PROCEEDINGS

OF THE MERCHANT MARINE COUNCIL

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PROCEEDINGS

OF THE

MERCHANT MARINE COUNCIL

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FRONT COVER

That always dramatic ceremony—launching a ship—receives an unusual photographic and historic treatment in the Newport News, Virginia, shipyard. Under one of the new SS *Santa Rosa's* propellers is seen the present SS *Santa Rosa* which was diverted from its regular run to participate in the event. A sister ship, the SS *Santa Paula*, was christened by Mrs. Richard M. Nixon, wife of the Vice President of the United States, in this same yard on January 9, 1958. Both ships are expected to be in regular service during the year between the United States and South American ports. Photo Courtesy *Grace Line*.

BACK COVER

The "jumboizing" fever is catching—now even the babies are getting the treatment! The Hampton Oil Lines, Inc. tanker *Nancy Ann* is pictured being lifted over the shipway gate after the fastest (and smallest) enlarging job yet reported. With increased carrying capacity, the small oil carrier is 20 feet longer and ten tons heavier than when she entered the shipyard. Photo Courtesy *Newport News Shipbuilding and Dry Dock Company*.

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A: a aa b c d (2); remainder (1)
B: c (35); c (16); f (4); h (3); g (2); remainder (1)
C: a b (less Quonset Pt.) c d e f g i m o w (1)
D: i (5); a b c d e f g h j k m (1)
List 141M
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COUNCIL ACTIVITIES

The Merchant Marine Council will hold a Public Hearing on Tuesday, 18 March 1958, commencing at 9:30 a. m. in Room 4120, Coast Guard Headquarters, 13th and E Streets NW., Washington, D. C., for the purpose of receiving comments, views, and data on the proposed changes in the vessel inspection rules and regulations as set forth in Items I to XVI, inclusive, of the Merchant Marine Council Public Hearing Agenda, CG–249, dated 18 March 1958. Copies of the Agenda are mailed to persons and organizations who have expressed a continued interest in the subjects under consideration and have requested that copies be furnished them. Copies of the Agenda will be furnished upon request to the Commandant (CMC), United States Coast Guard, Washington 25, D. C., so long as they are available.

The items in the Agenda are:

Item No.	SUBJECT
I.	Private aids to navigation on the outer Continental Shelf and waters under the jurisdiction of the United States.
II.	Lights for barges towed on the Gulf Intracoastal Waterways or Western Rivers.
III.	Passenger vessels carrying more than six passengers and subject to the Act of 10 May 1956 (Public Law 519, 84th Cong.).
IV.	Renewal of Merchant Mariner's licenses and requirements for radar observers.
V.	Load lines: Basic minimum freeboards for vessels; and variances for steam colliers, barges, and self-propelled barges.
VI.	Rules and regulations for tank vessels; miscellaneous amendments.
VII.	Electrical engineering regulations; miscellaneous amendments.

(Continued on page 31)

MARITIME PROGRESS IN 1957

By Thomas E. Stakem
Member, Federal Maritime Board

Before touching on the subject of safety I want to tell you a little about the Federal Maritime Board and, with your permission, to point with pride to some of the accomplishments over the past year. With the start of the new year it is well to stop for a moment and take stock of our activities and give an account of our stewardship, so to speak. 1957 has been a year of significant contribution by the American Merchant Marine to the economy and defense of the United States.

Let me outline what I think are the 10 outstanding Maritime events of 1957 on a national scale and I should like to tell you about them briefly.

MARITIME EVENTS

● First, I feel that undoubtedly the outstanding Maritime event of the year, one which will go down in history, is the completion of the design work and award of the contract for the world's first nuclear-propelled merchant ship. As I am sure most of you know, this is the project in which the Maritime Administration has been commissioned by the President of the United States to put on the ocean the nuclear ship NS *Savannah* as proof of the intent of the United States to peacefully employ the power of the atom. We expect to get our nuclear ship built by 1959 and sailing by 1960, but in the meantime, we are pushing ahead in research in the nuclear field, seeking to find the means by which we can make it economically feasible for the new ships now planned for the American Merchant Marine to employ nuclear power.

● The second important Maritime event of 1957, or perhaps I should have put this item as number one, is the execution by the Federal Maritime Board of operating contracts with American shipping lines (including two great lines from New Orleans) to assure the servicing of United States essential foreign trade routes for the next 20 years. I am happy to be able to report to you that in 1957 we were successful in concluding six contracts. These contracts will result in placement of orders in American shipyards for 88 ships at a total estimated cost of $900 million. This assures that our fleet will continue to be renewed with vigor and regularity to meet the competitive challenge of other great maritime nations. In fact, over the past 3 years the Federal Maritime Board has signed contracts calling for nearly $2 billion in new construction for the American Merchant Marine. As a concrete example of what this means, two great new passenger ships are being built at the Ingalls Shipyard here on the Gulf of Mexico. The first one was launched in December. From what we note of your Gulf shipyards this is just the beginning of a long and, I hope, successful program.

● The third outstanding Maritime event of 1957 has to do with the crisis surrounding the closing of the Suez Canal. This international incident, with all of its explosive implications, again brought home to us the great value of our national defense reserve fleet. We were able to activate some 29 tankers out of our reserve, to assign 17 to the Navy and to make 12 available to the Military Sea Transportation Service to assure that the flow of fuel and lubricants to the American fleet and our allies would continue, and that commercial carriage of petroleum would not suffer undue interruptions.

● I must list as the fourth significant Maritime event of 1957 the establishment of the post of Coordinator of Research in the Federal Maritime Board and Maritime Administration. This unit is consulting with outstanding scientists on technical aspects of shipping in order to chart a course for long-range maritime research and development. I might add that this office was organized before the Russian Sputnik sailed into space.

We all realize that we must take steps to guarantee that the billions of dollars that the industry and the Government will invest in the merchant ships of the future employ the latest in scientific knowledge and technology to assure economy and efficiency in operation, and I add as no afterthought, the maximum in safety.

● The fifth significant Maritime event of the year I feel has been the Federal Maritime Board's activity in ship chartering. Here we took action that resulted in the release to private American shipping lines of some 134 national defense reserve fleet ships so that American-flag shipping could meet heavy demands for the movement of cargo. There has been some criticism of our action in this field but I want to make one thing clear—our action in this area was predicated upon representations and statistics presented to us by American lines, the Department of Agriculture, and the International Cooperation Administration. The Board and the Administration has taken every possible action under the law to assure that chartered ships do not compete unfairly with privately owned U. S.-flag ships. In areas where cargo promises have failed to materialize in volume or on time, we will continue to review the use of these ships and I assure you that we shall endeavor to act in the best interests of all concerned in this troublesome matter.

● The sixth outstanding event of 1957 on my list is the completion of tests and placing in service of the GTS *Wm. Patterson*, the first large ship in the world to be powered by a free piston gas turbine. This is part of our experimental work showing us a method for speeding up our 10-knot Libertys to 17 knots. It has important implications on alternate sources of engine supply and represents a possible new departure in powering ships with a simplified engine. General

ABOUT THE AUTHOR:

Thomas E. Stakem is the first Civil Service employee of the Maritime Administration ever to be nominated to the Federal Maritime Board by a President of the United States since formation of that subcabinet unit of the Government in 1950.

Mr. Stakem served as Assistant to the Deputy Maritime Administrator until his present appointment on April 10, 1956. A native of Midland, Md., he received his law degree from Georgetown University, Washington, D. C., in 1933 and entered Government service in 1934 as a Special Agent of the Federal Bureau of Investigation. After a succession of FBI posts, he came to the U. S. Maritime Commission in May 1943 as Chief Investigator and served during World War II in the added capacity as Director of the Division of Investigation, War Shipping Administration.

The remarks printed here were made by Mr. Stakem at a luncheon meeting of the Marine Section, Louisiana Safety Association, New Orleans, La., on December 10, 1957.

Motors joined us in this work and the first free piston ship is now in the service. We are accumulating a background of data that we expect to be of value in future considerations on this type of propulsion plant.

• Seventh on the list of outstanding Maritime events of 1957 is the continued progress made to open the St. Lawrence Seaway and the Great Lakes to deep-draft oceangoing vessels. I have made several trips into this area and I find a great enthusiasm among both shipper and shipping men. They are anticipating the day when our fourth seacoast will be a reality. The Maritime Administrator has declared the second route from the Great Lakes to be essential to the commerce of the United States. This route covers the Lakes southward to the Carribbean and Mexico and is designated Trade Route No. 33. We are hopeful that when the Great Lakes and the St. Lawrence are navigable to their full depth we will then be able to work out arrangements with American-flag shipping lines for servicing this vital, populous and growing segment of the American economy.

• Eighth on my list of significant American shipping events in this year I have put the new look of the container ships. The roll-on/roll-off ship some months back looked like a solution for many of the ills that high cargo handling costs have placed at the doorstep of the American Merchant Marine. 1957 has seen the cancellation of the plans of two major American shipping firms to enter this field. On the brighter side an enterprising local company, Pan Atlantic Steamship Co., has gone ahead in the lift-on/lift-off field and is showing the way to others who are sure to follow.

The Maritime Administration has completed the construction of a roll-on/roll-off ship for the MSTS and we will carefully watch and evaluate its ability to handle wheeled commercial and military cargoes and vehicles. We continue to seek the "universal package" that can go by rail, road, or ship, from point of origin to destiny, with a minimum in handling costs. We hope that the year ahead will bring us more progress in this field.

• Ninth on my list for 1957 I have placed our Maritime Training and Safety programs. Here I want to stress two things I think will interest you. One is our ABC program in which we have undertaken the training of ships officers in the countermeasures to be taken in the event of atomic, biological, or chemical attack. This is a sound approach in preparedness to meet a possible emergency. We have found that the shipping lines have responded and have been indeed anxious that their personnel attend these courses and receive this instruction. I understand that these courses will in the near future be extended to the Gulf area and I urge all who can and are eligible to take advantage of what they have to offer. Again in the field of safety, because ship collisions have taken an ominous upturn, we have instituted special radar training for officers at our New York City field office as well as in the classrooms aboard our Merchant Marine Academy training ships. We have found the makers of radar equipment very helpful in this undertaking and they have been most generous in the supply of equipment and trained personnel to help us in this very worthwhile safety endeavor. It is hoped that we can establish a similar school on the Gulf Coast and on the West Coast in the future.

• I had a hard time deciding upon the last item in my list of 10 and, I think, that while there are many important events to choose from, I will take the matter of shipping regulation. This is a vast field in which our aim is order and stability within the industry we seek to serve. Our dockets have been heavy and varied. Our decisions have endeavored to stamp out unjust discriminatory practice so that all could do business in equal terms. We are looking into the practices of freight forwarders and we are looking into the practices and methods of doing business at terminals to assure that all shippers, similarly situated are similarly treated. Within the broad field of regulation we labor for the common good, stressing that our private self-interest in the long run must be identified with public good if it is to prevail for the mutual benefit of all segments of the shipping industry. I believe the present Board has made great strides in this area. Of course some of our decisions are being contested in the courts, but the end result will be a good body of legal precedents to guide us in the future.

Besides these 10 events which I have reviewed here, we have been busy in Washington, and although I could very easily be accused of prejudice, I believe in the overall our efforts have been fruitful.

SAFETY EXPERTS

Now on the subject of safety, I turn to the experts. Just a year ago pursuant to House Resolution 653, Herbert C. Bonner, Chairman, House Merchant Marine and Fisheries Committee, appointed a special staff of technical advisers to assist in the conduct of studies on Safety of Life at Sea. This extraordinary step was taken following the disastrous collision on July 25, 1956, of the steamships *Stockholm* and *Andrea Doria*. This committee was made up of four outstanding men known and respected by all of us: Admiral E. L. Cochrane, H. L. Seward of Yale University, Admiral H. C. Shepheard and Commodore E. M. Webster. This committee made seven recommendations, all of which will bear repetition today.

1. Greater observance of recognized routes across the North Atlantic.
2. Reevaluation of the standards of subdivision, damage stability, and ballasting, with the view to the development of realistic provisions for international adoption.
3. Adequate training for deck officers; including a requirement for certification of such officers as radar observers.
4. Installation of bridge to bridge direct radio telephonic communication.
5. A system of continuing and comprehensive studies by Federal agencies of radio communication in distress cases.
6. The establishment of a mechanism for coordination in the study, development and application of radio and electronic devices and systems.
7. Effective provisions for the application of Regulation 20 of Chapter I of the 1948 Convention for Safety of Life at Sea, particularly the principle laid down for dissemination of lessons from casualties.

All of these recommendations have not been accomplished and in carrying out our day to day duties we must do everything in our power to bring about their complete adoption.

The renewed interest in taking all practicable actions both nationally and internationally looking to the furtherance of the safety of ships, their cargoes and their passengers was emphasized by the receipt of a note from the British Government in September 1957 proposing that there be held in 1960 international conferences to study, make recommendations on and revise the International Convention for Safety of Life at Sea, and the International Load Line Convention, as well as the reformation of the International Rules for Preventing Collisions.

NUCLEAR SHIP

No discussion on ship safety would be complete without some reference to our nuclear-power ship, NS *Savannah*. Safety, as it relates to the design, construction, and operation of this ship, has been given a position of importance unequaled in the mari-

(*Continued on page 32*)

SAFETY IS COOPERATION

While "different ships may use different long splices," Captain G. T. Cahling of the SS *Hawaiian Educator*, Matson Navigation Co., has made the following suggestions to assist him and the Chief Mate in running an efficient and safe vessel:

"Below is an itemized list of equipment and reports for which condition and proper handling the junior deck officers are held responsible under the direct supervision of the Chief Officer. The work and inspections related to most of these duties shall be made during day work in port when all officers are on watch or when the Chief Officer, in his opinion, can spare a watch officer when watches are not broken in port. It also is expected that junior officers at *all* times do their best in helping the Chief Officer in his work running the ship, by *frequent* inspections of cargo holds and decks, pointing out to him deficiencies found or accident hazards encountered. *Only by teamwork and cooperation can a vessel be efficiently run.*

DUTIES OF THE SECOND OFFICER

(1) Cargo stowage plans including Customs papers, dangerous cargo lineups, etc.
(2) Condition of forward lines, windlass and forward telephone.
(3) Log properly kept (amount of cargo and oil, gang hours, exceptions, weather conditions, etc.).
(4) Commander reports and Operation reports to the Purser.
(5) Charts and all navigational books and corrections of same.
(6) Notice to the Mariners, Navy and all government instructions.
(7) Gyro—upkeep and spare parts.
(8) Radar—upkeep and spare parts.
(9) Requisitions for the bridge.
(10) Request Mate for any assistance needed in performance of above duties.

DUTIES OF THE THIRD AND JUNIOR THIRD OFFICERS

(1) Navigation.
(2) Weather reports and reports to Weather Bureau—pilot charts.
(3) Condition of bridge equipment—fathometer—R D F—chronometers—compasses, azimuth circles, binoculars, searchlights, blinkers—navigational lights and spares, CO_2 cabinet, flags and halyards, books, forms and writing equipment.
(4) Lifeboats, condition of.
(5) General upkeep of the bridge.
(6) Sounding machine—Lyle gun and spare parts.

Photograph Courtesy *The Texas Company.*

(7) Fire-fighting equipment and *report* about same.
(8) Condition of afterlines, capstan, and telephone.
(9) Bridge *secured* in port—everything locked and covered.
(10) Lockers on bridge—gyroroom—box on flying bridge.
(11) Station cards in quarters.
(12) Draft to Master and Chief Engineer before sailing.
(13) Flags properly hoisted in ports.
(14) Help Engineer compile overtime according to logbook—All clear to engineroom when last line is in.
(15) Request Mate for any assistance needed in performance of above duties.

"Finally all officers are instructed to teach the men on their watch to be on the alert and point out to them *what to look for* when inspecting deck to ascertain that all is well secured at sea—vents trimmed, doors closed, lights on foredeck doused, etc., and last but not least—How to handle a flashlight in order to not blind the men on the bridge. The performance of the watch is judged by the man in charge."

CAPTAIN JOHN ANDERSON HONORED IN NEW YORK

The American Merchant Marine Achievement Trophy was presented to Captain John Anderson, Master of the SS *United States*, and Commodore of the United States Lines, at a ceremony on board the *United States* held on December 5. The presentation was made by Under Secretary of the Navy William Franke, who congratulated Captain Anderson.

The award, announcement of which was made last Maritime Day, was given to Captain Anderson for earning "this award when as Master of the SS *United States*, he commanded this superb vessel to the completion of her 100th voyage. As Master of the *United States*, Captain Anderson has brought new glory to the American Merchant Marine. Through his good seamanship and excellent character, Captain Anderson epitomizes the finest example of an American sea captain."

CAUSES OF ACCIDENTS

An analysis of accident cases discloses that most accidents which have occurred aboard vessels during a long period of years were preventable.

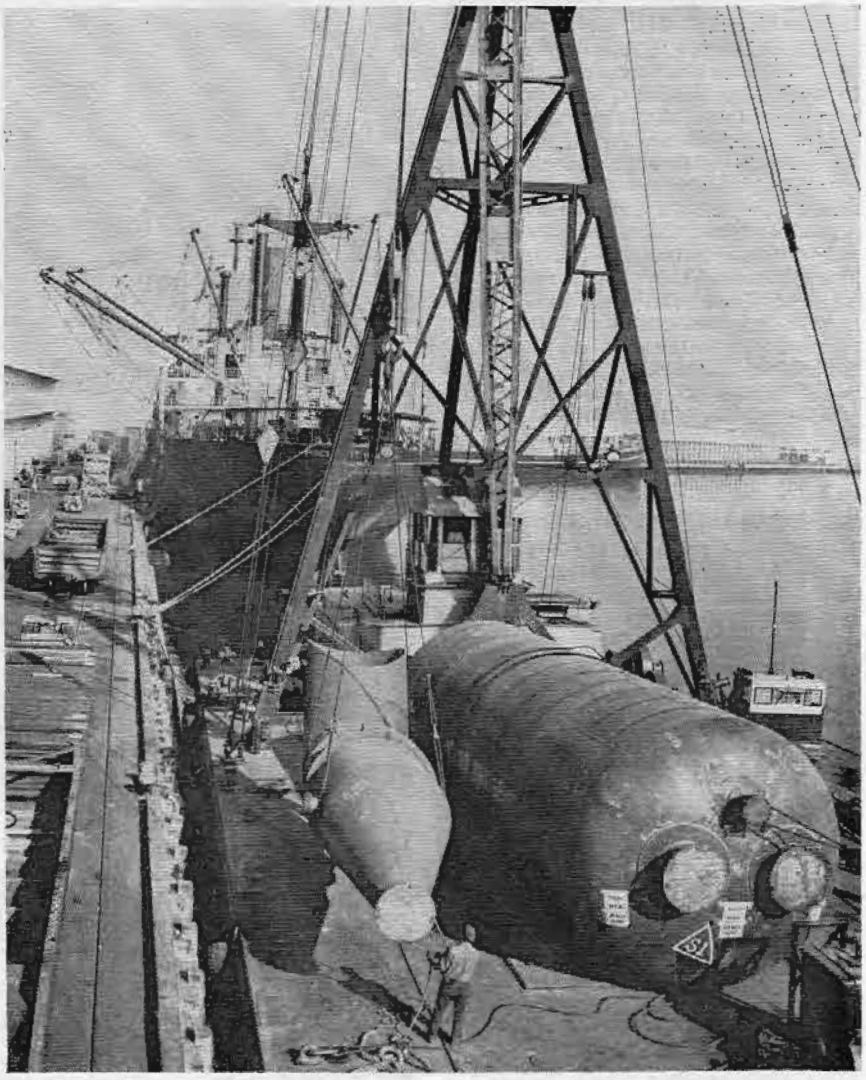
The record shows that most accidents were caused by the failure of the human element. Only a very small percentage of accidents were actually caused by mechanical failures.

It is, therefore, clear that "the human factor" must be emphasized as the controlling element in all accident prevention aboard ship. Specifically, the primary causes of accidents aboard ship may be classed as follows:

- Unsafe Habits—This relates to the individual and his mental attitude. Some men have a tendency to make mistakes consistently. Some men are just naturally careless and indifferent. Some men are emotionally unstable. All of these types often become accident repeaters.
- Unsafe Practices—This refers to human failure to practice the common ordinary right and safe way of doing things in the trade.
- Improper Tools or Devices—Specific work requires a specific tool in many cases. Using tools not suitable to do the job at hand may result in accidents. Men should know their tools and use the right tool in order to work safely.
- Method Used Not Suitable—Beware of taking short cuts in doing a job. There are no short cuts to safety. There is only one way to do a job and that is the right way. Check and double check for the detection of unsafe methods.
- Protective Devices Not Used—All hands are expected to use proper safeguards, safety appliances or devices furnished for their protection.
- Lack of Job Vigilance—Machinery, tools and all equipment should be inspected and maintained by those using them. Care of equipment is part of each man's job. Each man should report any deficiencies at once to the officer in charge of the watch. These measures will prevent accidents.
- Heedlessness—Each man should take thought for the safety of both himself and his fellow worker.
- Intemperance—An intemperate person usually fails to work in a safe manner. This applies to temper and general conduct. A ship is no place for the mentally intemperate.
- Inattention—Daydreaming, worry, horseplay, etc., are responsible for many serious accidents.
- Incorrect Eyeglasses—Neglected, incorrect, forgotten, or not wearing eyeglasses when needed, result in serious accidents.
- Poor Judgment—There is no substitute for common sense.
- Willfulness—Some men are either willful or indifferent by nature. A good shipmate will not show intentional disregard of safe practices and the welfare of fellow workers. If a man proves to be willful or sadistic then beware!
- Poor Housekeeping—This element will cause accidents. A good ship is easily identified by its good housekeeping.
- Improper Planning for Safety—Do not wait for heavy weather to show up lack of preparations for sea. Keep things well secured and shipshape at all times.

Safety Log, Gartland Steamship Co.

AMERICAN BUILT REACTOR



GIANT REACTOR parts for Japanese oil refinery are ready to be loaded on the SS *President Harrison* seen in the background. Fabricated by the Chicago Bridge & Iron Co., the 50-foot reactor on the right and the 37-foot stripper were moved by flatcar from Salt Lake City to Oakland, Calif. Due to their size the shipment was made by daylight only and was part of a 4,000 measurement ton cargo bound for Tokuyama, Japan. Photograph Courtesy *The Water Tower*.

MARITIME SIDELIGHTS

New regulations governing safety equipment for small boats and the operation of such craft are under consideration by the Canadian Department of Transport to improve their water safety record. A further step in the interests of safe boating is the action agreed upon by the Canadian boat manufacturers, working in cooperation with the Transport Department and the Canadian Boating Federation, to place on all new boats built in Canada a plate bearing the recommended safe motor power and passenger load for that craft.

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Part of the 15-year $101 million expansion program for the port of Los Angeles, Calif., will be the construction of a giant new passenger-cargo facility for American President Lines capable of handling the projected 1,400 passenger luxury liner planned by APL.

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Moore-McCormack Lines' sleek new South American cruise ship SS *Brasil* was christened and launched in ceremonies in Pascagoula, Miss., on 16 December 1957. Built by Ingalls Shipbuilding Corp. as part of $400 million construction program the ship is expected to be in service by July 1958, officials indicated. With accommodations for 553 passengers in one class, the ship is 617 feet long and has a beam of 84 feet.

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The Bureau of Customs, Treasury Department, publishes a monthly supplement to *Merchant Vessels of the United States*, which is available upon application without charge. The supplement includes ownership changes, change to name of vessel, visual and radio letters assigned to vessels, additions to the merchant marine, and documented vessels removed from the merchant marine.

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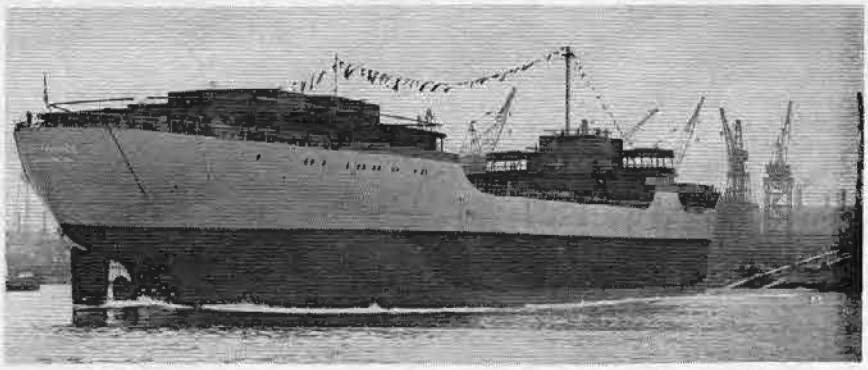
Signing of the contract calling for the replacement of 16 ships of Farrell Lines, Inc., ocean freight and passenger fleet was announced by Clarence



THE 32,650-TON tanker SS *Gulfprince* is photographed as she hits the water for the first time in recent launching ceremonies at Bethlehem Steel's Sparrows Point yard. Preceded by the SS *Gulfking* and SS *Gulfqueen*, this vessel is part of Gulf Oil Corp.'s $114 million expansion program which will include a fourth 32,000-ton ship and six in the 30,000-ton class, all under the American flag.

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G. Morse, Chairman, Federal Maritime Board and Maritime Administrator, U. S. Department of Commerce. The contract will cover a 20-year period, terminating December 31, 1977. The trade routes involved are Atlantic Ports with the West Coast of Africa and Atlantic Ports to South and East Coast of Africa.

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With a silhouette reminiscent of the *Normandie*, French Line officials announced recently that the keel of their SS *France* was laid in St. Nazaire. Designed with a displacement of 55,000 tons the ship will be 985 feet overall.

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In an effort to obtain 400 qualified plebes for the class of 1962, the Kings Point Alumni Association has launched a national campaign to recruit candidates for the United States Merchant Marine Academy. Interested applicants may obtain further information by writing Captain John T. Everett, Cadet Training Office, Maritime Administration, U. S. Department of Commerce, Washington, D. C.

Merchant vessels of 1,000 gross tons and over on order or under construction in the world's shipyards on July 1, 1957, was in excess of 55 million deadweight tons and represented a new high in world merchant vessel construction, according to a report released by the American Merchant Marine Institute.

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The SS *President Adams*, American President Lines, has a new propeller which, it is expected, will not only save fuel, but last considerably longer than her previous wheel because of its nickel-aluminum bronze construction. Measuring 21' 8" in diameter, the new propeller weighs 49,300 pounds, as compared with the 61,000 pounds weight of the manganese-bronze wheel it replaces. Technical reports indicate that it can be expected to produce a 6 to 1 resistance to cavitation over manganese bronze.

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Less than 50 steam tugboats remain in service in New York Harbor of a fleet of some 600 that existed in the 1920's. The first Diesel tug appeared there in 1925, and about 500 of these are now in service.

BRITISH RADAR

The British Ministry of Transport and Civil Aviation have issued a booklet entitled "Marine Radar: Performance Standards."

The booklet contains details of present requirements, which supersede all previous United Kingdom specifications for merchant marine radar. It is now laid down that the scan shall be continuous and automatic through 360° of azimuth at a rate not less than 20 r. p. m. in relative wind speeds up to 80 knots; equipment must provide a satisfactory main plan display of not less than 7½ inches effective diameter and be capable of being viewed in indirect light by two persons simultaneously without undue restriction of the angle of view; and at least six scales of display must be provided.

A list of recommended practices is also included, drawing attention to certain facilities and aspects of design which, although not constituting mandatory requirements, should be borne in mind in judging a particular type of marine radar equipment.

The revision of the regulations, which had been in effect since 1948, was carried out in consultation with representatives of British shipowners, ships' officers, lighthouse and harbour authorities, marine radar manufacturers, the Post Office and the Admiralty.

CORRECTION

The following addition and deletions were made subsequent to the publication of the list of Merchant Marine officers accepting commissions in the Coast Guard under PL–219 which appeared on *page 198* of the December 1957 issue of the PROCEEDINGS:

Add—

John Henry Guest, LTJG

Delete—

Kenneth R. White
William J. Franks
Jerome Konkel

40 YEARS AGO:

The annual meeting of the Board of Supervising Inspectors amended the rules relating to boring holes in boilers and temperature allowed for valves and fittings for boilers. A revised edition of each of the four kinds of general rules and regulations, containing all the amendments thereto made during 1917 and by the Board at their recent meeting, will be published shortly.

* * *

Accidents to vessels reported to the Bureau included the following: The steamer *Harry Luckenbach* was torpedoed and sunk in the Bay of Biscay with loss of eight lives. During 1918 a total of 39 vessels were sunk, badly damaged, or totally destroyed by moving ice in various rivers.

* * *

30 YEARS AGO:

While the steamer *Fairfield City* was in the Port of Manila two members of the engine department died from the effects of gas in a fore peak tank. While on a voyage from San Pedro to Boston, the safety valve on the starboard boiler of the steamer *Cities Service Petrol* blew off killing two men. The steamer *West Ira* caught fire in the boiler room, suffering $75,000 damage to the ship and heavy damage to the cargo.

* * *

20 YEARS AGO:

The importance of the inclining experiment as a test of the stability of a vessel was described in great detail in the February issue of the bulletin.

* * *

On February 1, 1938, there were 203,219 motorboats registered in the United States. On January 1, 1938, American shipyards were building or had under contract to build, for private shipowners 127 vessels aggregating 216,118 gross tons.

* * *

15 YEARS AGO:

To provide additional food and increase the morale of the crews of United States merchant ships, who through torpedoing or other results of war may be adrift in lifeboats or on rafts for long periods of time, new regulations just promulgated will require fishing kits as a part of the equipment of all lifeboats and liferafts.

WAVE QUELLING OILS

The British Ministry of Transport and Civil Aviation has published a notice to owners, masters and skippers relative to the use of oil in rescue operations, numbered Notice No. M.412, which is quoted below:

"1. The Court of Formal Investigation into the loss of MV *Tresillian* stated that as a result of the fuel oil which had been pumped overboard by rescuing ships in order to calm the seas, some if not all of the survivors experienced difficulty in the water. In its report the Court, without criticising what was done on that occasion, pointed out that when survivors of a casualty are likely to be in the water the pumping of oil in quantity should only be carried out when absolutely necessary and then with the greatest of care.

"2. Experience has shown that vegetable oils and animal oils, including fish oils, are most suitable in such circumstances. If they are not available, lubricating oils should be used. Fuel oil should not be used unless absolutely unavoidable. Oils of the former types are less harmful to men in the water and are very effective quelling agents. Recent tests carried out by an independent company have shown that 45 gallons of lubricating oil discharged slowly through a rubber hose with an outlet just above the sea while the ship steams at slow speed can be an effective agent for quelling seas over an area of at least 50,000 square feet."

ANYONE FOR RAISE IN GRADE?

By LT John F. Mundy, Jr., USCG.

SO YOU ARE now the holder of a Notice of Failure in Examination, handed to you by the examiner in the marine inspection office where you have just spent dozens of brain grinding hours? Sure, you're disappointed and perhaps inclined to the opinion that the exam was too tough, unreasonable, or that the examiner donned his "nit picking coveralls" when he graded your examination and presented you with a notice directing you to try again after 30 days. Before that opinion sets up hard, let's back off and review the examination system that is presently in use to determine the professional fitness of merchant marine officers.

The first thing an applicant must do is to establish his eligibility to sit for a particular license. The documentary evidence that he must produce covers citizenship, physical condition as required by the desired type of license, the required amount and character of experience or training and, if an original license is sought, a first aid certificate from the U. S. Public Health Service. Also character references from the master or engineer of a vessel on which the applicant has served, together with the character reference of one other licensed officer. If a raise in grade of license is sought, the applicant need only surrender the old license and establish proof of the required amount and character of experience or training and if the raise in grade is to be as master, mate or pilot, present a certificate from the U. S. Public Health Service that his vision color sense is normal.

The foregoing requirements are reasonable enough; the required amount and character of experience or training insures that the candidate has been exposed for a suitable period of time to the various problems and situations that will arise in the course of the vessel's employment and the physical examination insures that the candidate is capable of performing the job.

While the experience that a candidate compiles is extremely important and great weight is given to it in an examiner's consideration of a candidate's worth, it is not, in the main, the thing that molds an officer. Experience is, among other things, a measure of time and time is a phenomena that happens with equal force to the lazy and the industrious. When some men boast that they have 20 years' experience "going to sea," what they really mean is that they have had 1 year's experience 20 times.

The prime factor in the development of a licensed man is his will to better himself, his efforts to increase his professional knowledge and skills, his determined studies. It is immaterial whether this effort is accomplished by the individual alone, through the tutoring of his shipmates or in a minutely planned curriculum of an academic institution.

His success in these efforts are readily apparent to his superiors on board ship as he performs his daily routine. However, when the candidate appears before the examiner, the examiner does not have this advantage. In some way, he must find out exactly whether or not the candidate has the knowledge required for the license for which he applies. A professional examination is the only logical way that this can be determined.

The subject matter for these examinations is carefully selected and suited to the nature of the license. These examinations are constantly being revised to keep abreast with the rapid advances of newly developed machines, equipment, methods and the ever-changing navigation laws. When the time for review arrives, the examiner must conscientiously grade the examination to insure that only fully qualified men receive the license that they have earned. The examiner must continually ask himself: "Would I want to be shipped with this man and have to depend on him to perform the duties demanded by this license? Can I honestly pass him in justice to all the officers who already hold this license? Does he have what it takes?"

If there is any doubt, he is duty bound to fail the candidate and constructively inform him as to the subjects in which he failed. Such action, in addition to pointing out his weak spots to a candidate, maintains the integrity and value of all such licenses presently in force.

Here are some questions and answers that were gathered from several recent examinations of unsuccessful deck license candidates, all of whom had the required amount of experience to sit for the particular license. These are listed, not to embarrass or belittle candidates who are hopeful but unprepared, but to buttress the contention of this article; namely, that while experience is an important factor in appraising a candidate, his professional knowledge is indispensable:

Q. Describe the action you would take as pilot if a fire broke out in your vessel?

A. Sound general alarm, maneuver the vessel so as to put the wind on the lee side and keep it there.

Q. Where is the stability letter required to be posted?

A. On each side of the hull near the bow and the stern. They can be Roman numerals or regular figures.

Q. What is a validated Port Security Card?

A. One that has expired.

This list could be extended indefinitely but it is believed that these are enough to make the point—"Experience is the best teacher, PROVIDED the student is listening."

MERCHANT MARINE STATISTICS

There were 990 vessels of 1,000 gross tons and over in the active oceangoing United States merchant fleet on December 1, 1957, according to information released by the Maritime Administration, U. S. Department of Commerce. This was 43 less than the number active on November 1, 1957.

There were 49 Government-owned and 941 privately owned ships in active service. These figures did not include privately owned vessels temporarily inactive, or Government-owned vessels employed in loading grain for storage. They also exclude 36 vessels in the custody of the Departments of Defense, State, and Interior.

There was a decrease of 12 active and an increase of 11 inactive vessels in the privately owned fleet. Of the total of 72 inactive vessels, 28 freighters and 19 tankers were laid up because of lack of business.

The Maritime Administration's active fleet decreased by 31, while its inactive fleet increased by 41. Six Navy-owned vessels were placed in fleet custody, while 7 tankers owned or operated by the Navy were turned over to the Maritime Administration, and 2 reserve fleet vessels were sold for scrap or nontransportation use, and 1 was transferred to the Navy. This made a net increase of 10 in the Government fleet, and a net increase of 9 vessels in the total merchant fleet, active and inactive, which numbered 3,112 on December 1, 1957.

Seafaring jobs on active United States-flag ships of 1,000 gross tons and over, excluding civilian seamen manning Military Sea Transportation Service ships was 54,155. Prospective officers in training in Federal and State nautical schools numbered 2,017.

nautical queries

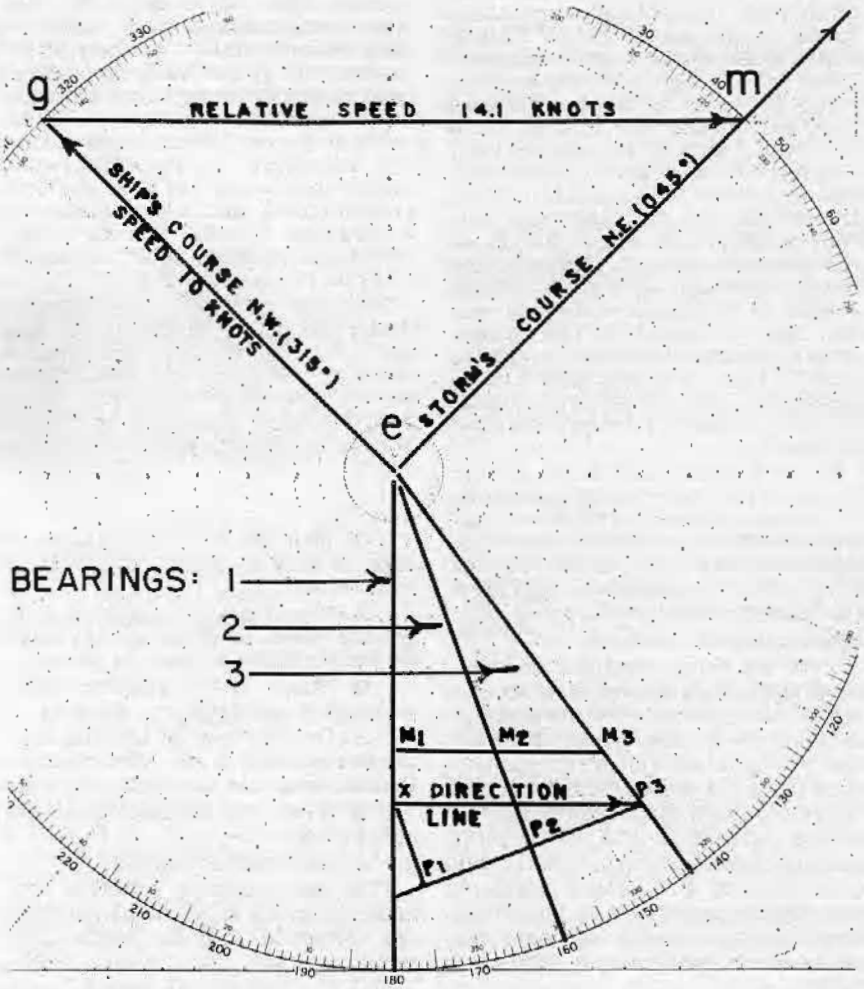
The illustration of the maneuvering board shows the solution to the problem in last month's issue.

The course and speed of the ship is represented by vector line e . . . m. Northwest (315°) at 10 knots (1 : 1 scale). The direction in which the storm is moving, Northeast (045°) is denoted by the line e . . . m.

If the relative speed between the ship and the storm is constant for the 6-hour period, then the relative distance covered in the two 3-hour periods is equal. The direction of relative motion, which satisfies this condition, can be found by using a straight edge and a pair of dividers for a trial and error solution.

Alternatively, a line may be drawn perpendicular to bearing line 2 at any convenient point, P_2. The distance $P_2 \ldots P_3$ intercepted between the bearing lines, 2 and 3 is measured, and an equal distance measured on the line from P_2 to determine the point P_1. A perpendicular to line $P_1 \ldots P_2 \ldots P_3$ is erected to Point P_1 The intersection of this perpendicular with bearing line 1 determines the point X. A line from X to P_3 will determine the direction of relative motion.

The known direction of relative motion may be used to determine relative speed and the speed of the storm. Line g . . . m from the ship's vector arrowhead at "g" will enable completion of the triangle. The relative speed (on scale 1 : 1) may be seen to be 14.1 knots and the storm's speed is 10 knots.



If the relative speed is 14.1 knots, the relative distance covered in 6 hours will be 84.6 miles. Using the parallel rulers and dividers set to 84.6 miles (20 : 1 scale), the distances of the points $M_1 \ldots M_2 \ldots M_3$ from the center of the diagram are easily determined. The distance from the ship to the storm's center may then be measured, (20 : 1 scale) and it is seen to be 114 miles at 0000, and 142 at 0600.

For more detailed information on the techniques employed in this solution, the reader is referred to H. O. 217, Case X.

Q. Why are the main reduction gears usually double helically cut?

A. The main reduction gear wheels and pinions are usually the double-helical type in order to distribute the driving pressure equally over the whole length of the gear and to eliminate end thrust within the gear assembly.

Q. Do double-reduction gears secure any decided gain in economy over single reduction? Why are double gears used in some cases and single in others?

A. Double-reduction gears are not more efficient than single-reduction gears, as the efficiency of each reduction is about 98 percent, but they are used to increase the efficiency of the whole propulsion unit by permitting both the turbine and the propeller to operate at their most efficient speeds. Double-reduction gears are usually used where the desired reduction ratios are over 12 to 1, and single reduction gears for reduction ratios of under 12 to 1.

Q. Explain how the throttling losses can be kept to a minimum on the main turbine.

A. To keep the throttling losses at a minimum the main throttle should be full open and a high steam chest pressure maintained. This can be accomplished by having the minimum number of nozzles open as required to maintain speed. Nozzles not in use should be kept tightly closed. Steam strainers, nozzles, and nozzle control valves should be examined regularly and maintained in their proper operating condition.

Q. Explain how under normal operating conditions a higher vacuum can be maintained while using one set, rather than both sets, of the air ejection nozzles of the main air ejector.

A. The capacity of the nozzles of the air ejector is sufficient so that under all conditions of normal operation, including full power, one nozzle for each stage is sufficient. When using both sets of ejection nozzles the increased temperature of the air ejector will cause a reduction in the possible vacuum.

CARGO GEAR RECORD BOOK

By Arthur E. Wills

(United States P & I Agency, Inc.)

"What has a cargo gear record book got to do with safety?" The answer is—lots. The ship's cargo gear—and the safety of all who work with it—is only as good as its maintenance. To insure that maintenance is thorough, it is essential that you keep a record of it. Beside, you may leave the ship for some reason and unless your relief knows what has been done to keep the cargo gear in shape, he has two strikes against him before he starts.

The other day, a steamship company operating department wanted to determine the average life of a cargo fall under normal conditions. They wanted the information in order to compare two types of swivels. On ship after ship they were unable to find out the necessary facts. Records of gear were kept but they were useless when it came to ascertaining specific facts.

Not long ago a serious accident occurred when an outboard wire guy pennant parted. The obvious question was, did the stevedore put an excessive strain on the gear or was the guy pennant old, neglected, or deteriorated for other reasons. The Chief Officer was able to produce a written record in his Cargo Gear Record Book which showed the date the pennant was put into service; date of each slushing; and a record of regular inspections. Naturally, this ship came through the subsequent legal proceedings with a clean bill of health and the Mate received the credit he deserved.

About the same time, on another ship which sustained a bad accident when a cargo fall parted and the load dropped on a longshoreman, the most thorough investigation failed to ascertain when or from where the cargo runner came on board the ship; when it had been put into use; or what maintenance it had received. The Mate had been on board only 6 months and there were no records which could be located that went back before that time.

How are your records? Do you know when each block aloft was checked; the pin pulled; sheaves and shell checked; and a good lubrication applied? When was the last time the goosenecks were lifted, sighted, and lubricated? How long has each manila guyline been in service?

Your cargo gear record book should contain data on the size and make of every piece of cargo gear, equipment, blocks, swivels, hooks, wire and manila line, booms and goosenecks on the ship. It should contain a record of all regular gear inspections and list the times when the gear is greased or slushed. Also, it should contain the date of renewal of every piece of cargo gear and the reason for such replacement.

A well-kept cargo gear record book may not by itself prevent accidents but any Mate who keeps his record book as it should be kept will keep his cargo gear in the way it should be kept up. The two things go hand in hand. Intelligent record keeping makes for intelligent maintenance and safer gear. If an accident does occur which involves the ship's rigging, the well-kept record book will provide conclusive evidence that it was not the fault of the ship's rigging.

Don't forget that the cargo gear record book is not your own personal property but is a part of the ship's records. When you are relieved, turn it over to your relief—and be sure that it is in such shape that you can do so with quiet pride. If you who read this safety letter are not a Chief Mate, keep these facts in mind for use when you become one. A complete and up-to-date cargo gear record book is the trade-mark of a good Mate—

EVEN IF YOU DON'T HAVE A PORT CAPTAIN WHO'S LIABLE TO CHECK IT AT THE END OF THE VOYAGE!

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more on COUNCIL ACTIVITIES

VIII. Portable and semiportable fire extinguishers; clarification of ratings and withdrawal of certain approvals of carbon tetrachloride fire extinguishers.

IX. Fire precautions for passenger, tank, cargo, and miscellaneous vessels.

X. Qualified welders required in construction, repair, or alteration of passenger, tank, cargo, and miscellaneous vessels.

XI. Deep-sea sounding devices for passenger, tank, cargo, and miscellaneous vessels, and public nautical school ships.

XII. Specifications for buoyant vests of unicellular plastic foam for use on motorboats of classes A, 1, and 2 not carrying passengers for hire.

XIII. Revisions of specifications governing manufacturing of certain life-saving equipment and withdrawal of certain manufacturers' approvals.

XIV. Detailed regulations governing the transportation of military explosives on board vessels.

XV. Dangerous cargo regulations; miscellaneous amendments.

XVI. Inspection and certification of cargo and miscellaneous vessels transporting certain dangerous cargoes in bulk.

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The Weather Bureau's new simplified system of storm warnings went into effect on 1 January 1958. An explanation of this new system appeared in the August 1957 issue of the PROCEEDINGS.

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The Finnish Government on 6 January 1958 presented a plaque to the officers and crew of the USCG *Duane* in appreciation of the fine work in rescuing the crew of the ill-fated freighter *Bornholm*, which sank in the North Atlantic on 4 May 1957.

time industry. From the very moment that the idea for a nuclear-powered merchant ship was conceived safety has been considered. Safety became an inseparable part of every research and development project connected with this ship—and these are many. All long-range planning stretching from construction and operation of this ship to the nuclear merchant ship fleet of the future is governed by *maximum* safety requisites.

This will be the first nuclear-powered merchant ship built. The first automobile, the first plane, the first of almost everything has been followed by a slow process of change to control or eliminate hazards resulting in accidents. The planners and builders of the nuclear ship have no intention of going through this costly time-consuming period. The word "minimum" was thrown out the window insofar as safety was concerned. Everything was based on maximum requirements. The concept that is being followed is to design and build the ship so safe initially that future ship design and construction could permit a lessening of the requirements as we progress in this field.

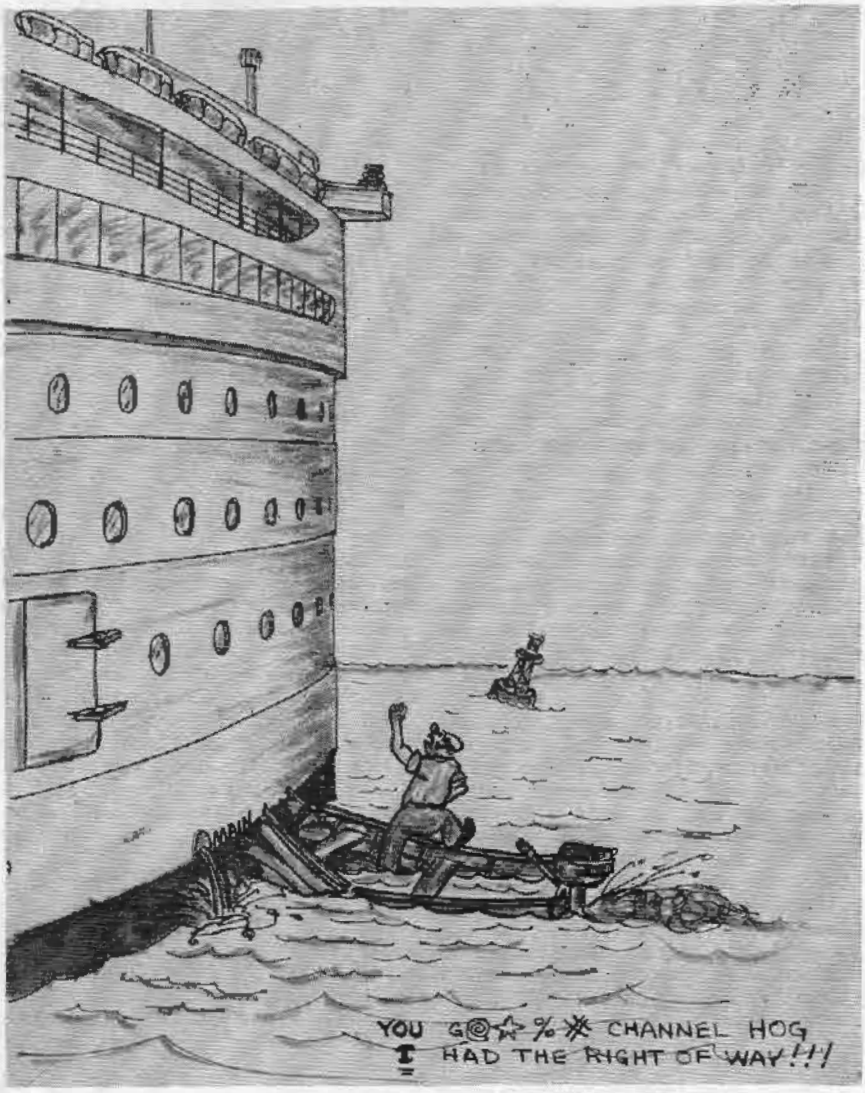
This is a refreshingly new approach. From a safety standpoint therefore this first nuclear merchant ship will not be an experimental ship nor a safety laboratory except in the sense that its performance will provide the basis for reducing requirements for future ships for economic reasons without weakening the inherent safety factors.

In passing I would like to note that just recently (November 18, 1957) the Maritime Administrator approved the award of a contract to Gibbs & Cox, Inc., for a study of marine accidents and the safety consideration that should follow for nuclear powered ships. This study will go forward over the next 18 months.

Now let me say a word about New Orleans shipping. In 1956 some 4,650,000 tons of commercial cargo moved in and out of the port of New Orleans destined to or from foreign ports. Of this amount, 1,950,000 tons, or 42 percent of the cargo lift, were carried in American-flag ships.

This city is the home port of three of the U. S. steamship companies operating under contracts with the Federal Maritime Board, namely, Lykes Bros. Steamship Co., Mississippi Shipping Co., and Gulf & South American Steamship Co. These lines collectively serve all the continents of the world except Australia. Their total of 72 ships call at over 100 ports throughout the world. These three operators under the provisions of their contracts with the Government will spend, during a scheduled vessel replacement program, more than $500,000,000 to replace their present ships with ships of advanced design and speed to remain competitive with the foreign-flag line that serves the same trading areas. These three shipping companies are doing a fine job of serving the needs of your community. They are prudent and efficient operators and you can be proud of their record.

The eight other American-flag operators that call at your port also provide you with efficient and dependable service befitting your position as one of the largest ports in the United States.



While I am in the mood to pass out compliments I want to give praise where it is long overdue. In November 1953 the American-flag subsidized operators formed the Committee of American Steamship Lines with just a small permanent staff. This committee set out to coordinate the activities of all member companies on problems common to all lines before the Congress, the Federal Maritime Board and the public. All companies loan their officers and employees as needed in the common effort—to prepare particular studies, to serve on committees and the like. Your New Orleans companies have participated unstintedly in this program, and at the present time Sol Turman, president of Lykes Bros. Steamship Co., serves as Chairman of the full Committee.

APPENDIX

AMENDMENTS TO REGULATIONS

[EDITOR'S NOTE.—The material contained herein has been condensed due to space limitations. Copies of the Federal Registers containing the material referred to may be obtained from the Superintendent of Documents, Government Printing Office, Washington 25, D. C.]

TITLE 46—SHIPPING

Chapter I—Coast Guard, Department of the Treasury

Subchapter F—Marine Engineering

[CGFR 57-48]

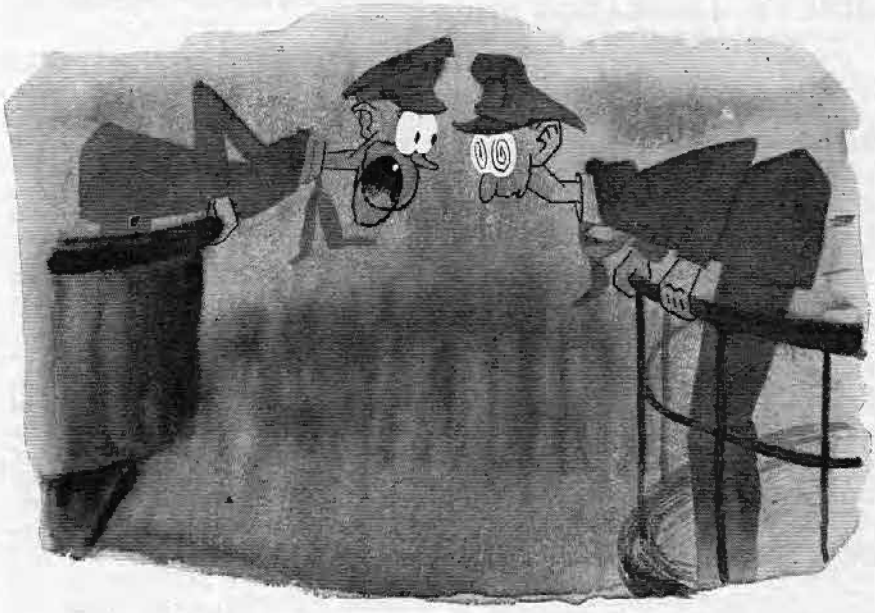
MISCELLANEOUS AMENDMENTS TO SUBCHAPTER

Notices regarding proposed changes in the navigation and vessel inspection regulations were published in the Federal Register dated March 7, 1957 (22 F. R. 1433-1439), March 28, 1957 (22 F. R. 2047), and May 4, 1957 (22 F. R. 3185, 3186), as Items I through XVII of the Agenda to be considered by the Merchant Marine Council. Pursuant to these notices a public hearing was held on May 7, 1957 by the Merchant Marine Council at Washington, D. C. This document is the tenth and the last of a series covering the regulations considered at this public hearing. The first document (CGFR 57-26) deals with the inspection of shipboard cargo gear on passenger, cargo, and miscellaneous vessels and was published June 5, 1957, 22 F. R. 3924. The second Federal Register document (CGFR 57-27) deals with lifesaving, fire protection, and grain loading requirements for passenger, cargo, and miscellaneous vessels and was published June 7, 1957 (22 F. R. 4018-4021). The third document (CGFR 57-29) deals with cargo tanks for liquefied inflammable gases and anhydrous ammonia, stowage of baled cotton, and use of equivalents or alternative procedures respecting dangerous cargoes and was published June 25, 1957 (22 F. R. 4446, 4447). The fourth Federal Register document (CGFR 57-30) deals with crew accommodations on tank ships and was published June 25, 1957 (22 F. R. 4447, 4448). The fifth document (CGFR 57-31) deals with drydocking of passenger, tank, cargo, and miscellaneous vessels and was published July 20, 1957 (22 F. R. 5793, 5794). The sixth Federal Register document (CGFR 57-32) deals with the first assistant engineer of vessels not over 2,000 horsepower and examination of lifeboatmen and able seamen and was published July 25, 1957 (22 F. R. 5894, 5895). The seventh Federal Register document (CGFR 57-33) deals with miscellaneous amendments respecting dangerous cargoes and was published October 29, 1957 (22 F. R. 8559-8723). The eighth Federal Register document (CGFR 57-36) deals with structural fire protection for passenger vessels and was published August 2, 1957 (22 F. R. 6095, 6096). The ninth Federal Register document (CGFR 57-39) deals with deck officers for vessels in the mineral and oil industries and was published August 24, 1957 (22 F. R. 6872, 6873). The Merchant Marine Council withdraw Items VII, IX, and XIV for further consideration.

The Coast Guard acknowledges the assistance given to the Merchant Marine Council by those interested parties who submitted comments, views, and data in connection with the items considered at the Merchant Marine Council public hearing. On the basis of the information received, certain proposed regulations were revised. With respect to Item VI—Marine Engineering Regulations and Material Specifications, Miscellaneous Amendments, changes were made in some of the proposals.

With respect to material specifications in 46 CFR Part 51, the ASTM standard A234-57T entitled "Factory Made Wrought Steel and Ferritic Alloy Steel Welding Fittings", and ASTM standard A403-57T entitled "Factory Made Austenitic Welding Fittings" were added to Table 51.46-1, respecting material specifications for steel forgings.

The proposals with respect to piping systems were revised. The change in 46 CFR 55.01-10, regarding plan approvals of piping systems should provide a better schedule of plan submittal so that the Coast Guard will obtain sufficient piping information for vessel inspection. The changes in 46 CFR 55.07-1 authorize the Commandant to permit the use of plastic pipe and flexible hose in piping systems based upon data submitted by the shipyard or operators. The changes in 46 CFR 55.07-15 and Figure 55.07-15 (f) (3) clarify the requirements under which slip-on flanges are permitted. The change to 46 CFR 55.10-50 permits openings in the bottom of diesel fuel tanks for cleaning purposes in order that these



"What 'da you mean Rules of the Road? This is a lighthouse!"

requirements will be similar to changes made with respect to gasoline fuel tanks. The changes in 46 CFR 56.01–85 provide requirements for special fittings fabricated by welding which do not conform to the industrial standard ASTM A234. With respect to 46 CFR 57.25–35 regarding rudder stops and follow ups, the regulations have been reworded to require a rudder indicating device in order to show the position of the rudder with respect to the helm position when non-follow-up controls are employed. The proposal respecting the after steering station was not changed. The requirements in 46 CFR 61.30–5 (c), respecting shop tests, was revised so that only special welded pipe fittings, not manufactured in accordance with ASTM standards specified in 46 CFR 51.46–1, are required to be shop tested in accordance with 46 CFR 56.01–85.

By virtue of the authority vested in me as Commandant, United States Coast Guard, by Treasury Department Orders 120, dated July 31, 1950 (15 F. R. 6521), 167–14, dated November 26, 1954 (19 F. R. 8026), and 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 amendments are prescribed and shall become effective thirty days after the date of publication of this document in the Federal Register.

(Federal Register of December 12, 1957)

TITLE 46—SHIPPING

Chapter I—Coast Guard, Department of the Treasury

Subchapter N—Explosives or Other Dangerous Articles or Substances and Combustible Liquids on Board Vessels

[CGFR 57–49]

PART 146—TRANSPORTATION OR STOWAGE OF EXPLOSIVES OR OTHER DANGEROUS ARTICLES OR SUBSTANCES AND COMBUSTIBLE LIQUIDS ON BOARD VESSELS

MISCELLANEOUS AMENDMENTS

The provisions of R. S. 4472, as amended, 46 U. S. C. 170, require that the land and water regulations governing the transportation of dangerous articles or substances shall be as nearly parallel as practicable. The provisions in 46 CFR 146.02–18 and 146.02–19 make the Dangerous Cargo Regulations applicable to all shipments of dangerous cargoes by vessels. The Interstate Commerce Commission in orders Nos. 30 through 33 has made changes in the ICC regulations with respect to the definitions, descriptions, descriptive names, classifications, specifications of containers, packing, marking, labeling, and certifications, which are now in effect for land transportation. Various amendments to the Dangerous Cargo Regulations in 46 CFR Part 146 have been included in this document in order that these regulations governing water transportation of certain dangerous cargoes will be as nearly parallel as practicable with the regulations of the Interstate Commerce Commission which governed the land transportation of the same commodities.

Since the amendments in this document are revised requirements to agree with existing ICC regulations or are editorial in nature, 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 Orders 120, dated July 31, 1950 (15 F. R. 6521), 167–14, dated November 26, 1954 (19 F. R. 8026), and CGFR 56–28, dated July 24, 1956 (21 F. R. 5659), to promulgate the regulations in accordance with the statutes cited with the regulations below, the following amendments are prescribed, as well as corrections to a prior document, and shall become effective on Decemher 31, 1957.

(Federal Register of December 14, 1957)

TITLE 33—NAVIGATION AND NAVIGABLE WATERS

Chapter I—Coast Guard, Department of the Treasury

Subchapter L—Security of Waterfront Facilities

[CGFR 57–52]

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

PART 126—HANDLING OF EXPLOSIVES OR OTHER DANGEROUS CARGOES WITHIN OR CONTIGUOUS TO WATERFRONT FACILITIES

MISCELLANEOUS AMENDMENTS

By Executive Order 10173 the President found that the security of the United States is endangered by reason of subversive activities and prescribed certain regulations relating to the safeguarding against destruction, loss, or injury from sabotage or other subversive acts, accidents, or other causes of similar nature of vessels, harbors, ports, and waterfront facilities in the United States, and all territory and waters, continental or insular, subject to the jurisdiction of the United States exclusive of the Canal Zone.

Pursuant to the authority of 33 CFR 6.14–1 in Executive Order 10173 (15 F. R. 7007, 3 CFR, 1950 Supp.) the Commandant may prescribe such conditions and restrictions relating to the safety of waterfront facilities and vessels in port or within the territorial waters of the United States under his jurisdiction whenever it appears to him that such action is necessary in order to secure such waterfront facilities or vessels from damage or injury or to prevent such damage or injury or to secure the observance of rights and obligations of the United States. In this document the amendments are editorial in nature or to clarify the requirements in line with recent decisions and rulings.

Since the security interests of the United States call for the aforesaid application of the provisions of 33 CFR 6.14–1 in Executive Order 10173 and because of the national emergency declared by the President, it is 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 impracticable and contrary to the public interest.

By virtue of the authority vested in me as Commandant, United States Coast Guard, by Executive Order 10173, as amended by Executive Orders 10277 and 10352, the following amendments are prescribed and shall become effective on the date of publication of this document in the Federal Register.

(Federal Register of December 20, 1957)

DEPARTMENT OF THE TREASURY

United States Coast Guard

[CGFR 57–51]

ADDRESS AND DESCRIPTION OF CAPTAIN OF THE PORT OFFICE AND PORT AREA FOR WILMINGTON, N. C.

For the information of those affected by the requirements in 33 CFR Part 124 (Control Over Movement of Vessels) to file advance notice of time of arrival with the local Captain of the Port or the Coast Guard District Commander, the addresses and descriptions of Coast Guard districts, as well as Captain of the Port offices and port areas, were published in the FEDERAL REGISTER dated March 12, 1955 (20 F. R. 1537–1539), as Coast Guard Document CGFR 55–7 and

Federal Register Document 55–2100. A "Captain of the Port Office and Port Area" for Wilmington, N. C., has been established. The address of this office and the description of the area are as follows:

Fifth Coast Guard District. * * *

Captain of the Port Office, c/o Wilmington Group, Custom House Wharf, Wilmington, N. C.: All navigable waters of the United States and contiguous land areas within the following boundaries: On the east 77°55'00" W. meridian, on the south the 33° 50'00" N. parallel, on the west the 78°02'00" W. meridian, and on the north the 34°17'00" N. parallel.

Dated: December 12, 1957.

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

[F. R. Doc. 57–10522; Filed, Dec. 19, 1957; 8:48 a. m.]

ARTICLES OF SHIPS' STORES AND SUPPLIES

Articles of ships' stores and supplies certificated from 1 December to 31 December 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

Pall Mall Mfg. Co., 11–07 43d Road, Long Island City 1, N. Y., Certificate No. 184, dated 30 December 1957, WHISK LIQUID METAL POLISH.

AFFIDAVITS

The following affidavits were accepted during the period from 15 November 1957 to 15 December 1957:

Bethlehem-Sparrows Point Shipyard, Inc., Sparrows Point 19, Md., FLANGES.

Alloy Flange and Fitting Corp., 222 Eagle Street, Brooklyn 22, N. Y., PIPE FLANGES.

FUSIBLE PLUGS

The regulations prescribed in Subpart 162.014, Subchapter Q, Specifications, require that manufacturers submit samples from each heat of fusible plugs for test prior to plugs manufactured from the heat being used on vessels subject to inspection by the Coast Guard. A list of approved heats which have been tested and found acceptable during the period from 15 November 1957 to 15 December 1957 is as follows:

The Lunkenheimer Co., Cincinnati 14, Ohio. Heat Nos. 569 and 570.

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
	Motorboat Safety. 1957.
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. 1–2–57
172	Pilot Rules for the Great Lakes and Their Connecting and Tributary Waters. 7–1–57
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. 5–1–57
184	Pilot Rules for the Western Rivers. 7–1–57
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 Certificating 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. 4–1–57
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. 3–1–57
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. 9–3–57
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. 7–1–57
293	Miscellaneous Electrical Equipment List. 2–1–57
320	Rules and Regulations for Artificial Islands and Fixed Structures on the Outer Continental Shelf. 1–2–57

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Changes Published During December 1957

The following have been modified by Federal Registers:

CG–115 Federal Register December 12, 1957.
CG–187 Federal Register December 14, 1957.
CG–239 Federal Register December 20, 1957; 25 cents.

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