PROCEEDINGS
OF THE MERCHANT MARINE COUNCIL

UNITED STATES COAST GUARD

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CG–129

NATIONAL MARITIME DAY

May 22 of each year has been designated National Maritime Day to commemorate our Merchant Marine. We in the Coast Guard are proud to take part in this nationwide acclaim.

In 1819 the original Savannah *opened a new era in transportation by making the first steam-powered transoceanic crossing. Now, 139 years later, American merchant shipping is once again demonstrating its imagination and enterprise by starting the construction of a new* Savannah *— the first nuclear-powered merchant ship. By this action, United States shipping is marking another historic milestone in waterborne transportation.*

A. C. Richmond

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

PROCEEDINGS

OF THE

MERCHANT MARINE COUNCIL

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NATIONAL MARITIME DAY, 1958

BY THE PRESIDENT OF THE UNITED STATES OF AMERICA

A PROCLAMATION

WHEREAS a strong American Merchant Marine is essential to the economy and security of the free world; and

WHEREAS 1958 marks the year in which the keel of the N. S. *Savannah*, the world's first nuclear-propelled merchant ship, will be dedicated by the people of the United States to peaceful trade and commerce; and

WHEREAS the Congress, by a joint resolution approved May 20, 1933 (48 Stat. 73), designated May 22 as National Maritime Day, in commemoration of the departure from Savannah, Georgia, on May 22, 1819, of a vessel, also named the *Savannah*, on the first transoceanic voyage by any steamship, and requested the President to issue a proclamation annually calling for the observance of that day:

NOW, THEREFORE, I, DWIGHT D. EISENHOWER, President of the United States of America, do hereby urge the people of the United States to honor our Merchant Marine on Thursday, May 22, 1958, by displaying the flag of the United States at their homes or other suitable places; and I direct the appropriate officials of the Government to arrange for the display of the flag on all Government buildings on that day. I also request that all ships sailing under the American flag dress ship on the twenty-second day of May in tribute to the American Merchant Marine.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the Seal of the United States of America to be affixed.

DONE at the City of Washington this tenth day of April in the year of our Lord nineteen hundred and fifty-eight, and of the Independence of the United States of America the one hundred and eighty-second.

[SEAL] DWIGHT D. EISENHOWER

By the President:
JOHN FOSTER DULLES
Secretary of State

WOODEN WALLED HYGIENE

Seamen who hearken to the "good old days" will give pause when they read this revealing article by C. S. Forester on the problems of ship sanitation. Probably best known for his "Hornblower" stories, Mr. Forester writes here of the lesser known "perils of the sea" which beset mariners until the advent of modern public health procedures. This article and the illustrations are reprinted courtesy of *What's New*, No. 202, 1957, published by Abbott Laboratories, North Chicago, Ill.

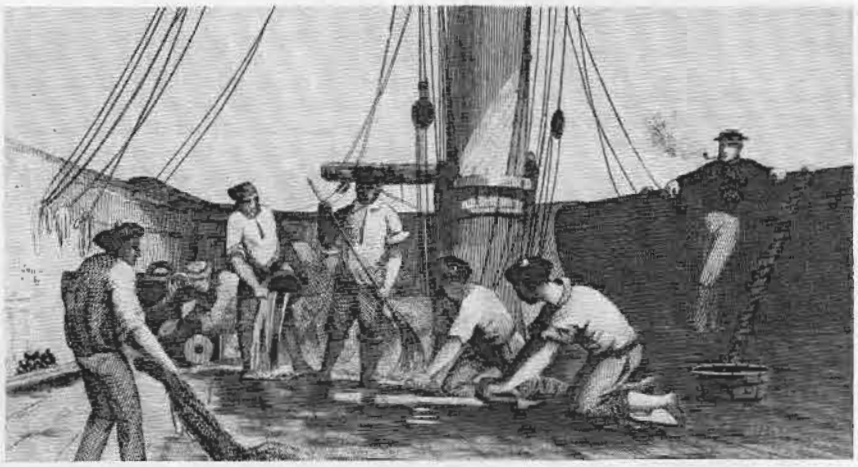
By C. S. Forester

HERE ARE some of the thoughts of British admirals and captains, during the French wars, regarding the health of their men.

"The Commander in Chief not only rescinds the general order now in force respecting the washing of the decks in the middle watch, but hereby prohibits its being done before sunrise, and the men employed on this duty are to pull off their shoes and stockings that their feet may not continue wet longer than may be necessary." This particular order was issued in 1801, after the war had been going on for 8 years. It should be pointed out that the middle watch lasts from midnight until 4 in the morning; very little record survives of the thoughts of the men who for 8 years had to busy themselves with washing decks from midnight onward, on occasions in snow and storm; through wartime necessity British ships of war spent far longer at sea than ever they did in harbor.

"Fires are never to be neglected when fuel can be procured." The second half of this order was the really important one; firewood ranked along with drinking water as the principal consumable store on board ship, hard to procure, bulky to store, and constantly in demand for cooking. The two were linked together not merely in the minds of the captains but by hyphens in official documents, so that a captain might point out that his ship was the next on the list for "wood-and-watering."

The supplies of bread and of meat that a ship could carry could be measured in months, the supplies of wood and water only in weeks. Naturally, captains were always careful regarding fuel; fires below decks (on tubs of sand) were so rare that seamen went all their lives without seeing one. In any case, so great were the chances of setting fire to the ship, and the difficulty of ventilation, that a fire below could only be risked in the finest weather or in harbor, when the hatchways could be open and there was no chance of the fire being spilled out on the flammable deck. In bad weather any heating below was unthinkable, and it was then that heating was desirable.



LEAKY WOODEN SHIPS

Wooden ships always leaked, and the worse the weather the more they leaked as the rolling worked on the seams, not only below the waterline but above it. Water spouted everywhere; everything was wet—decks, bedding, and the pitiful reserves of clothing—and with the hatches closed nothing could dry. A certain proportion of men had always to be on deck; frequently every available hand had to ascend the rigging to handle the sails—rigging and sails frequently glazed with ice—to descend shivering when the crisis moderated to try to rest in wet clothes between wet blankets and under dripping decks.

It can easily be understood in consequence why examination of the documents of the time reveals that the most frequent reason for discharge on the grounds of ill health was rheumatism; in fact, rheumatism accounted for many more discharges even than wounds, and far more than all the other discharges put together. The old sailor who survived the wars is almost invariably described as "rheumaticky." It must have been a happy moment when harbor was reached or the weather moderated and hatchways could be opened, and the niggardly captain granted permission to light fires below decks, and there was an opportunity to dry out. Even then the accumulated deliquescent sea salt in bedding and clothing never allowed the material to become quite dry, and in any case, in a ship crammed with men, the fires below decks were of more importance because they hastened ventilation and the change of the air long breathed under closed hatches. Hence another order deserves note.

AIR WAS FOUL

"Smoke of Pitch, Sulphur, or Tobacco will be found to be salutary, likewise whitewashing with Lime or Vinegar, when time and circumstances admit." Air below decks was always foul. The men lived crammed together; a width of 22 inches per hammock was a generous allowance, and one of 18 inches was not unusual. The men ate there and slept there. Down below them in the bilge eddied the last inches of water which the pumps could not reach, growing more and more foul; above the bilge were the storerooms whose contents contributed to the stenches that leaked upward, and the timbers of the ship, honeycombed with age—some ships lived to be a hundred years old—constituted ideal material for the storage and slow emission of odors.

It was hardly surprising that the invariable practice prevailed of replacing one set of odors by another—a practice not unknown to later generations, either. But in Napoleonic times the men were at least fortified

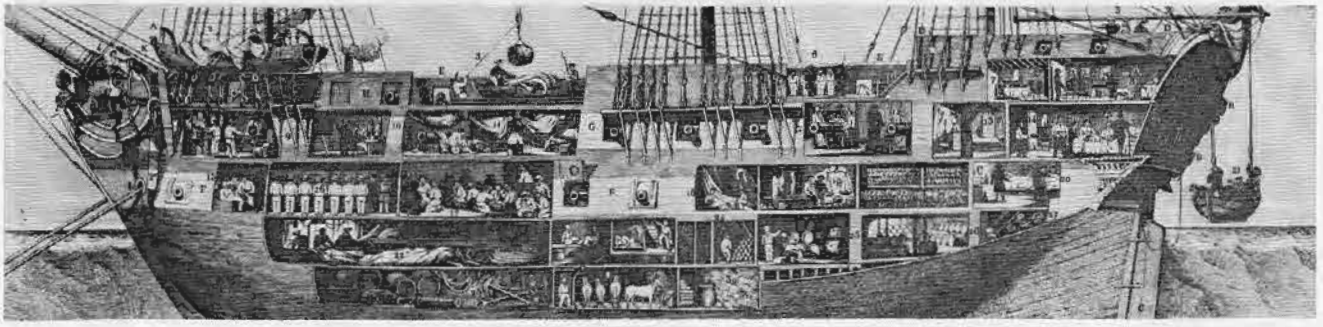
by the thought that some smells were conducive to health, like those of pitch or sulfur or tobacco, and some deleterious, like those of bilge water or decaying cheese, and they could open their lungs and breathe in the fumes of smoldering pitch in the comforting certainty that they were doing themselves a great deal of good. Occasionally, although rarely, we even find captains ordering small charges of gunpowder to be exploded below decks, and in the *Essex*, on her historic Pacific voyage, it was the practice to carry round a red-hot cannonball, pouring vinegar on it from time to time. Captain Porter of the *Essex*, it should be noted, was astonishingly successful in maintaining the health and spirits of his crew.

But vigorous and continued use of hot irons (heated in the galley by an obliging cook) upon the seams of the clothing at least helped to keep body lice within reasonable bounds; it was almost impossible to devise any effective system to counteract bedbugs.

BED BUGS, TOO!

Every wooden ship had them; today we can read the bitter complaint of a captain who assumed command of a brand-new ship straight from the yard and discovered that bedbugs were there before him, introduced, presumably, by dockyard hands sleeping in the uncompleted hull. Almost the only action that could be taken against them was to paint them into the woodwork—a fresh coat of paint at least kept them confined for a time until they found their way out again, either by their own efforts or as a result of the working of the ship's timbers at sea and the consequent flaking of the paint enough for them to find a passage. The whitewashing with lime, already referred to, constituted another effort to restrain the action of bedbugs.

In parentheses, the present writer may perhaps be excused for introducing a personal reminiscence. He sailed in a British cruiser on one occasion early in Hitler's war. She had emerged badly battered from the Mediterranean campaign, to be refitted — practically rebuilt — in an American navy yard, where, under lend-lease, she had received every attention that modern science could devise. Yet within a few days at sea, bedbugs appeared—they had been introduced on board long before when she had conveyed from Crete some hundreds of refugees fleeing before the German invasion, and they had survived everything the American yard had been able to do to them, some months before DDT and its related insecticides came into use. The writer witnessed the efforts of the doctor to poison the creatures and of the infuriated executive officer to suppress them by painting them in or washing them out in just the same way as his predecessors of a century and a half before had attempted to do, but even in a steel ship those efforts were not completely effective—a day or two later the things would be reported again, often in some entirely different part of the ship. She sank in the end, gloriously, at Anzio, and presumably the bedbugs went with her, unless by that time she had been able to secure some of the new-fangled DDT and put it to use.



IN THIS CUTAWAY VIEW of a French twodecker, similar also to British and Dutch types, AA are boats hanging at their scantlets; BB, stern-galleries; C, rudder; D, poop; E, hammocks; F, the first battery; G, second battery; H, third (half) battery; K, davits, with anchor; 1, sailors on the main top; 2, men drying sails; 3, hoisting signal flags; 4, tarring bowsprit; 5, lowering water casks through main hatch; 6, surgeon examining the sick; 7, dining room; 8, captain's cabin; 9, galley; 10, midshipmen's cabin; 11, sailor's quarters; 12, drilling at guns; 13, officers' cabin; 14, officers' messroom; 15, hospital; 16, drilling the marines; 17, sailors at dinner; 18, repairing sails; 19, provision room; 20, sickroom; 21, small boat; 22, sail and rigging room; 23, prison; 24, shot and rigging room; 25, wine and spirits room; 26, powder magazine; 27, tackle room; 28, general storeroom; 29, cattle stalls; 30, fodder room.

FLEAS AND LICE COMMON

Yet there was another aspect to this question, one which is discussed remarkably rarely in the literature of the period. It was believed, or at least hoped, that these fumes were effective in keeping down the parasites that infested the crews. In those intensely crowded conditions lice and fleas multiplied, and bedbugs found ideal conditions in wooden ships full of men. There were almost no facilities for bathing, and many of the men wore their hair long. It was impossible for the men not to be lousy and fleabitten. Some captains conducted long campaigns against parasites, but they were in the minority and they met with little success. Fleas and lice were not at all uncommon in civilian life, and their occurrence was looked upon as usual, unavoidable, in much the same way as the present generation regards the common cold; it was an attitude that helps to account for the rarity with which memoirists trouble to mention such infections.

So that in wooden ships bedbugs had simply to be endured; it is to be doubted if the fumes of burning sulfur or pitch had any effect on them whatever in the concentrations that could be employed. The fumes might possibly kill a few rats—rats, of course, were another of the plagues that helped to make life uncomfortable at sea, and that plague has not been entirely eliminated to this day. Provisions, if not in wooden kegs, were stored in canvas or sacking bags, so that the rats never need go hungry, and even English oak could not prevent them from establishing runways where they chose. They were trapped and hunted in a halfhearted fashion, or in a sporting fashion; to plenty of men on board, who had been living for months on salt beef and salt pork, a fresh-killed roast rat was a delicacy to be sought after as a welcome change of diet. But mostly they were tolerated as one more of the inevitable accompaniments of life at sea by men who not unusually went for years, literally, without setting foot on land.

SEA WAS HEALTHY

In that connection it is significant that commanding officers who were concerned about the health of their men were always glad to keep them at sea, despite what has already been said in this article about conditions on board. In Nelson's letters there are frequent remarks to the effect that, after a few months at sea, the health of the men was never better. The weaklings and the diseased had been weeded out; constant vigorous exercise had brought the remainder to a high level of fitness, and strict quarantine precautions prevented the introduction into the fleet of epidemic diseases by the store ships which brought fresh food and constituted their only link with the shore.

In a seasoned squadron the proportion of sick was astonishingly small, very frequently less than 1 percent, and could bear comparison with the statistics of fleets in our own day. Yet naturally when disease appeared it was terribly difficult to stamp out. Naval history abounds with examples of expeditions that failed as a result of epidemics among the crews; British failures were mostly confined to tropical seas and were occasioned by yellow fever and malaria, but England was actually saved from terrible disaster at the crisis of the American War of Independence by an epidemic that broke out in the combined French and Spanish fleets that threatened to seize command of the narrow seas around Britain. It was undoubtedly typhus; it made its appearance first in the Spanish vessels—presumably the Spanish authorities had employed a usual method of bringing their crews up to full complement by emptying the local jails—and crept from ship to ship and from squadron to squadron as visitors between ships conveyed their lice to uninfected vessels.

DEATH RATE HIGH

Unfavorable weather and indecision in the higher command led to delay and gave the disease full opportunity to do its worst. The mortality rate was enormous, averaging perhaps 50 percent, while some ships lost nearly all their men. Weakened crews meant further delay, and with the exhaustion of fresh provisions scurvy next appeared to force the ships back to harbor with nothing achieved. All this took place in a single short summer, during which the British monarchy might have been brought down in ruins. England, which had once, after the defeat of the Armada, issued a medal with the inscription "God blew with his winds and they were scattered" might well have now issued another saying "God sent lice and they died." The allied fleets never recovered from their losses, and England had time to build up her strength, and has never been, not even in 1940, in such acute danger again.

The scurvy that afflicted the allies was by now a disease so well understood (thanks largely to Captain Cook's research on the subject) and the preventive methods so well known, even though the word "vitamin" had not yet been invented, that it only appeared in voyages of exceptional length or when a captain or admiral had been timorous about ordering a sufficient supply of expensive fresh vegetables for fear of a reprimand from a niggardly home government. The British squadron under Lord Keith which had assisted in the capture of Good Hope sailed from there on October 7, 1796, and encountered forthwith a succession of furious gales which prevented making the usual calls at St. Helena or the Azores. The result was that Keith arrived in sight of Ireland on December 23 after 11 weeks at sea, with scurvy rampant among his men; in his own graphic words, "the sails had been blown from the yards in consequence of the weakness of the men, who could not fasten them." It was a snowstorm that did this, and it was not so long since Keith had crossed the Equator!

SIX CHESTS OF LEMONS

But that was the least of Keith's troubles; his arrival coincided with that of a powerful French squadron convoying a force destined for the invasion of Ireland, and his ships were the only ones available to oppose the attempt. Luckily the easterly gales hindered the French as much as they did Keith, and luckily, too, Keith fell in with the merchant brig *Hope* coming round from the Mediterranean. It was the *Hope's* cargo that enabled Keith to get his men on their feet again; the weakness that is one of the outstanding symptoms of scurvy made them literally incapable of working the ships. The master of the *Hope* was even more nervous about "breaking bulk" (disposing of any of his cargo) than is the master of any merchant ship today; he feared possible charges of trading with the enemy in addition to the other legal complications. There exists to this day Keith's letter to the master, and here it is.

> Sir, Whereas the sea scurvy hath made a rapid progress amongst the crew, invalids and prisoners embarked in His Majesty's ships *Monarch* and *Daphne*, I request that you may supply surgeon of the *Monarch* with six chests of lemons for the use of the sick, for which your owners will be paid the market price at the time of the ship's arrival, or any other reasonable compensation, by the Board of Sick and Wounded; and there can be no reason to doubt that this letter will be sufficient sanction at the Custom House for your having broken bulk.

It was those six chests of lemons that balked the French invasion of Ireland.

Perhaps this article can most fittingly end with a letter addressed to Keith 18 years later, by one of his captains.

> My Lord, a fair trial has been made on board this ship of the meat preserved in tin cases, from which the sick and convalescent have derived great advantage. On opening the cases, the meat was perfectly good and I am of opinion that a supply of it to H. M. ships and vessels on long voyages and in warm climates would be attended with great benefit to invalids.

That is the earliest letter that can be traced concerning the new discovery regarding the preservation of food which was to render the harness cask and the beef tub obsolete.

NOTICE

It is required by the regulations of the Joint Committee on Printing, Congress of the United States, that the mailing list for the *Proceedings of the Merchant Marine Council* be revised annually to determine if the publication still is desired by the persons to whom it is addressed.

All addressees on the mailing list for the *Proceedings* are requested to review their requirements and advise the Commandant (CMC), U. S. Coast Guard, 1300 E Street NW., Washington 25, D. C., of any changes desired.

Only a limited number of this publication are published each month. Its distribution is accordingly limited to those concerned with marine safety or engaged in activities under the cognizance of the Coast Guard.

The revision will assist us to eliminate waste in Government funds caused by the publication being improperly addressed or mailed to persons no longer desiring them.

COAST GUARD INAUGURATES VESSEL REPORTING PROGRAM

ON JULY 1, 1958, the Coast Guard will inaugurate a voluntary merchant vessel reporting program for ships of all nations crossing the North Atlantic Ocean, including the Gulf of Mexico and Caribbean Sea.

Designed to provide the Coast Guard with accurate and up-to-date information for use in distress cases, the program depends on the cooperation and participation of all merchant vessels that traverse the areas indicated on the chart reproduced on the opposite page.

By law and tradition, the Coast Guard attempts to aid any person, vessel, or aircraft in distress anywhere on or over the high seas. This aid, regardless of nationality, is limited only by the facilities available.

Under the National Search and Rescue Plan, or National SAR Plan, the Coast Guard has been delegated the responsibility for coordination of search and rescue over the maritime regions defined as "The waters subject to the jurisdiction of the United States; the territories and possessions of the United States (except Canal Zone and in the inland areas of Alaska) and the high seas."

The Coast Guard can do a better job and render assistance faster if earlier information can be obtained as to where a distress case is occurring and how close the nearest help is to the scene. With this information compiled in one location, the task of directing the rescue attempt will be simplified.

This new system is being initiated in the hope that all vessels will want to take part in the program, not only as a source of protection to themselves but also to increase their effectiveness in the event they are called upon to aid those who may be in distress.

The plan has been set up to include several important aspects:

- It is voluntary.
- There is no cost to reporting ships.
- Information received will not be made public except when necessary in an actual rescue case.

WHO WILL REPORT AND WHEN

A vessel bound eastward from a United States port

(a) When departing the harbor entrance.
(b) When entering SAR Area 1 (67th meridian).
(c) When departing Maritime Region.

A vessel bound westward en route United States port

(a) When entering Maritime Region.
(b) When entering SAR Area 2 (67th meridian).
(c) When arriving at harbor entrance.

A vessel bound coast-wise

(a) When departing harbor entrance.
(b) When arriving at harbor entrance.

A vessel en route through Maritime Region not touching the east coast of North America

(a) When entering North Atlantic Maritime Region.
(b) When entering new SAR Area (crosses 67th meridian).
(c) When departing North Atlantic Maritime Region.

WHERE THE PLAN WILL BE IN EFFECT

The North Atlantic Maritime Region is shown on the attached chart. The region is divided into two areas shown as Search and Rescue Area 1 and Search and Rescue Area 2 (abbreviated "SAR Area 1" and "SAR Area 2"). The dividing line between the two areas is the 67th meridian.

WHAT TO DO IF PLANS CHANGE

If a vessel does not maintain a course or speed because of bad weather or some other reason and is more than 25 miles from its projected position, a special report should be made as shown in the attached Radio Operating Instructions. When able to resume course and speed, another message should be sent with the latest information.

WHERE THE REPORTS WILL GO

Reports are to be addressed to United States Coast Guard, New York, N. Y. Upon receipt in New York, the information in the reports will be plotted and by means of a machine computer will be kept up to date, ready for instant use in case of distress.

HOW OTHER REPORTS ARE AFFECTED

United States Federal Regulation (33 CFR 124) requires that merchant vessels must give 24 hours' advance notice for arrival in United States ports, but the required information can be included in these voluntary position reports and a separate message is not required.

OTHER INFORMATION

(a) By sending all messages via United States Coast Guard ship or shore radio station, there will be no cost to the sender.
(b) By sending messages only when the radio officer is on regular watch after crossing into an area or before arriving off a harbor, no additional radio watches are necessary.
(c) By being a part of this program there should not be any conflict with the provisions of the International Conference for Safety of Life at Sea, 1948.

DETAILED RADIO OPERATING INSTRUCTIONS TO MERCHANT VESSELS

1. These instructions are intended to provide the master and radio officers of merchant vessels information pertaining to communications facilities available for handling Merchant Ship Reports.

2. Communications will be in accordance with International Telecommunication Convention (Atlantic City, 1947), as amended by ITU Buenos Aires 1952, and amplified by these instructions.

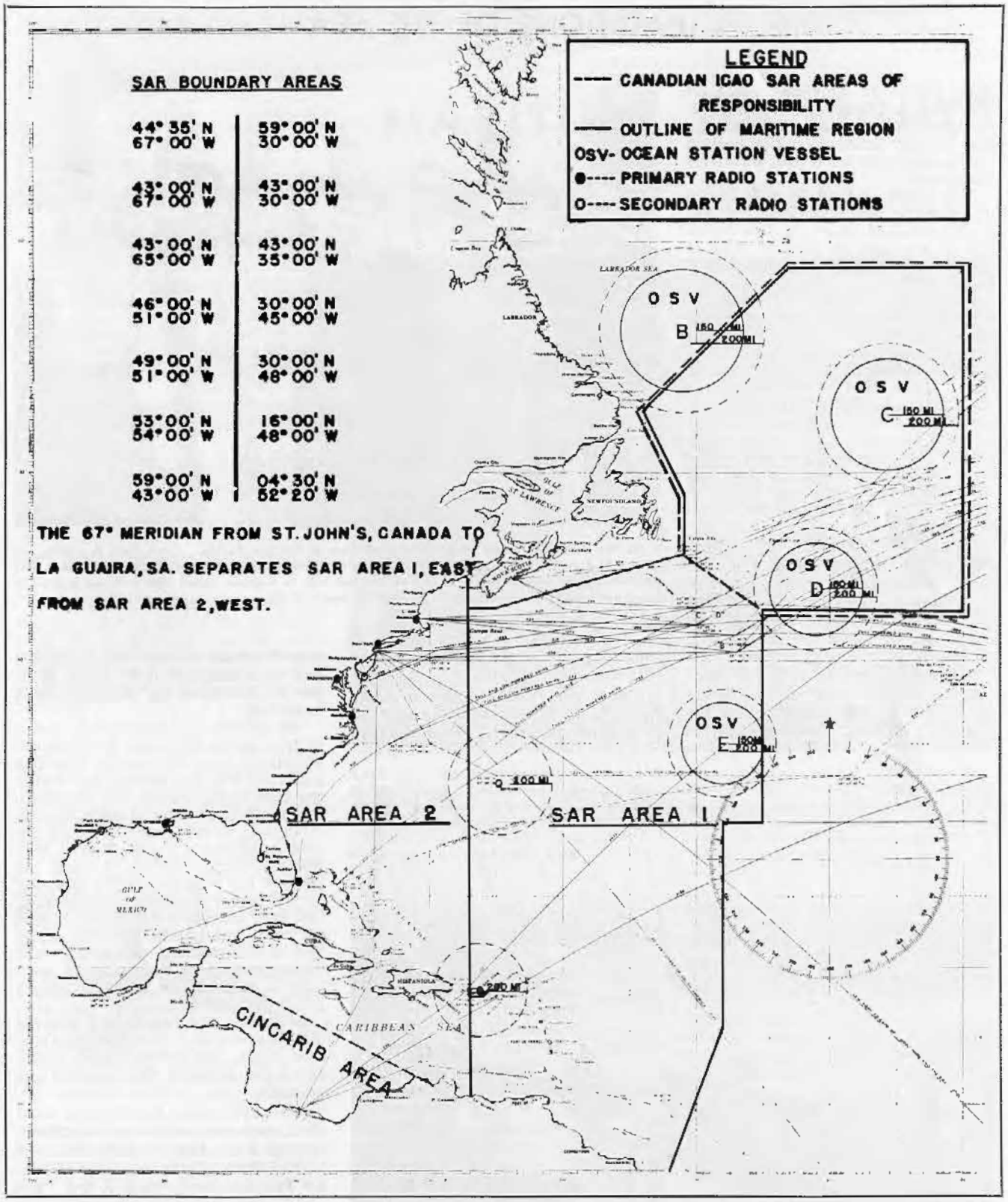
3. United States ocean station vessels and Coast Guard radio stations listed herein and United States Coast Guard cutters en route to and from ocean stations will accept merchant ship reports in the medium frequency band of 415–485 kc./s., listening for initial calls on 500 kc./s.

4. Due to communication distances involved, certain Coast Guard radio stations, as indicated in paragraph 14 of these instructions, will listen for calls and accept messages in the 4-, 8-, and 12-mc./s. calling and working bands. Merchant vessels are encouraged to use the high frequency facilities where practicable in passing reports to United States Coast Guard, New York.

5. Merchant vessels are requested to attempt initial contact with one of the Coast Guard units listed herein. However, the general call to "Any shore Coast Guard Radio Station (NCG)" is encouraged when it cannot be readily determined which may be the most appropriate Coast Guard unit to call.

6. To assist merchant vessels in determining the Coast Guard unit with which they may most likely be able to communicate, all stations listed herein except Ocean Station Vessels 4YB, 4YC, 4YD, and 4YE will transmit a call to all ships (CQ) on their

(*Continued on page 87*)


SAR BOUNDARY AREAS
44° 35' N 67° 00' W
59° 00' N 30° 00' W
43° 00' N 67° 00' W
43° 00' N 30° 00' W
43° 00' N 65° 00' W
43° 00' N 35° 00' W
46° 00' N 51° 00' W
30° 00' N 45° 00' W
49° 00' N 51° 00' W
30° 00' N 48° 00' W
53° 00' N 54° 00' W
16° 00' N 48° 00' W
59° 00' N 43° 00' W
04° 30' N 52° 20' W
THE 67° MERIDIAN FROM ST. JOHN'S, CANADA TO LA GUAIRA, SA. SEPARATES SAR AREA 1, EAST FROM SAR AREA 2, WEST.
LEGEND
CANADIAN ICAO SAR AREAS OF RESPONSIBILITY
OUTLINE OF MARITIME REGION
OSV- OCEAN STATION VESSEL
PRIMARY RADIO STATIONS
SECONDARY RADIO STATIONS
O S V B
O S V C
O S V D
O S V E
SAR AREA 2
SAR AREA 1
CINCARIB AREA
LABRADOR SEA
CARIBBEAN SEA
GULF OF MEXICO
NEWFOUNDLAND
LABRADOR

THE ROLL of American seafarers who have performed their duties in an outstanding and meritorious manner in accordance with the highest traditions of the sea is long but never completed.

The names of Capt. Paul R. Jones, Jr., of the SS *Limon* and his crew have a distinguished place on this honor roll for rescuing the 13-man crew of the battered and sinking tuna clipper *Sun Pacific*.

Caught by the last and most destructive hurricane of the 1957 season off the Gulf of California, the sinking *Sun Pacific* was able to request aid from the passing *Limon* by blinking light. The short-lived hurricane which killed eight men when the Mazatlan jail blew down and sank or beached 40 small boats in that area, ripped away the *Sun Pacific's* boats, stove in hatches and doors, and left the tuna boat at the mercy of winds of over 100 knots and seas 50 feet in height.

Captain Jones quickly had ladders, nets, and lines rigged over the side. Lines were attached to life rings, and rafts were made of banana gratings. "It was next to impossible to launch a boat as seas and swells were running more than 30 feet high," he said.

Eleven men jumped from the sinking fishing boat and were quickly taken aboard the *Limon*. The remaining two men stayed aboard as long as possible and they too leaped into the water.

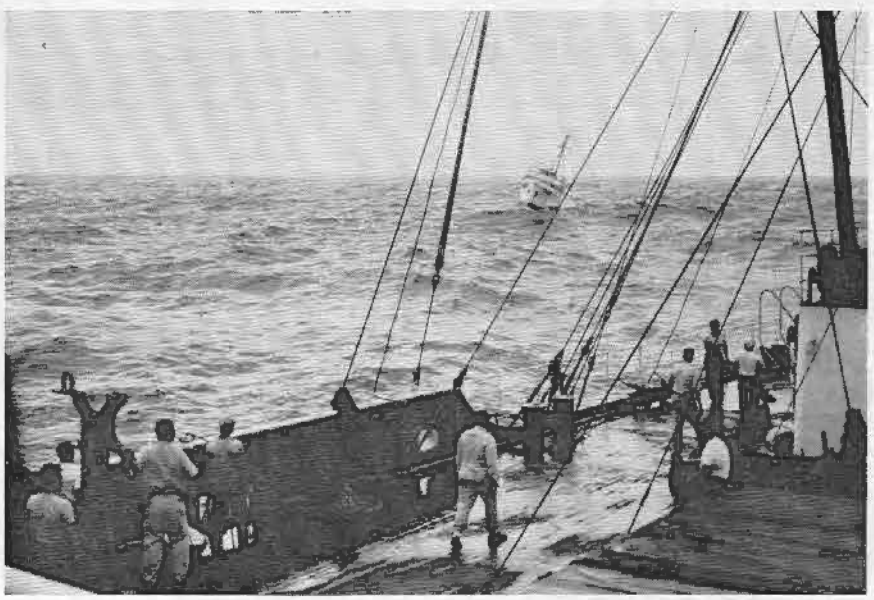
"By waving to the two men they understood we wished them to try and keep close together. We knew the men could not survive long in the sea and an attempt had to be made at once to pick them up," Captain Jones remarked.

"By driving the *Limon* full ahead on the starboard engine, we broke her around to clear the wreck, then full astern on the port engine, and swung the bow down toward the two men. One made the ladder at once, but the other was so exhausted he could not even catch one of the buoys that were floating within inches of him. As the bow fell toward him, his shipmate on the ladder was able to assist him. Our crew lowered a bosun's chair, and the man was hauled over the ship's side in this manner. Altogether, the rescue operations took only 12 minutes; it seemed like hours," Captain Jones concluded.

Ironically, the only injury suffered in this rescue was sustained by Captain Jones. He hurt his back, head, and hand directing the involved operations.

Recognizing his expert ship handling, foresight, and sound judgment, Captain Jones was presented with the United Fruit Company Gold Medal for Meritorious Service at Sea. His actions and that of his crew were indeed in keeping with the finest traditions of the United States merchant marine.

A HAPPY ENDING for the hurricane tossed crew of the *Sun Pacific*. Capt. Paul R. Jones, Jr., of the SS *Limon* is pictured with the 13-man crew he rescued off the Gulf of California. The only injury suffered in this feat of seamanship was to Captain Jones who suffered a bruised head and back. All photographs courtesy *United Fruit* Co.



PREPARING TO COME alongside the foundering tuna clipper *Sun Pacific*, the SS *Limon* is pictured with the crew making up rafts from banana gratings and standing by to lend a hand.

MARITIME SIDELIGHTS

L. H. Quackenbush, general chairman of the Marine Section, has announced that there will be a separate panel session devoted to Accident Prevention in Stevedoring at the Marine Section's meeting during the 1958 National Safety Congress in Chicago. This session will be held on Tuesday morning, October 21. All members of the Marine Section are encouraged to attend.

The establishment of a full session for stevedores recognizes the importance of active participation by this industry in the Marine Section's activities in accident prevention, and also the stevedoring industry's urgent need for intensified safety activity.

* * *

The crew of the MV *Chippewa* was honored with a dinner by the Ashland Oil & Refining Co. for their safety record on the Illinois Waterway. The crew recorded 699 days without a lost-time accident, it was reported.

* * *

Ground is expected to be broken late this spring for a $750,000 merchant marine memorial chapel. It will be built on the campus of the United States Merchant Marine Academy, Kings Point, Long Island.

The edifice would be a memorial to the 6,069 merchant seamen who lost their lives in World War II. Among those lost were 212 cadets and graduates of the school.

* * *

The largest Italian-built passenger liner in more than a quarter of a century, the 32,000-ton *Leonardo da Vinci*, is beginning to assume the general profile she will have in 1960 as the new flagship of the Italian Line. The keel of the new liner was laid down at the Ansaldo Ship Yards in Sestri, Italy, a suburb of Genoa. Her completion and maiden voyage are scheduled for early in 1960. The largest Italian passenger liner was the company's 51,000-ton *Conte di Savoia*, which was built in 1932.

* * *

The Cunarder *Queen Mary* returned to transatlantic service after an overhaul which included the installation of two sets of Denny-Brown stabilizer fins.

The superliner will have four fins, two on either side, one pair forward of amidships and the second about midships. The installation will be similar to that aboard the Cunard's *Queen Elizabeth*.

* * *

The Maritime Administration announced award of a research-and-development contract to Aerojet-General Corp. of Azusa, Calif., to explore the feasibility of a high-speed subsurface commercial hull form that could be used to further develop the speed capability of nuclear-propelled merchant ocean craft.

This project is a preliminary step in scientific exploration by the Maritime Administration looking forward to the possible development of a fast subsurface ship, employing water-jet propulsion of advanced concept. If this proves feasible, at a later date, the adaptation of nuclear power to this craft may be considered.

* * *

The modern version of the river towboat took its place on Capitol Hill alongside the symbols of other forms of transportation with a presentation to the Senate Interstate and Commerce Committee on March 17 of a model of the towboat *Lachlan Macleay*.

The replica of the towboat was presented to Senator Warren Magnuson, of Washington, who is chairman of the Senate committee, for display in the hearing rooms of the committee.

CAPT. D. E. WILTSHIRE and crew of the SS *American Importer* win the first United States Lines Safety Award. Capt. Jones F. Devlin, vice president—operations for the company, is pictured at the left presenting the award at ceremonies aboard the ship in recognition of the lowest injury frequency rate in the fleet during 1957. Thirteen vessels were tied with only one lost-time injury each, but the *American Importer* headed the list with a frequency rate of 2.06. Photo courtesy *United States Lines*.

461521—58——2

nautical queries

Q. Describe briefly the action of a solenoid- or magnetic-type brake used on electric winches and other electric-motor-driven machinery to brake the machinery when the switch is in the neutral or off position.

A. Solenoid- or magnetic-type brakes are held in the braking position by springs when the switch is in the neutral or off position. When the current is switched on operating the winch, the solenoid or magnet operates to compress the spring and release the braking action on the winch.

Q. Describe the various methods employed to absorb rudder shocks and prevent their being transmitted to the steering machinery.

A. Electrohydraulic steering gear is normally fitted with pressure relief valves which operate when excessive pressures are developed in the cylinders of the ram. The valves are fitted with cross-connecting lines to other cylinders in the system.

Quadrant-type gear, actuated by steam or electric, are normally fitted with heavy buffer springs between the tiller arm and the quadrant. The quadrant, which is geared to the machinery, should not be keyed to rudder stock, but move freely, transmitting its turning torque through the heavy buffer springs to the tiller keyed to the stock, and receiving shock diminished and absorbed by the springs between tiller and quadrant.

Steering gear actuated by chains, wire, or rods from a winch are usually fitted with spring-type shock absorbers, and may also have absorbers between quadrant and tiller as well. During heavy weather some vessels rig relieving tackles in an effort to supplement the usual equipment.

Q. (a) Within what length of time should a properly operating steering engine be able to put the rudder from hard over on one side to hard over on the other side with the vessel going full speed ahead?

(b) In the event of a fireroom fire, what provisions are available to shut off the fuel pumps?

A. (a) The engine should be capable of putting over the rudder at an average rate of 2⅓° per second; that is, 30 seconds from 35° on one side to 35° on the other side.

(b) Service oil pumps shall be equipped with means of control from a readily accessible position outside of the boiler room, which will always be accessible in the event of fire occurring in the compartment in which the pumps are located.

Q. Why must indiscriminate welding of padeyes or other fittings on a vessel's structure be avoided, even when no fire hazard is involved?

A. Indiscriminate welding of padeyes or other fittings on a ship's structure should be avoided, even when no fire hazard is involved, because such weldments may form notches or geometric discontinuities in the ship's structure which may become stress concentration points that increase the likelihood of fractures.

Q. Describe the effect of "synchronism" on the rolling and pitching of a vessel in a seaway and state how it can be avoided.

A. "Synchronism" is when the rolling or pitching period of the vessel coincides or nearly coincides with the apparent wave period. This causes the roll or pitch of the vessel to be accentuated increasingly until the synchronism is broken.

When heavy rolling or pitching of a vessel at sea is due to synchronism between the rolling or pitching period and the apparent wave period, a change of course or speed will usually alter the apparent wave period and break the synchronism. A reduction in vessel's GM will increase the vessel's natural period and thus provide a means of avoiding synchronism.

Q. Will a vessel with negative GM always capsize? EXPLAIN YOUR ANSWER!

A. A vessel with negative GM will *not always* capsize.

The GM is a measure of initial stability for small angles of inclination. Beyond these small angles the height of the metacenter will usually rise as the waterplane broadens. The curve of statical stability will usually show positive righting arm at larger angles and the vessel will usually "loll" from side to side to the angle where positive righting arm is developed.

If there is no point where positive righting arm is developed or if the righting moment is of insufficient magnitude to resist the inclining forces, the vessel will capsize.

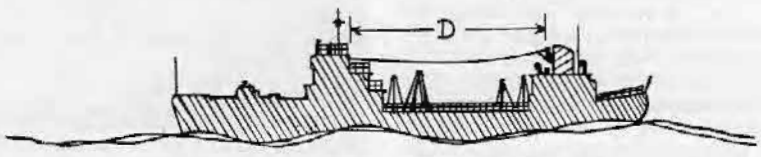
Q. What precautions are usually taken on vessels loading bulk cargoes susceptible to shifting, such as grain, to preserve transverse stability?

A. When bulk cargoes susceptible to shifting, such as grain, are loaded, vessels usually are provided with shifting boards and feeders. The shifting boards act as longitudinal bulkheads to reduce the width of the "free surface" of the cargo and feeders keep the compartment full as the material settles.

SHIP CONSTRUCTION

Q. (a) What is the objection to a direct whistle pull such as illustrated below when the distance "D" exceeds 15 feet?

(b) In the event an emergency cable pull was necessary, how might the faults of such a direct rig be minimized?



A. (a) A direct whistle pull over 15 feet in length would be subject to variable load from wind and roll which might cause the whistle to blow at a time when this was not desired. The weight of the pull hanging in a catenary might necessitate such resisting tension in the spring as to make blowing the whistle difficult.

(b) An emergency rig employing a supporting cable with suitably spaced bearers holding the pull cord would eliminate some of the faults of a direct lead.

1957 CASUALTY DATA

Annual statistics published by the Liverpool Underwriters' Association include the more important marine casualties for 1957, and reveal that 51 vessels were listed as total loss from founderings, strandings, collisions, contact damage, fires, missing, and machinery damage.

Of this number, four American-flag vessels are listed—the *Belvedere, Pacific Queen,* USNS *Mission San Francisco,* and the USNS *Mission San Miguel.*

In 1957, 26 radar-equipped vessels totaling over 226,000 gross tons were included in the more important total and partial losses posted by the association under the heading "Collisions." This prompted the underwriting organization to make the following remark:

> This is not a condemnation of the use of radar, neither is it suggested that the vessels involved were in fact using radar at the time of collision. It is felt, however, that these figures are of sufficient importance to lend weight to the suggestion that maritime nations should come to an early agreement to make radar training a compulsory requirement for ships' officers.

Other statistics show 26 vessels of over 500 gross tons were disabled due to broken tail shafts and loss of single propellers. Fourteen of these vessels were built in this country.

Fires reported aboard vessels of 500 gross tons or over in 1957 numbered 382, as compared with 397 the previous year. Total losses were 8, of which 5 were due to fires or explosions in machinery spaces of motorships or oil-burning vessels. The other three concerned oil tankers. The increased use of welding appliances continues, although it is evident that very often the proper precautions against fire outbreak are not taken. The number of fires known to be due to welding was 24. The greatest number of fires were reported in ships' accommodations.

The association commended the British Ministry of Transport and Civil Aviation for the publication of a 23-page booklet titled "Fires in Ships," which sets down in nontechnical language accounts of ships' fires and some conclusions about their cause and prevention.

Here are five rules set down in this booklet, each a matter of commonsense, which the authors hope will go far in reducing the number and severity of many fires:

1. Maintain the cleanliness of machinery spaces and the efficiency of firefighting equipment at all times and not just when an inspection is due.

2. Oil fires and accommodation fires develop quickly. The recognized alarm signal should be known by all and used promptly, and the nearest extinguisher should be applied immediately. In an oil fire the immediate shutting off of the oil supply is such an obvious necessity that it is surprising how often it is forgotten or left too late. Knowledge of the location of the master valves and extended controls is therefore essential.

3. Closing of openings should be carried out early as fires create their own draught. The closing of ventilators and skylights and the stopping of ventilator fans will reduce the speed at which the fire will spread, and this is more important than getting rid of the smoke. Even shutting a cabin door while going for assistance may prevent a serious fire developing from smoldering material, and the same principle applies in a cargo space fire.

4. In smoke-filled space the cleanest air will usually be found at floor level. Similarly, even in a serious machinery space fire access is usually possible by way of the shaft tunnel, bearing in mind the need to avoid unnecessary draught.

5. Finally, when getting to know a new ship, find out where all the emergency appliances are and how they work and think out what action would be called for if a fire broke out in any part of her. Fires don't always happen in the other ship.

THAT BLABBER-MOUTH PORT CAPTAIN — 'MAKE A TRIP WITH YOUR HUSBAND' · HE SEZ 'MAKE A TRIP WITH YOUR HUSBAND' —

NEXT

Despite the wide publicity repeatedly given of cases of asphyxiation by toxic fumes or lack of oxygen in cargo tanks, fuel tanks, and other questionable spaces, three more cases occurred recently.

DETAILS FOLLOW

The first involved tank cleaning operations at sea. The tank in question had previously contained aviation gasoline and had been butterworthed following discharge at the last port. The Chief Mate, during a routine inspection, determined that this tank was still a little too gassy to permit further cleaning from within and directed the Boatswain to hose it down from the main deck. Returning a short time later the Boatswain was discovered hosing the tank from the platform 20 feet below the main deck. The Chief Mate repeated his original order and the Boatswain climbed out of the tank.

About 15 minutes passed when the Chief Mate, who had been engaged elsewhere, observed the Boatswain staggering on the deck apparently from excessive inhalation of gasoline fumes and concluded correctly that contrary to orders, the Boatswain had re-entered the tank. Again the Boatswain was directed not to go into the tank, and perhaps somewhat irritably, the Boatswain acknowledged. In another 20 minutes while in the process of inspecting other tanks the Chief Mate was summoned and when he arrived he found the Boatswain had collapsed on the platform of the tank while in the process of washing it down. He was removed immediately but efforts to revive him proved futile.

SECOND CASUALTY

The second incident was a typical pumproom casualty. The pumpman was an experienced, capable man who didn't need to be told when there was work to be done. On the day of his death he went forward at 8:00 a. m. and opened the watertight door to the forward pumproom ostensibly to air it out preparatory to working on a broken vent line nipple on a cargo pump. The power ventilator was not utilized.

At 10:30 a. m. the pumpman entered the forward pumproom and worked through until noon. The question of gas fumes was later raised by a pumpman trainee but the pumpman replied that the concentration was not enough to bother him. After lunch he returned to the forward pumproom, and resumed the job. The trainee, who had been working in the after pumproom, finished at about 3:30 p. m. and went forward to assist the pumpman. First he called down and getting no reply descended to find the pumpman collapsed on the grating. Attempting to assist the pumpman the trainee began feeling the effects of the high concentration of fumes and was forced to go topside to summon aid. With the use of the fresh air breathing apparatus the pumpman was brought to the deck by other crew members but efforts at resuscitation were unsuccessful.

Evidence disclosed that at no time during the day had the power ventilator been used.

THIRD CASE

The third case was a slight variation on the usual theme but the results were just as conclusive.

A seagoing drilling barge, undergoing routine tank cleaning and examination of the double bottoms.

MANNED AND READY: This crew aboard the SS *E. J. Henry* demonstrates the safe way to enter a questionable space. The fresh air breathing apparatus is manned; the line tender is ready; and the seaman with the mask is properly garbed with safety harness securely in place.

Photograph courtesy *The Atlantic Refining Company*.

Cleaning gangs were working under the direction of the Chief Engineer and the job had been in progress two days.

The barge had two portable electric blowers and each time a tank was opened the space was aired out prior to the entry of the cleaning gangs and then was kept in operation the entire time that men were in the tank.

On the day of the casualty the Chief directed a deck hand to open a void tank so that he could determine how much work the space would require. The deck hand complied. Only one of the barge's blowers was then in use but the Chief, without waiting for the space to be ventilated in accordance with the procedure previously adhered to, immediately descended into the tank and as he did so instructed the deck hand to stand by. Concerned, the deck hand suggested that the Chief not go too far but the remark was ignored.

Watching from the opening the deck hand saw the Chief go forward and disappear through a lightening hole in a swash plate. The deck hand called to the Chief but received no reply. The conclusion was obvious so, holding his breath, the deck hand went in after the Chief. He found the Chief unconscious but was unable to hold his breath any longer and had to retreat. Once out of the tank he gave the alarm. Several workers responded, two of whom descended immediately into the tank and promptly lost consciousness.

A blower, not belonging to the barge was produced from somewhere but succeeded only in blowing a fuse and plunging the area into darkness. Another workman entered the tank in a desperate rescue attempt but he collapsed just under the manhole. In the meantime some clear headed individual led a hose down from an oxygen bottle on deck which, when fed into the tank, enabled others to enter and extricate the four stricken men. The Chief Engineer was already dead. Two workmen were released from the hospital the next day but the third was incapacitated for three months.

MISTAKES OBVIOUS

The mistakes in all three cases are so obvious they hardly need repeating. The basic factors were, in each instance, the same—three conscientious individuals anxious to get the job done and not taking time to be safe. Unquestionably, they knew what they were up against but perhaps they believed, as so many do, that death and injury are the prices *other people* pay for foolish mistakes and unsafe practices. The most significant lesson from these three casualties is that despite the familiarity with the hazards involved men still are not convinced that those hazards hold any threat to them personally. Of course, until they do they will heedlessly and repeatedly risk their lives and sooner or later one or another becomes a statistic in the compilation of asphyxiation cases. Shall we reserve space for your case in a future issue?

40 YEARS AGO:

The Steamboat Inspection Service has issued a circular letter addressed to inspectors of the Service, steamboat companies and others concerned, entitled "Thirteenth Supplement to General Rules and Regulations, Edition of November 21, 1916," containing the action taken by the committee on rules for carrying kerosene and lubricating oils on steam vessels carrying passengers and stamping of heads and butt straps of boilers.

* * *

Accidents reported include the following: On April 17, 1918, an explosion occurred on the *Florence H* while lying at anchor in a French port. The vessel split and sank, causing death to 29 of the crew and 14 of the armed guard.

* * *

The steamer *St. Paul* sank at its pier in New York while being warped into the slip after leaving drydock. The accident was caused by the admittance of water into the ash chute when the vessel listed suddenly on its port side. The lives of 2 persons were lost.

* * *

The freighter *Phyllis* while en route from Seattle to San Pedro grounded about 1 mile north of Point Vincente, Calif., during a heavy fog. The damage was estimated at $40,000, and about $6,000 worth of lumber was jettisoned.

* * *

Upon entering South Pass, Mississippi River, with an excessively heavy current running out, the *Commercial Mariner* collided with the *Corozol* which was aground on the west side of the entrance to the Pass. Damage was estimated for both vessels at $6,800.

* * *

20 YEARS AGO:

On April 1, 1938, American shipyards were building or had under contract to build for private shipowners 181 vessels aggregating 383,649 gross tons. There were 209,550 numbered motorboats in the United States on May 1, 1938.

* * *

15 YEARS AGO:

The Coast Guard during the last 10 months has supervised the construction of training facilities costing approximately $13 million for the War Shipping Administration. Although the function of training merchant seamen was transferred to the WSA by Executive order of July 11, 1942, the responsibility for recently planned construction remained with the Coast Guard. These projects include completion of the Sheepshead Bay Training Station in New York; completion of the Basic Training school at San Mateo, Calif.; the construction of additional facilities at the St. Petersburg, Fla., Training Station; and the construction of the Neptune Beach Training Station at Alameda, Calif.

* * *

The response to an increasing demand for material which would serve as a guide to the nature and scope of the examinations given by the Coast Guard to all candidates for engineer licenses, a set of specimen examinations is being printed for early distribution.

* * *

A new poster in five different languages—Russian, French, Spanish, Portuguese, and Italian—has been prepared for the purpose of acquainting the officers and crews of merchant vessels with the recently promulgated regulations for the recruiting of vessels.

* * *

A new pamphlet to acquaint those who are beginners in the study of the science of navigation with the basic principles underlying the marking of coasts and waterways has been distributed, entitled "The Significance of Aids to Marine Navigation."

GREAT LAKES PILOT RULES EXTENDED

The law relating to the navigation of vessels on the Great Lakes and their connecting and tributary waters, formerly applicable only to public and private vessels of the United States while on such waters, was extended by the act of March 28, 1958, to include "all other vessels" when within the territorial waters of the United States.

Section 1 of the act of February 8, 1895, which is included in CG–172, Pilot Rules for the Great Lakes and Their Connecting and Tributary Waters, has been amended by deleting the first sentence and substituting the following:

The following rules for preventing collisions shall be followed in the navigation of all public and private vessels of the United States upon the Great Lakes and their connecting and tributary waters as far east as Montreal and in the navigation of all other vessels upon such lakes and waters while within the territorial waters of the United States.

Section 2 has been amended to read as follows:

(*a*) Every licensed or unlicensed pilot, engineer, mate, or master of any vessel subject to section 1 of this act who neglects or refuses to observe the provisions of this act or the regulations established pursuant hereto shall be liable to a penalty not exceeding $500.

(*b*) Every private vessel subject to section 1 of this act that shall be navigated without complying with the provisions of this act or the regulations established pursuant hereto shall be liable to a penalty of $500, for which sum such vessel may be seized and proceeded against by way of libel in any district court of the United States of any district within which such vessel may be found.

UNIDENTIFIED OBJECTS

Ships frequently report objects resembling mines but give insufficient information to properly evaluate the reports. As a result, needless time and expense is incurred searching only to find that they are not mines but other floating objects. Since mines are a danger to life and property at sea, it is requested that masters of ships sighting unidentified objects furnish the following information to nearest naval or Coast Guard radio station:

(a) Position of object, and how close it was approached.

(b) Size, shape, color, condition of painting, and presence or absence of marine growth.

(c) Whether or not horns or rings attached.

(d) Whether or not identification definite.

IMCO

IMCO is another abbreviation with which the maritime industry will soon be more familiar. It stands for International Maritime Consultative Organization, which has just come into being.

The convention (a convention is similar to a treaty, but usually of a nonpolitical nature) was drawn up in 1948 by the United Nations Maritime Conference at Geneva. Its terms required ratification by 21 nations, 7 of them with maritime fleets in excess of 1 million tons. Japan's ratification in March assured the agency's formation.

Those nations which have ratified the convention are:

*ARGENTINA
AUSTRALIA
BELGIUM
BURMA
*CANADA
DOMINICAN REPUBLIC
EQUADOR
EGYPT
*FRANCE
HAITI
HONDURAS
IRELAND
ISRAEL
*ITALY
*JAPAN
SWITZERLAND
*UNITED KINGDOM
*UNITED STATES
IRAN
MEXICO
*NETHERLANDS
TURKEY (reservation)

The purposes and functions of the organization are as follows:

PART I—Purposes of the Organization

ARTICLE 1

The purposes of the Organization are:

(a) to provide machinery for co-operation among Governments in the field of governmental regulation and practices relating to technical matters of all kinds affecting shipping engaged in international trade, and to encourage the general adoption of the highest practicable standards in matters concerning maritime safety and efficiency of navigation;

(b) to encourage the removal of discriminatory action and unnecessary restrictions by Governments affecting shipping engaged in international trade so as to promote the availability of shipping services to the commerce of the world without discrimination; assistance and encouragement given by a Government for the development of its national shipping and for purposes of security does not in itself constitute discrimination, provided that such assistance and encouragement is not based on measures designed to restrict the freedom of shipping of all flags to take part in international trade;

(c) to provide for the consideration by the Organization of matters concerning unfair restrictive practices by shipping concerns in accordance with Part II;

(d) to provide for the consideration by the Organization of any matters concerning shipping that may be referred to it by any organ or Specialized Agency of the United Nations;

(e) to provide for the exchange of information among Governments on matters under consideration by the Organization.

PART II—Functions

ARTICLE 2

The functions of the Organization shall be consultative and advisory.

ARTICLE 3

In order to achieve the purposes set out in Part I, the functions of the Organization shall be:

(a) subject to the provisions of *Article 4*, to consider and make recommendations upon matters arising under *Article 1* (*a*), (*b*), *and* (*c*) that may be remitted to it by Members, by any organ or Specialized Agency of the United Nations or by any other intergovernmental organization or upon matters referred to it under *Article 1* (*d*);

(b) to provide for the drafting of conventions, agreements, or other suitable instruments, and to recommend these to Governments and to intergovernmental organizations, and to convene such conferences as may be necessary;

(c) to provide machinery for consultation among Members and the exchange of information among Governments.

ARTICLE 4

In those matters which appear to the Organization capable of settlement through the normal processes of international shipping business the Organization shall so recommend. When, in the opinion of the Organization, any matter concerning unfair restrictive practices by shipping concerns is incapable of settlement through the normal processes of international shipping business, or has in fact so proved, and provided it shall first have been the subject of direct negotiations between the Members concerned, the Organization shall, at the request of one of those Members, consider the matter.

*Those nations having over one million tons of shipping.

NUCLEAR OPERATORS

The Maritime Administration, United States Department of Commerce, and the Atomic Energy Commission have invited American shipping firms to submit expressions of interest in operating the world's first nuclear-powered merchant ship, the NS *Savannah*, it was announced by Clarence G. Morse, Chairman, Federal Maritime Board and Maritime Administrator.

Details of the NS *Savannah*, giving characteristics and proposed manning scale which have been sent to potential operators, show that the ship would carry 60 passengers, 25 officers, and a crew of 84 men, essentially the same as a conventional ship of the same size.

The invitation pointed out that to provide the NS *Savannah* with a highly trained and competent crew, a training program schedule has been established by the Maritime Administration and the Atomic Energy Commission which necessitates an operating contract by June 1, 1958.

Reporting date for licensed engineering officers is on or about September 1, 1958, with the training of the remainder of the crew scheduled after September 1958, as necessary.

Keel of the NS *Savannah* is scheduled to be laid on Maritime Day, May 22, 1958, at the New York Shipbuilding Corp., Camden, N. J. The ship is scheduled for operation in 1960.

The Maritime Administration and the Atomic Energy Commission have a three-phase schedule of proposed operation:

Phase I—Initial trial and tests—estimated to cover a period of 6 months to a year.

Phase II—National and international operation in modified commercial service.

Phase III—Commercial operation in passenger-cargo service.

It is contemplated that Phases I and II will be under a general agency arrangement with a shipping firm, with operational agreements during Phase III to be established as directed by future developments.

Operator selection will be by a joint Maritime Administration-Atomic Energy Commission Board.

assigned HF working frequency and/or 500 kc./s. once within each of the following time periods:

0100–0130 GMT
0500–0530 GMT
0900–0930 GMT
1300–1330 GMT
1700–1730 GMT
2100–2130 GMT

This call to all ships will take the following format:

CQ CQ CQ DE (unit's call sign 3 times)
QRU IMI K

7. Ship reporting messages should be addressed to United States Coast Guard, New York, N. Y., and should only be passed through Coast Guard units.

8. There will be no coast station or landline charges connected with this program.

9. It is not intended that merchant vessels send reports outside of regular radio watch periods. If a message is indicated at times other than regular radio watch periods, vessels may hold the message until the next regular radio watch schedule. In case the vessel will arrive in United States port prior next scheduled radio watch, it is requested that the report be sent on the last scheduled radio watch before entering port.

10. Merchant vessels are requested to report as outlined in basic instructions.

11. The text of each Merchant Ship report is divided into nine parts as follows:

(a) Name: Name of vessel.
(b) Call Sign: International call letters.
(c) Report No.: Number regular reports in sequence for each trip—1, 2, 3, etc. If deviation reports become necessary, number them D–1, D–2, etc.
(d) Position: Latitude and longitude to nearest one-tenth degree.
(e) Date Time: Date and time in Greenwich Mean Time of position.
(f) Sailing Route: Give method of sailing—rhumbline or great circle. Give positions in latitude and longitude to nearest tenth degree of points of anticipated major course changes along proposed track. Indicate sailing methods between points—"GC," for Great Circle; "RL," for rhumbline. If voyage is coastal, state "Usual Coastwise Route."
(g) Speed: Speed of vessel knots to nearest one-tenth knot.
(h) Destination: Next port of call.
(i) ETA: Date and time (GMT) of estimated arrival at next port of call.

12. Normal commercial procedures will be employed using the international "Q" signals. Headings of ship reports will be indicated in International Regulations; however, to insure no coast or landline charges, the words "Gov't DH" should be inserted immediately before the check count. Address all ship report messages to United States Coast Guard, New York, as indicated in paragraph 7.

13. A format of various ship report text as outlined in paragraph 11 follows:

(a) (Vessel en route United States port from Europe enters maritime region) SS GRIPSHOLM SKBA 1 47.3N 30.0W 081430 GC TO 42.0N 50.0W THENCE 265 to 40.1N 70.0W THENCE DIRECT 18.2 NEW YORK 120430 BT MASTER
(b) Vessel enters SAR area 2 from SAR area 1 having sent one previous message.
SS QUEEN MARY GBTT 2 40.4N 67.0W 020830 RL TO 40.1N 70.0W THENCE DIRECT 29.0 NEW YORK 021830 BT MASTER
(c) Vessel arrives harbor entrance (Chesapeake Bay) having sent two previous messages.
SS ROYAL OAK KWUW 3 37.2N 76.1W 120215
EN ROUTE BALTIMORE BT MASTER
(d) Vessel more than 25 miles from DR position along projected track, having sent one previous message.
SS A P HILL KHJV 2 35.5N 74.1W 242200 USUAL COASTWISE ROUTE SLOWED FOR WEATHER 5.0 NEW ORLEANS 300000 BT MASTER
(e) Vessel departs United States port en route United States port.
SS SUZANNE KSKD L 42.3N 71.0W 312030 USUAL COASTWISE ROUTE VIA C AND D CANAL 11.5 BALTIMORE 020200 BT MASTER
(f) Vessel departs maritime region having sent two previous messages.
SS ATLANTIC RANGER ELNB 3 40.5N 45.0W 150900 GC TO 36.8N 09.0W THENCE DIRECT 14.0 GIBRALTAR 201000 BT MASTER

AIDS TO NAVIGATION

Information regarding damaged aids to navigation.—It frequently occurs that aids to navigation are collided with, causing damage and displacement, or complete loss, without the knowledge of the Coast Guard District Commander.

The replacement or repair of such aids is consequently often not made as promptly as desirable. This situation results in diminished protection for marine traffic, and is attributable in a large part to the failure of vessel operators to furnish notice of these collisions to the nearest local or district office of the U. S. Coast Guard, or to Coast Guard Headquarters, as required by law and regulation.

The prompt submission of notice of any marine casualty or accident, including damage or destruction of aids to navigation, is required by the Marine Investigation Regulations, Section 136.05, Title 46, Code of Federal Regulations, and by the Special Operating Requirements, Section 62.16, Title 46, Code of Federal Regulations, with penalty for noncompliance.

KEEP CLEAR OF LIGHTSHIPS

Caution to all shipmasters—Avoidance of collision with lightships.—Courses should invariably be set to pass lightships with sufficient clearance to avoid the possibility of collision from any cause. Errors of observation, current and wind effects, other vessels in the vicinity, and defects in steering gear may be, and have been, the causes of actual collisions, or imminent danger thereof, needlessly jeopardizing the safety of lightships and their crews, and that of all navigation dependent on these important aids to navigation. Experience shows that lightships cannot be safely used as leading marks to be passed close aboard, but should invariably be left broad off the course, wherever sea room permits.

When approaching a lightship or a station on a submarine site, or radio bearings, the risk of collision will be avoided by insuring that the radio bearing does not remain constant.

MERCHANT MARINE STATISTICS

There were 976 vessels of 1,000 gross tons and over in the active oceangoing United States merchant fleet on March 1, 1958, it was announced by the Maritime Administration. This was one more than the number active on February 1, 1958.

There were 45 Government-owned and 931 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 35 vessels in the custody of the Departments of Defense, State, and Interior.

There was a decrease of 1 active and a decrease of 11 inactive vessels in the privately owned fleet. Twelve freighters were traded in to the Government on new building. One new tanker, the *Atlantis*, went into operation, and one tanker was sold foreign. One ship, the *Carib Queen*, was repossessed by the Government, and one vessel, the *Pegor*, was returned from foreign flag to United States registry. This made a net loss of 12 ships in the total privately owned fleet, which numbered 996.

The Maritime Administration's active fleet increased by 2, while its inactive fleet increased by 8. Three freighters were sold for scrap. These were the *George R. Poole*, the *Oscar Chappell*, and the *R. J. Reynolds*. Twelve freighters were accepted as trade-ins and two tankers owned by the Navy were turned over to the Administration. One ship was repossessed from private ownership, and two reserve fleet ships were turned over to the Navy. This made a net increase of 10 in the Government fleet, which totaled 2,126. There was a net decrease of 2 vessels in the total merchant fleet, active and inactive, which numbered 3,122 on March 1, 1958.

Contracts were placed for 10 new cargo ships. One new tanker and a tanker conversion were delivered. The total of large merchant ships on order or under construction in United States shipyards rose to 121.

The privately owned and operated United States-flag merchant fleet (oceangoing vessels of 1,000 gross tons and over only) on January 1, 1958, provided employment for more than 64,200 seamen, including reserves, the American Merchant Marine Institute reported.

Current employment, according to an institute research report, even though reduced by 8 percent (5,500 jobs) during 1957, is still above the postwar low of 63,000 recorded in the fall of 1954. At that time we had over 200 privately owned vessels inactive due to lack of cargoes. By way of comparison, United States-flag private vessels inactive at the beginning of 1958 totaled 70, of which 62 were idle or laid up due to lack of cargoes.

The report also points out that employment reached the 1957 high of 73,500 in June due to the breakout of Government vessels. This increased employment was short lived due in part to these same Government vessels aiding in keeping freight rates down and causing the layup of private tonnage.

The report's breakdown of employment by vessel types shows large C-type vessels account for 39.5 percent of total shipboard employment, tankers account for 24.6 percent, and passenger types are in third place with 16.7 percent of total employment.

A breakdown of total employment by departments shows 39 percent (25,066) in the deck department, 36.2 percent (23,278) in the engine department, and 24.8 percent (15,900) in the stewards department.

America's maritime labor force, as of January 1, 1958, included 49,329 men in unlicensed jobs and 14,915 serving as licensed officers.

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, Washington 25, D. C.]

TITLE 33—NAVIGATION AND NAVIGABLE WATERS

Chapter I—Coast Guard, Department of the Treasury

Subchapter L—Security of Waterfront Facilities

[CGFR 58-4]

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

CONDITIONS FOR DESIGNATION AS DESIGNATED WATERFRONT FACILITY

Miscellaneous amendments to the regulations regarding "Security of Waterfront Facilities" were published in the Federal Register dated December 20, 1957 (22 F. R. 10301–10304). The changes in this document are editorial in nature and correct misspelled words, eliminate duplicated text, and insert phrases unintentionally omitted.

Because the amendments in this document 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 impracticable and unnecessary.

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:

a. Section 126.15 (e) is corrected by changing the phrase "life trucks" to "lift trucks."

b. Section 126.15 (m) is amended by revising subparagraphs (1) and (2) to read as follows:

§ 126.15 *Conditions for designation as designated waterfront facility.* * * *

(m) *Arrangement of cargo, freight, merchandise, or material.* * * *

(1) At least two feet of clear and open space shall be maintained free of rubbish, dunnage, or other obstructions between cargo, freight, merchandise, or other material piles and both sides of the walls of the waterfront facility, fire walls or fire stops in enclosed waterfront facilities. This distance shall be measured from the most prominent projection of the wall such as studding, bracings, or other obstructions that are part of the structure. In an unenclosed facility, 2

feet of clear and open space shall be maintained free of rubbish, dunnage, or other obstructions between cargo, freight, merchandise or other materials and the sides of the pier.

(2) Inflammable or combustible cargo, freight, merchandise or material, not including bulk cargo, shall not be tiered higher than 12 feet. All cargo, freight, merchandise or other materials including inflammable or combustible cargo, freight, merchandise or materials shall be so tiered as to maintain a clearance between the upper level of the top tier and trusses, beams, girders, or other structural members of not less than 36", and between such upper level and sprinkler heads a clearance of at least 12" shall be maintained.

(40 Stat. 220, as amended; 50 U. S. C. 191, E. O. 10173, 15 F. R. 7005, 3 CFR, 1950 Supp., E. O. 10277, 16 F. R. 7537, 3 CFR, 1951 Supp., E. O. 10352, 17 F. R. 4607, 3 CFR, 1952 Supp.)

Dated: February 26, 1958.

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

[F. R. Doc. 58-1698; Filed, Mar. 5, 1958; 8:53 a. m.]

TITLE 46—SHIPPING

Chapter I—Coast Guard, Department of the Treasury

[CGFR 58-6]

DISCLOSURE OF INFORMATION FROM MARINE SAFETY RECORDS

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), and the Merchant Marine Council held a public hearing on April 24, 1956, at Washington, D. C., and considered the agenda consisting of Items I through XVIII, inclusive. Item XII of this agenda dealt with access to and release of information from marine safety records. Numerous comments, views, and data were submitted in connection with this item and they 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 while others were rejected. The majority of comments regarding the proposals objected to the manner of obtaining access to or release of information from marine safety records and the restrictions proposed to be established. Many of these objections are accepted and the regulations in this document are intended to provide a uniform administration over the disclosure of information from marine safety records and recognize only those restrictions based on security or other requirements described in various laws or executive orders. The proposed regulations have been extensively revised to accomplish these changes.

By virtue of the authority vested in me as Commandant, United States Coast Guard, by Treasury Department Orders No. 120, dated July 31, 1950 (15 F. R. 6521); CGFR 51-1, dated January 23, 1951 (16 F. R. 731), 167-9, dated August 3, 1954 (19 F. R. 5195), 167-14, dated November 26, 1954 (19 F. R. 8026), 167-20, dated June 18, 1956 (21 F. R. 4894), and CGFR 56-28, dated July 24, 1956 (21 F. R. 5659), to promulgate regulations in accordance with the statutes cited with the regulation below: *It is ordered,* That all the amendments and new regulations prescribed below shall become effective 90 days after the date of publication of this document in the Federal Register:

Subchapter A—Procedures Applicable to the Public

PART 2—VESSEL INSPECTIONS

Subchapter K—Marine Investigations and Suspension and Revocation Proceedings

PART 136—MARINE INVESTIGATION REGULATIONS

(Federal Register of Saturday, March 15, 1958)

United States Coast Guard

[CGFR 58-5]

WASHINGTON

ADDRESSES AND DESCRIPTIONS OF CERTAIN COAST GUARD DISTRICTS

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 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 Federal Register Document CGFR 55-7 and Federal Register Document 55-2100. The addresses or descriptions for certain Coast Guard districts have been revised, as follows:

Third District. The Third Coast Guard District, with district office at 650 Custom House, New York, N. Y., shall comprise the counties of Orleans, Franklin, Grand Isle, Chittenden, and Addison in Vermont; Connecticut; New York, except that part north of latitude 42° N. and west of longitude 74°38′ W.; New Jersey; Pennsylvania east of longitude 79° W.; Delaware, including Fenwick Island.

Seventh District. The Seventh Coast Guard District with district office at 150 Southeast Third Avenue, Miami 32, Florida, shall comprise: South Carolina; Florida and Georgia, except that part of Florida west of the east bank of the Apalachicola River and that part of Georgia west of the east bank of the Jim Woodruff Reservoir and the east bank of the Flint River up-stream to Montezuma, Georgia and south and west of a line between Montezuma and West Point, Georgia; Panama Canal Zone; all of the island possessions of the United States pertaining to Puerto Rico and the Virgin Islands; all of the United States naval reservations in the islands of the West Indies and on the north coast of South America; and the ocean area between a line from the coastal end of the Fifth-Seventh Coast Guard District boundary, thence 122° T, and a line from the coastal end of the Seventh-Eighth Coast Guard District boundary, thence 193° T; and the ocean area bounded by a line from the border between Guatemala and Mexico on the Pacific Coast (14°38′ N., 92°19′ W.) southwesterly to latitude 5° S., longitude 110° W., thence due east to the Coast of South America.

Eighth District. The Eighth Coast Guard District, with district office at 328 Custom House, New Orleans 16, La., shall comprise: New Mexico, Texas, and Louisiana; those parts of Alabama, Mississippi, and Arkansas south of latitude 34° N.; and that part of Florida west of the east bank of the Apalachicola River and that part of Georgia west of the east bank of the Jim Woodruff Reservoir and the east bank of the Flint River up-stream to Montezuma, Georgia, and south and west of a line between Montezuma and West Point, Georgia; the water of the Gulf of Mexico westward of a line from the coastal end of the Seventh-Eighth Coast Guard District boundary, thence 193° T.

Eleventh District. The Eleventh Coast Guard District, with district office at 706 Times Building, Long Beach 2, California, shall comprise: Arizona; Clark County in Nevada; the southern part of California comprising the counties of Santa Barbara, Kern, and San Bernardino, and all counties south thereof; and the ocean area bounded by a line from California coast at latitude 34°58′ N. (mouth of Santa Maria River) southwesterly to latitude 24°15′ N., longitude 134°40′ W.; thence southeasterly to latitude 5° S., longitude 110° W.; thence northeasterly to the border be-

tween Guatemala and Mexico on the Pacific Coast (14°38′ N., 92°19′ W.).

Dated: February 27, 1958.

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

[F. R. Doc. 58-1697; Filed, Mar. 5, 1958; 8:53 a.m.]

NAVIGATION AND VESSEL INSPECTION CIRCULAR NO. 5-58

March 7, 1958

Subj: Rheostat Operating Shafts Installed on Inspected Merchant Vessels

1. *Purpose.* This circular is to direct the attention of ship operators, shipboard personnel, shipyards, marine inspectors and others concerned, to unsafe conditions caused by electrically energized operating shafts of motor field rheostats and to recommend corrective measures.

2. *Discussion.* Many cases of shock and one fatality have been reported as a result of contact with energized rheostat shafts. A study has been made and it has been determined that the construction of certain rheostats, chiefly those manufactured prior to 1950, is such that the operating shaft is metallically connected to the internal resistance element and thus is energized with this element. In general, with an insulating handle completely covering the extended portion of a rheostat shaft having no other extensions, there is little danger of shock; however, if the shaft is exposed to contact by personnel through set screws or holding screws in the handle, or through an extension shaft, or by removal of the handle, there exists a dangerous condition which may look harmless.

3. *Tests.* To determine whether the shaft of a rheostat is energized, connect one lead of a suitable voltmeter to the shaft of an energized rheostat and the other lead to the ship's hull (ground). A voltage reading will indicate that the shaft is energized. For a deenergized rheostat an ohmmeter test may be made from the shaft to the rheostat terminals. A low resistance reading will indicate that the shaft will become energized with the rheostat.

4. *Recommended practice.* All rheostat shafts likely to be touched by operating personnel, including units mounted on switchboards, should be completely insulated from current-carrying parts. Tests should be made to determine if any rheostats of existing installations are of the energized shaft-type construction. Existing rheostat installations of the energized shaft type may be maintained in service if the shaft external to the rheostat housing is completely covered by an insulating handle in which any set screws and/or other metallic connections to the shaft are completely shielded with sealing compound or other effective means to prevent injury to personnel.

5. *Industry Action.* It is recommended that ship operators, shipboard personnel, shipyards and others concerned make every effort to eliminate the unsafe conditions which may exist in connection with rheostat operating shafts.

6. *Coast Guard Action.* At the next annual or biennial inspection of all vessels, inspectors shall determine whether this hazardous condition exists. Particular care shall be taken on vessels having a direct-current electrical system. Where this hazard is found to exist corrective action shall be taken as indicated in paragraph 4.

H. T. JEWELL,
Rear Admiral, USCG
Chief, Office of Merchant Marine Safety,
By direction of the Commandant.

ACCEPTABLE COVERED STEEL ARC WELDING ELECTRODES

The following are additions to the list of electrodes which are acceptable to the United States Coast Guard for use in welded fabrications.

Distributors and/or manufacturers	Brand	AWS class	Operating positions and electrode sizes (inch)				
			5/32 and below	3/16	7/32	1/4	5/16
Air Reduction Sales Co., 42d St. opposite Grand Central, New York 17, N. Y. (Arcrods Corp., manufacturers).	Easyarc 11	E6011	1	1	2	2	3
Do	Easyarc 30	E6027				2	
Alloy Rods Co., York, Pa	Atom-Arc 7016 MO (1/2 Mo.)	E7016	1	2	2	2	
General Electric Co., Schenectady 5, N. Y. (Arcrods Corp., manufacturers)	Strikeasy 611	E6011	1	1	2	2	3
Harnischfeger Corp., 4400 West National Ave., Milwaukee 14, Wis	CM-50	E7010-A1	1	1	2	2	
The Lincoln Electric Co., 22801 St. Clair Ave., Cleveland 17, Ohio	Fleetweld 5P	E6010	1	1			
The McKay Co., York, Pa	McKay 7018	E7016	1	2	2	2	3
Metal & Thermit Co., 120 Broadway, New York 5, N. Y. (Arcrods Corp., manufacturers).	Murex Speedex A	E6011	1	1	2	2	3
Do	Murex Speedex Triplex	E6027				2	
A. O. Smith Co., Milwaukee 1, Wis	SW47	E6016	1	2	2	2	3
Westinghouse Electric & Manufacturing Co., Post Office Box 132, Montevallo, Ala.	Westinghouse ZIP-14	E6014	1	1	2	2	2
Do	Westinghouse WIZ-18	E6018	1	2	2	2	3
Wilson Welder & Metals Co., Lincoln Bldg., 42d St. and Grand Central, New York 17, N. Y. (Arcrods Corp., manufacturers).	Wilson Lightening Rod 11	E6011	1	1	2	2	3
Do	Wilson Lightening Rod 30	E6027				2	
Do	Wilson Lightening Rod 10 (Iron Powder).	E6010	1	1			
Do	Wilson 520B	E6013	1	1	2	2	
Do	Wilson 520	E6013	1	1	2	2	3
Do	Wilson Lightening Rod (Iron Powder).	E6024	2	2	2	2	
Do	Wilson Lightening Rod 14 (Iron Powder).	E6013	1	1	2	2	
Do	Wilson 523	E6012	1	1	2	2	3
Do	Wilson 524	E6020		2	2	3	3
Do	Wilson Lightening Rod 528 (Iron Powder).	E7016	1	2	2	2	
Do	Wilson 527	E7016	1	2	2	2	

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 March 25, 1958 (CGFR 58–7). 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 March to 31 March 1958, inclusive, for use on board vessels in accordance with the provisions of Part 147 (46 CFR 146–147) of the Dangerous Cargo Regulations are as follows:

CERTIFIED

Malter Supply Co., Inc., 545 Magazine St., New Orleans 12, La., Certificate No. 232, dated 3 March 1958, MALCO MS1025 SOLVENT.

Malter Supply Co., Inc., 545 Magazine St., New Orleans 12 La., Certificate No. 237, dated 3 March 1958, MALCO XL CARBURETOR CLEANER.

Industrial Chemical Co., 12134 South Main St., Los Angeles 61, Calif., Certificate No. 238, dated 19 March 1958, INDUCO FLUID.

Axion Chemical Co., Inc., 223 Erie St., Buffalo 2, N. Y., Certificate No. 261, dated 19 March 1958, AXION DEGREASING SOLVENT #701 SALT WATER.

Axion Chemical Co., Inc., 223 Erie St., Buffalo 2, N. Y., Certificate No. 265, dated 19 March 1958, AXION DEGREASING SOLVENT #702 FRESH WATER.

CANCELED

Saniline Exterminating Service, 622 East 16th Ave., San Mateo, Calif., Certificate No. 125, dated 20 February 1958, SANITOX-100.

G. N. Coughlan Co., West Orange, N. J., Certificate No. 218, dated 20 February 1958, LIQUID CHIMNEY SWEEP SOOT DESTROYER.

G. N. Coughlan Co., West Orange, N. J., Certificate No. 236, dated 20 February 1958, POWDER CHIMNEY SWEEP SOOT DESTROYER.

Puritan Drug Co., Inc., 39 East 20th St., New York 3, N. Y., Certificate No. 283, dated 20 February 1958, LAV-O-SEPTIC 10%.

Frank J. Edwards Co., Inc., 15 William St., New York 5, N. Y., Certificate No. 356, dated 20 February 1958, SAVE-OIL-AID.

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
123	Rules and Regulations for Tank Vessels. 10–1–56
129	Proceedings of the Merchant Marine Council. Monthly
	Motorboat Safety. 1957–1958
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. 6–1–55
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
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

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 1958

The following have been modified by Federal Registers:

CG–190 Federal Register, March 25, 1958.
CG–200 Federal Register, March 15, 1958.
CG–239 Federal Register, March 6, 1958.

MERCHANT VESSEL POSITION REPORTING PROGRAM

BREAKDOWN OF TEXTS OF MERCHANT SHIP REPORTS

NAME	CALL SIGN	REPORT NUMBER	POSITION	DATE AND TIME	SAILING ROUTE	SPEED	DESTINATION	ETA
Name of vessel	International call letters	Number regular reports in sequence for each trip 1, 2, 3, etc. If deviation reports become necessary, number deviation messages D1, D2, D3, etc.	Latitude and longitude to nearest tenth degree at time of report	Date and time of positions in GMT. (Use six digit group, i. e., 041820 where first 2 digits are date and last 4 digits are GMT time in hours and minutes.)	Give method of sailing: Rhumb Line or Great Circle. Give position in latitude to nearest tenth degree of anticipated major course changes along proposed track. Indicate sailing method between points, "GC" for Great Circle, "RL" for Rhumb Line, or if voyage is coastal state "usual coastwise route."	In knots to nearest tenth knot	Next port of call	Date and time in GMT of estimated time of arrival at next port of call

CONSOLIDATED INSTRUCTIONS TO MERCHANT VESSELS

1. WHY REPORTS ARE REQUESTED:

Reports are requested from merchant vessels to assist in the improvement of U. S. Coast Guard rescue coordination capabilities in the North Atlantic Maritime Region which includes Gulf of Mexico and the Caribbean.

2. WHO IS REQUESTED TO SEND REPORTS:

Reports are requested from all merchant vessels, both foreign and U. S. registry that carry one or more radio officers, plying the National Maritime Region of the North Atlantic. This region is shown on chartlet in basic instructions.

3. WHEN REPORTS ARE DESIRED:

Reports are desired from merchant vessels, as outlined below, when within the boundaries of the North Atlantic Maritime Region (see chartlet):

VESSEL BOUND EASTWARD FROM U. S. PORT

(*a*) Departing harbor entrance.
(*b*) Entering SAR Area 1 (67th meridian).
(*c*) Departing Maritime Region.

VESSEL BOUND WESTWARD EN ROUTE U. S. PORT

(*a*) Entering Maritime Region.
(*b*) Entering SAR Area 2 (67th meridian).
(*c*) Arriving harbor entrance.

VESSEL BOUND COASTWISE

(*a*) Departing harbor entrance.
(*b*) Arriving harbor entrance.

VESSEL EN ROUTE THROUGH MARITIME REGION NOT TOUCHING THE EAST COAST OF NORTH AMERICA

(*a*) Entering North Atlantic Maritime Region.
(*b*) Entering new SAR Area (crosses 67th meridian).
(*c*) Departs North Atlantic Maritime Region.

DEVIATION MESSAGES
(*What To Do if Plans Change*)

If a vessel does not maintain course and speed because of bad weather or some other reason and is more than 25 miles from its projected position, a special report should be made as shown in the Radio Operating Instructions. When able to resume course and speed another message should be sent with the latest information.

4. TO WHOM REPORTS SHOULD BE ADDRESSED:

All merchant vessel movement reports should be addressed to U. S. Coast Guard, New York, N. Y. Upon receipt in New York, the information in the reports will be plotted, and by means of a machine computer will be kept up to date, ready for instant use in case of distress.

5. WHO ACCEPTS REPORTS FOR COMEASTAREA:

A list of Ocean Stations and U. S. Coast Guard Radio Stations operating under this program, the frequencies and/or bands guarded by each, and their operating frequency in each band is tabulated below:

CG Unit's Radio Call	*Unit's Location*	*Frequency and/or HF Band Guarded*	*CG Unit's Working Freq.*
4YB OSV	56.30N 51.00W	500 kc/s	466 kc/s
4YC OSV	52.45N 35.30W	500 kc/s	466 kc/s
4YD OSV	44.00N 41.00W	500 kc/s	466 kc/s
4YE OSV	35.00N 48.00W	500 kc/s	466 kc/s
NJN	Argentia, Nfld.	500 kc/s	466 kc/s
NMF	Boston, Mass.	500 kc/s 8354–8374 kc/s	472 kc/s 8734 kc/s
NMY	New York, N. Y.	500 kc/s 4177–4187 kc/s	486 kc/s 4361 kc/s
NMK	Cape May, N. J.	500 kc/s	486 kc/s
NMN	Norfolk, Va.	500 kc/s 12531–12561 kc/s	466 kc/s 12718.5 kc/s
NOC	Bermuda, BWI.	500 kc/s	466 kc/s
NMV	Jacksonville Beach, Fla.	500 kc/s 8354–8374 kc/s	440 kc/s 8734 kc/s
NMA	Miami, Fla.	500 kc/s 12531–12561 kc/s	440 kc/s 12718.5 kc/s
NOF	St. Petersburg, Fla.	500 kc/s	440 kc/s
NMR	San Juan, P. R.	500 kc/s 4177–4187 kc/s	466 kc/s 4361 kc/s
NMG	New Orleans, La.	500 kc/s 12531–12561 kc/s	428 kc/s 12718.5 kc/s
NOY	Galveston, Tex.	500 kc/s 8354–8374 kc/s	428 kc/s 8734 kc/s

6. WHICH OF THE ABOVE STATIONS TO CALL:

To assist merchant vessels in determining the Coast Guard unit with which they may most likely be able to communicate, each of the above units except Ocean Station Vessels will transmit a call to all ships (CQ) on their assigned HF working frequency and/or 500 kc/s once within each of the following time periods:

All times Greenwich mean time

0100–0130	0900–0930	1700–1730
0500–0530	1300–1330	2100–2130

YOUR COOPERATION AND PARTICIPATION IS REQUESTED

U. S. GOVERNMENT PRINTING OFFICE: 1958