to minimize the changes necessary in the regulations in 46 CFR Chapter I, as well as to have all requirements for small passenger vessels in one group, it was decided to have the length of the vessel as a determining factor, regardless of manner of propulsion. The proposed new Subchapter T, entitled "Small Passenger Vessels (Not More Than 65 Feet in Length)," will consist of new Parts 175 to 186, inclusive, in Chapter I of 46 CFR. A general description of the proposed requirements is in the notice of proposed rule making published in the Federal Register dated September 6, 1956 (21 F. R. 6713-6715). The titles of the parts are generally explanatory of the regulations proposed and read as follows:

Part	Title
175	General Provisions.
176	Inspection and Certification.
177	Construction and Arrangement.
178	Watertight Subdivision.

- 179 Stability.
- 180 Lifesaving Equipment.
- 181 Fire Protection Equipment.
- 182 Machinery Installation.
- 183 Electrical Installation.
- 184 Vessel Control and Miscellaneous Systems and Equipment.
- 185 Operations.
- 186 Manning and Licensing.

For vessels over 65 feet in length and carrying more than six passengers, it is proposed to apply to such vessels the applicable regulations in 46 CFR Parts 70 to 78 inclusive (Subchapter H—Passenger Vessels), as well as certain requirements in 46 CFR Parts 50 to 61, inclusive (Subchapter F—Marine Engineering), and 46 CFR Parts 110 to 113, inclusive (Subchapter J—Electrical Engineering). If the vessel is 150 gross tons or over, certain load line requirements in 46 CFR Parts 43 to 46, inclusive (Subchapter E—Load Lines), may be applicable. To show the proper application of all the regulations in 46 CFR Chapter I to the various types of vessels inspected, the text and/or tables in 46 CFR 2.01, 24.05-1, 30.01-5, 70.05-1, 90.05-1, and 110.05-1 will be appropriately revised.

The authority for the proposed regulations in 46 CFR Parts 175 to 186, inclusive, is the Act of May 10, 1956 (70 Stat. 151-154; 46 U. S. C. 390). The authority for the necessary amendments to 46 CFR Parts 2, 24, 30, 70, 90, and 110 is R. S. 4405, as amended, 4417a, as amended, and 4462, as amended (46 U. S. C. 375, 391a, 416).

Dated: March 20, 1957.

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

[F. R. Doc. 57-2295; Filed, Mar. 25, 1957;  
8:52 a. m.]

## TITLE 46—SHIPPING

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

#### Subchapter D—Tank Vessels

[CGFR 57-8]

#### PART 38—LIQUEFIED INFLAMMABLE GASES<sup>1</sup>

##### SCOPE OF REGULATIONS

Notices regarding proposed changes in the navigation and vessel inspection regulations were published in the Federal Register dated March 1, 1956 (21 F. R. 1350-1356), and March 28, 1956 (21 F. R. 1901-1902).

<sup>1</sup>This heading is amended by changing the word "petroleum" to "inflammable."

as Items I through XVIII of the Agenda to be considered by the Merchant Marine Council at a public hearing which was held on April 24, 1956, at Washington, D. C. This document is the seventh of a series covering the regulations considered at this public hearing. The first two documents contain dangerous cargo regulations. The third document contains miscellaneous amendments to the vessel inspection regulations. The fourth document contains miscellaneous amendments to the marine engineering and electrical regulations. The fifth document contains amendments to merchant marine personnel regulations. The sixth document deals with access to and release of information from marine safety records.

All the comments, views, and data submitted in connection with the items considered by the Merchant Marine Council at this public hearing have been very helpful to the Coast Guard and are very much appreciated. On the basis of the information received certain proposed regulations were revised and others rejected. With respect to Item III—Transportation of Liquefied Inflammable Gases, no change was made in proposed regulations. The publication of the change in the Federal Register was delayed, however, until "Tentative Requirements for the Transportation of Liquefied Inflammable Gases at or Near Atmospheric Pressure" were available for public distribution upon request. The change in 46 CFR 38.01-1 will permit the development of initial proposals to permit the transportation of liquefied gases at atmospheric pressure in gravity type cargo tanks. The Commandant will exercise discretionary power to consider and evaluate different methods of shipment which may be proposed by the industry.

By virtue of the authority vested in me as Commandant, United States Coast Guard, by Treasury Department Order No. 120, dated July 31, 1950 (15 F. R. 6521), Treasury Department Order 167-14, dated November 26, 1954 (19 F. R. 8026), and Treasury Department Order CGFR 56-28, dated July 24, 1956 (21 F. R. 5659), to promulgate regulations in accordance with the statutes cited with the regulations below, the following amendment to § 38.01-1 is prescribed and shall become effective 90 days after the date of publication of this document in the Federal Register:

§ 38.01-1 *Scope of regulations—TB/ALL.* (a) The regulations in this part contain requirements for the transportation in fixed, inde-

pendent, pressure-vessel type cargo tanks of liquefied inflammable gases in bulk, except as otherwise provided for in paragraph (b) of this section.

(b) When liquefied inflammable gases are to be transported at their boiling temperatures at or near atmospheric pressure, the Commandant may permit the use of alternate methods of storage if it is shown to his satisfaction that a degree of safety is obtained consistent with the minimum requirements of this part.

(c) The regulations covering the transportation in portable tanks of liquefied inflammable gases are contained in Parts 146 and 147 of Subchapter N (Explosives or Other Dangerous Articles on Board Vessels) of this chapter.

(R. S. 4405, as amended, 4417a, as amended, 4462, as amended; 46 U. S. C. 375, 391a, 416. Interprets or applies sec. 3, 68 Stat. 675; 50 U. S. C. 198; E. O. 10402, 17 F. R. 9917, 3 CFR 1952 Supp.)

Dated March 1, 1957.

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

[F. R. Doc. 57-1781; Filed, Mar. 7, 1957;  
8:52 a. m.]

## TITLE 46—SHIPPING

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

[CGFR 57-9]

#### PART 78—OPERATIONS

##### RECORDS OF NUMBER OF PASSENGERS CARRIED ON FERRY VESSELS

In Federal Register Document CGFR 56-14 published in the Federal Register dated April 18, 1956 (21 F. R. 2521), the regulations in 46 CFR 78.37-10 were amended to require the master of every vessel to keep a correct count of the passengers received and delivered from day to day and to provide that this information shall be furnished to the Coast Guard when called for. Requests have been received from operators of ferry vessels stating that there was no accurate way of counting the number of passengers actually carried on each trip of a ferry vessel during rush hours. This information had never been reported before to the Coast Guard. Since the number of life preservers carried by ferry vessels is determined by area of passenger deck surface and the number of passengers is not stated on the certificate of inspection, ferry vessels appear to be in a special category with respect to the application of R. S. 4467, as amended (46 U. S. C. 460). The purpose of this amendment is to exempt the master of every

certificated ferry vessel from maintaining a record of the correct count of all passengers received and delivered from day to day. In addition a statement is added that this information need not be kept for longer than one year from date of entry.

Because the amendment to 46 CFR 78.37-10 abolishes a requirement for the maintenance of records and describes the retention period required for such information, it is hereby found that compliance with the Administrative Procedure Act respecting notice of proposed rule making, public rule making procedures thereon, and effective date requirements thereof, is unnecessary.

By virtue of the authority vested in me as Commandant, United States Coast Guard, by Treasury Department Order No. 120, dated July 31, 1950 (15 F. R. 6521), Treasury Department Order No. 167-14, dated November 26, 1954 (19 F. R. 8026), and Treasury Department Order CGFR 56-28, dated July 24, 1956 (21 F. R. 5659), to promulgate regulations in accordance with the statutes cited with the regulations below, the following amendment to § 78.37-10 (b) is prescribed and shall become effective upon the date of publication of this document in the Federal Register:

§ 78.37-10 *Official log entries.*  
\* \* \*

(b) Except as noted in subparagraph (1) of this paragraph, on any vessel where an official log book is not required, the master shall keep a record of the correct count of all the passengers received and delivered from day to day. This record shall be open to inspection by the Coast Guard at all times. The aggregate number of the passengers carried shall be furnished to the Coast Guard whenever requested (R. S. 4467, as amended, 46 U. S. C. 460). The information shall be available for a period of one year after the date to which the records refer.

(1) The provisions of the paragraph shall not apply to ferry vessels.

(R. S. 4405, as amended, 4462, as amended; 46 U. S. C. 375, 416. Interpret or apply R. S. 4417, 4418, 4426, 4453, as amended, secs. 1, 2, 49 Stat. 1544, sec. 17, 54 Stat. 166, sec. 3, 54 Stat. 346, as amended, sec. 3, 68 Stat. 675; 46 U. S. C. 391, 392, 404, 435, 367, 1333, 50 U. S. C. 198; E. O. 10402, 17 F. R. 9917, 3 CFR, 1952 Supp.)

Dated: March 8, 1957.

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

[F. R. Doc. 57-1929; Filed, Mar. 13, 1957;  
8:50 a. m.]

## EQUIPMENT APPROVED BY THE COMMANDANT

[EDITOR'S NOTE.—Due to space limitations, it is not possible to publish the documents regarding approvals and terminations of approvals of equipment published in the *FEDERAL REGISTER* dated January 30, 1957 (CGFR 57-1)-(CGFR 57-2). Copies of these documents may be obtained from the Superintendent of Documents, Washington 25, D. C.]

## ARTICLES OF SHIPS' STORES AND SUPPLIES

Articles of ships' stores and supplies certificated from 1 February to 28 February 1957, 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

*Fine Organics, Inc.*, 211 East 19th St., New York 3, N. Y., Certificate No. 293, dated 18 February 1957, FO-228.

*Bruhin & Company, Inc.*, 2939-45 Columbia Ave., Indianapolis 7, Ind., Certificate No. 294, dated 21 February 1957, BRULIN'S SAFETY-SOLV.

*Montgomery Chemical Co.*, Jenkintown, Pa., Certificate No. 297, dated 27 February 1957, AQUANEX MC.

### AFFIDAVITS

The following affidavits were accepted during the period from 15 January 1957 to 15 February 1957:

*Velan Valve Corp.*, 37 South River St., Plattsburg, N. Y., VALVES.

*California Flange Corp.*, 19 Tehama St., San Francisco, Calif., FLANGES.



Courtesy Maritime Reporter

## MARINE SAFETY PUBLICATIONS AND PAMPHLETS

The following publications and pamphlets are available and may be obtained upon request from the nearest Marine Inspection Office of the United States Coast Guard, except for cost publications which may be obtained upon application to the Superintendent of Documents, Government Printing Office, Washington 25, D. C. Date of each publication is indicated following title.

CG No.	Title of Publication
101	Specimen Examinations for Merchant Marine Deck Officers. 1-50
108	Rules and Regulations for Military Explosives. 5-15-54
115	Marine Engineering Regulations and Material Specifications. 3-1-56
118	Overtime Services. 8-46
123	Rules and Regulations for Tank Vessels. 10-1-56
129	Proceedings of the Merchant Marine Council. Monthly
169	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. 3-1-55
172	Pilot Rules for the Great Lakes and their connecting and Tributary Waters and the St. Marys River. 1-3-55
174	A Manual for the Safe Handling of Inflammable and Combustible Liquids. 7-2-51
175	Manual for Lifeboatmen and Able Seamen, Qualified Members of Engine Department, and Tankerman. 3-5-54
176	Load Line Regulations. 11-1-53
182	Specimen Examinations for Merchant Marine Engineer Licenses. 5-49
184	Pilot Rules for the Western Rivers and the Red River of the North. 1-3-55
187	Explosives or Other Dangerous Articles on Board Vessels. 7-1-54 (Cost Pub. \$2.50 from GPO)
190	Equipment Lists. 3-1-56
191	Rules and Regulations for Licensing and Certifying of Merchant Marine Personnel. 9-15-55
200	Marine Investigation Regulations and Suspension and Revocation Proceedings. 4-13-53
220	Specimen Examination Questions for Licenses as Master, Mate, and Pilot of Central Western Rivers Vessels. 6-51
227	Laws Governing Marine Inspection. 7-3-50
239	Security of Vessels and Waterfront Facilities. 6-16-52
249	Merchant Marine Council Public Hearing Agenda. Annually
256	Rules and Regulations for Passenger Vessels. 11-19-52
257	Rules and Regulations for Cargo and Miscellaneous Vessels. 6-1-55
258	Rules and Regulations for Uninspected Vessels. 7-1-55
259	Electrical Engineering Regulations. 6-1-55
266	Rules and Regulations for Bulk Grain Cargo. 2-13-53
267	Rules and Regulations for Numbering Undocumented Vessels. 1-15-53
268	Rules and Regulations for Manning of Vessels. 11-19-52
269	Rules and Regulations for Nautical Schools. 11-1-53
270	Rules and Regulations for Marine Engineering Installations Contracted for Prior to July 1, 1935. 11-19-52
290	Motorboats. 2-1-56
293	Miscellaneous Electrical Equipment List. 4-1-54

Official changes in rules and regulations are published in the *Federal Register*, which is printed daily except Sunday, Monday and days following holidays. The *Federal Register* is a sales publication and may be obtained from the Superintendent of Documents, Government Printing Office, Washington 25, D. C. It is furnished by mail to subscribers for \$1.50 per month or \$15.00 per year, payable in advance. Individual copies desired may be purchased as long as they are available. The charge for individual copies of the *Federal Register* varies in proportion to the size of the issue and will be 15 cents unless otherwise noted on the table of changes below.

### Changes Published During March 1957

The following have been modified by Federal Registers:

- CG-123, Federal Register March 8, 1957.
- CG-191, Federal Register March 6, 1957.
- CG-239, Federal Register March 7, 1957.
- CG-256, Federal Register March 14, 1957.

