

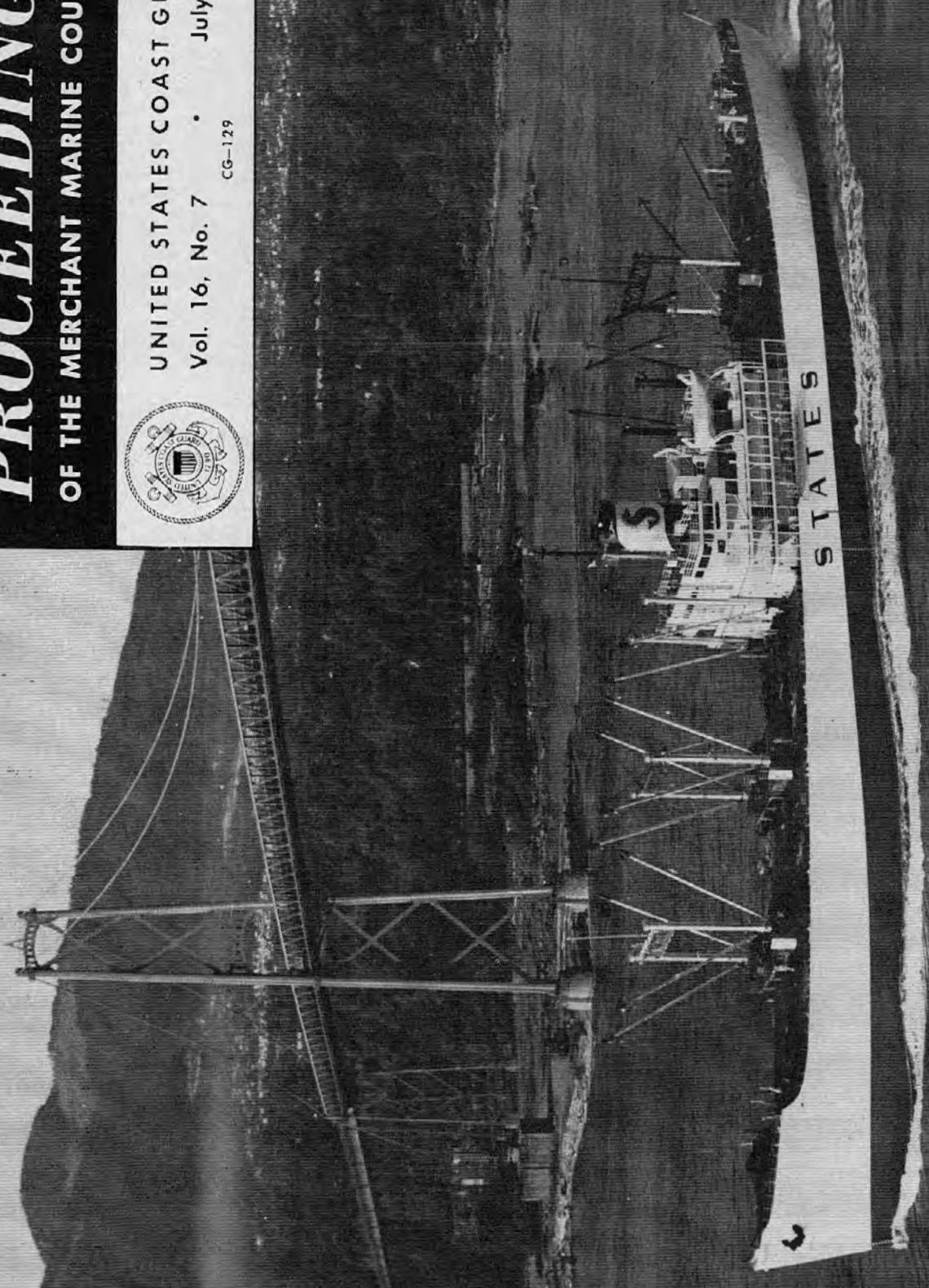
PROCEEDINGS

OF THE MERCHANT MARINE COUNCIL



UNITED STATES COAST GUARD
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PROCEEDINGS

OF THE

MERCHANT MARINE COUNCIL

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The Merchant Marine Council of
the United States Coast Guard

This Copy FOR NOT LESS THAN
20 Readers PASS IT ALONG

Vice Admiral Alfred C. Richmond, USCG
Commandant

Rear Admiral Henry T. Jewell, USCG
Chief, Office of Merchant Marine Safety, Chairman

Captain C. P. Murphy, USCG
Assistant Chief, Office of Merchant Marine Safety,
Vice Chairman

Rear Admiral E. H. Thiele, USCG
Engineer in Chief, Member

Captain Walter C. Capron, USCG
Deputy Chief of Staff, Member

Captain John J. Hutson, USCG
Chief, Port Security and Law Enforcement Division, Member

Captain C. H. Broach, USCG
Chief, Merchant Vessel Inspection Division, Member

Captain Arthur W. Johnsen, USCG
Chief, Merchant Marine Technical Division, Member

Captain Roderick Y. Edwards, USCG
Chief, Merchant Vessel Personnel Division, Member

Captain A. W. Wuerker, USCG
Executive Secretary and Member

Mr. K. S. Harrison
Chief Counsel

Lt. Comdr. B. F. Rush, USCG
Editor

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FRONT COVER

Slicing along with a bone in her teeth, the SS *Oregon* passes under the Lions Gate suspension bridge in Vancouver, B.C. Owned by States Steamship Co., this C-8 was built as the *Sea Panther* in 1943 and has been named the *Elmore* and the *China Transport*. Photo Courtesy Committee of American Steamship Lines.

BACK COVER

One of the safety posters distributed to all Matson Navigation ships. These true-to-life cartoons are the handiwork of Grandon S. Seal, purser on the SS *Hawaiian Citizen*.

DISTRIBUTION (SDL 69)

A: a aa b c d (2); remainder (1)
B: e (35); c (16); f (4); h (3); g (2); remainder (1)
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D: i (5); a b c d e f g h j k m (1)
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List 141M
List 111

SAFETY FIRST HAS MADE ATLANTIC FIRST!



WINNER OF THE National Safety Council first place award for tankers, ocean and coastwise, is the Atlantic Refining Co., Fort Mifflin, Pa. In the photograph above, Capt. E. L. Lindenmuth accepts the award on behalf of the 12-ship fleet from Capt. W. G. Anderson. Others, left to right, are: C. C. Shute, H. M. Elder, J. E. West, W. A. Walls, J. S. Friel, C. A. Culver, and Chief Mate Leo Payne. Atlantic won the 1958 award with a remarkable low accident frequency rate of 0.92, compared with an average rate in their division of 2.77. "Winning first-place honors in the safety contest is the result of many years of hard work by all concerned with safety. These results are even more dramatic when you realize that in 1952 we were in 10th place in the contest," it was pointed out in the excellent *Marine News*, published by Atlantic. Photo Courtesy The Atlantic Refining Co.

CHANGES IN MERCHANT MARINE COUNCIL

CAPT. ROBERT A. SMYTH



CAPTAIN Robert A. Smyth, Assistant Chief, Office of Merchant Marine Safety, retired from active duty on July 1, 1959, after a career which spanned two World Wars.

After World War I, when he served in the U.S. Navy, Captain Smyth was employed at the Submarine Boat Corp. and then began his seagoing career. He earned his original engineer's license in 1920 and worked himself up the ladder to chief engineer in 1929. He holds license 7,8 today. He sailed for the U.S. Army Transport Service, and later the Pacific Coast Steamship Co. and the American Mail Line.

Leaving the sea in 1930, he worked for the Sperry Gyroscope Co., and from that organization was appointed to the Bureau of Marine Inspection and Navigation as a marine inspector in 1931. This duty covered assignments in San Francisco, Honolulu,

and Washington, D.C., as assistant, local, and principal traveling inspector.

When the BMIN was transferred to the Coast Guard in 1942, Captain Smyth was assigned to the Merchant Marine Council as executive secretary. Commissioned in 1942 as a lieutenant commander, he took the oath of office as a commander the following day. He was made a captain in 1943.

In 1945 he was named Chief, Merchant Marine Technical Division, and in 1951 became Assistant Chief of the Office of Merchant Marine Safety. He is a member of the Society of Naval Architects & Marine Engineers, American Society of Naval Engineers, Newcomen Society of England (American Branch), and the American Bureau of Shipping Engineering Committee.

CAPT. CHARLES P. MURPHY



SECOND in command of the Coast Guard's marine safety functions is Capt. Charles P. Murphy, recently named as Assistant Chief of the Office of Merchant Marine Safety.

Since 1951, Captain Murphy has been Chief, Merchant Marine Technical Division, which, among other things, reviews and approves all plans and specifications for the construction or alteration of merchant vessels, examines all equipment and devices, and reviews load-line certificates and computations and violations of load-line regulations.

He was graduated from Webb Institute of Naval Architecture, where he received a degree in 1935. Employed by the Bureau of Marine Inspection and Navigation, he came into the Coast Guard in 1942 with the rank of lieutenant commander and headed the Naval Architecture Section at

Coast Guard Headquarters until 1946. At that time he was named Assistant Chief, Merchant Marine Technical Division, and remained in that capacity until 1951 when he became head of that Division.

In 1948 he served as adviser to the U.S. delegation at the International Conference on Safety of Life at Sea. Captain Murphy is a member of the American Bureau of Shipping Committee on Naval Architecture and a member of the State Department Shipping Coordinating Committee. He also is a member of the Society of Naval Architects & Marine Engineers, and the National Fire Protection Association. At the time of his promotion to captain in 1952, Captain Murphy had the unusual distinction of being the youngest officer in that rank in the Coast Guard.

CAPT. JOHN J. HUTSON

CHIEF of the Port Security and Law Enforcement Division at Coast Guard Headquarters and member of the Merchant Marine Council is Capt. John J. Hutson. A career service officer, he relieves Capt. William L. Sutter, who has been ordered as commanding officer of the CGC *Westwind*.

Capt. Hutson comes to Washington from a 3-year tour as Captain of the Port of San Francisco, where he was respon-



CAPT. ARTHUR W. JOHNSON

NEWLY assigned Chief, Merchant Marine Technical Division, and member of the Merchant Marine Council is Capt. Arthur W. Johnson. During the past 4 years he has been in New York, first as Officer in Charge of the Coast Guard's largest Marine Inspection Office, and for the past year a member of the District Commander's staff with supervision over all the Marine Inspection offices in that district.



CAPT. RODERICK Y. EDWARDS

A **NEW** member of the Merchant Marine Council is Capt. Roderick Y. Edwards, USCG, who assumed duties as Chief, Merchant Vessel Personnel Division, on May 12, 1959.

A former merchant marine officer, Captain Edwards started to sea in 1928 and received his original license as a third mate in 1931. He earned his master's license in 1938 and was chief officer aboard the *Exeter* and *Exochorda* before joining the Bureau of Marine Inspection and Navigation as an inspector of



(Biographical sketches continued on page 134)

COAST GUARD FACILITIES AND SERVICES*

• • • SEARCH



IT IS A generally known fact that the present Coast Guard is an amalgamation of a number of services. The four primary phases of Coast Guard operation follow very closely the duties of these previous agencies.

Most mariners are familiar with the aids to navigation duties which were formerly charged to the Light-house Service and with Merchant Marine Safety activities which were the responsibility of the Bureau of Marine Inspection. The other two consist of law enforcement, which was the original duty of the Revenue Cutter Service, and search and rescue, which came to the Coast Guard from both the Revenue Cutter Service and the Life Saving Service.

Search and rescue may be defined as the employment of available personnel and facilities in rendering aid to persons and property in distress. Until recently there was no overall plan for the implementation of search and rescue within the United States. In 1956, at the direction of the President a National Search and Rescue Plan was formulated. This plan in itself did not supply additional search and rescue facilities to any agency or establish a separate agency to handle matters pertaining thereto. The object of the plan was to delineate areas of responsibility for coordination to agencies having a search and rescue potential and to provide the procedures for this coordination of effort to insure the best possible service with facilities available.

*Based on a Talk to the Miami Propeller Club by Capt. W. D. Shields, USCG, Operations Officer, 7th Coast Guard District.

SEARCH AND RESCUE PLAN

The National SAR Plan concept of having a single agency coordinate SAR in a specific region recognized that it would be very costly and impractical to attempt to have facilities at every spot where a potential distress might occur. But by a high degree of coordination of all federal, state and local facilities the best possible search and rescue coverage is obtained by using facilities already in being. Agencies which might be called on to assist include the Coast Guard, Air Force, Army, Navy, the Civil Aeronautics Administration, Federal Communications Commission, the Civil Air Patrol, the Coast Guard Auxiliary and law enforcement agencies of States and municipalities.

The Coast Guard, which has statutory responsibilities for assisting persons and property on the high seas and waters under the jurisdiction of the United States, was designated by the National Search and Rescue Plan as the agency to coordinate such activities in the Maritime Region. This Region covers over half of the North Atlantic and most of the Pacific Ocean. The Air Force was designated as the agency with coordination responsibility in the Inland Region of the United States. The Air Force delegated this mission to the Commander Continental Air Command.

The Coast Guard has decentralized its Search and Rescue organization into the Pacific Maritime Region under the Commander, Western Area at San Francisco, and the Atlantic Maritime Region under the Commander, Eastern Area at New York City and

within each region to the several District Commanders who have their headquarters at Boston, New York, Norfolk, Miami, New Orleans, Long Beach, San Francisco, Seattle, Honolulu, and Juneau. Each of these SAR Coordinators operates a Rescue Coordination Center which by definition is:

An installation having available to its personnel, communications and other facilities required to properly initiate, control, coordinate, and terminate search and rescue in a specific area.

The operational mission of the Rescue Coordination Center is:

To promote efficient organization and direction of search and rescue effort within an established area, exercise operational control of the forces assigned (Coast Guard or other, in accordance with joint agreements), and coordinate the activities of all participating forces in any particular case; additionally, to keep informed of all sources potentially capable of providing assistance or information and plan for their effective use.

Good communications is essential to effective SAR operations, and consequently all RCCs are connected by telephone and/or teletype with Navy, Air Force, Army, CAA, State, and local police facilities, as well as other Coast Guard units. Also available for use to the Controller on duty in the RCC are status boards and wall plots to show the location and availability of primary SAR facilities in the area for which the Center has the responsibility and interest.

VISITS ENCOURAGED

The Coast Guard believes it can operate more effectively if its potential "customers" are familiar with SAR organization. Consequently Coast Guard District Commanders encourage visits to their RCCs by those concerned.

When a call comes in to an RCC indicating that assistance may be required, it is immediately plotted and the units in the most favorable position to assist are dispatched or alerted, according to the circumstances. Often, Coast Guard units themselves are the first to receive information of a distress. In such a situation, the unit will proceed and advise the Rescue Coordination Center of the action taken with a request for addi-

tional facilities if they are considered necessary. In many cases such as small boats aground, broken down or out of fuel, adequate assistance can be rendered by a single unit. Many times it is possible to get, by radio or other means, a nearby vessel or boat to help. Frequently the Coast Guard Auxiliary, a volunteer civilian group interested in boating safety, is called on to render assistance in areas where it might take some time for Coast Guard craft to arrive.

Search for distressed or disabled units is often made by Coast Guard aircraft since the speed of aircraft permits a considerably larger area to be covered in a shorter period of time. These aircraft carry a certain amount of rescue and survival equipment but they also depend on the assistance of vessels near a distress case which they either divert or lead to the scene of distress.

LIFE SAVING PARAMOUNT

Coast Guard units in the execution of their humanitarian duties give top priority to saving of life and assistance of persons in distress. The recovery and protection of property necessarily are secondary to this.

As regards to assistance to persons, the main item involving larger vessels are those cases involving sickness or injury where medical treatment is prescribed by the Public Health Service and relayed by the Coast Guard and those cases where the sick or injured person or persons are removed from the vessel. During the initial phase of such medical cases the Coast Guard acts solely as a relay for information from the ship giving symptoms to the Public Health Service physicians who will make a diagnosis and request additional information as necessary. The Public Health Service will then advise the recommended action to be taken.

In a large number of cases the action recommended is sufficient for onboard treatment which permits the ship to continue its voyage. In more serious cases the Public Health Service doctors will recommend that the patient be removed at the nearest port. At locations where the Coast Guard has facilities the vessel will be met at the harbor entrance and the patient transferred ashore to the hospital. Where the case is of sufficient gravity to require an examination by a doctor prior to removal, the Coast Guard, which has no doctors attached for such services, will contact the vessel's agent and ask them to arrange for a physician to accompany the boat which is dispatched for the removal. In all cases of removal a master's certificate which gives au-

thority to incur expense on the patients behalf must accompany the patient.

REMOVAL AT SEA

In cases where the seriousness of the case does not indicate that a delay in hospitalization can be accepted the Coast Guard will, upon the recommendation of the Public Health Service, attempt removal at sea. Where the location of the vessel is reasonably close to shore, removal by helicopter is frequently possible. This operation involves the helicopter hovering over the vessel and lowering by a hoist a rescue basket or a Stokes litter. The patient is placed in the basket or litter and hoisted back aboard the helicopter. The rescue basket is used unless the condition of the patient is such that a litter is required. The shape of the basket closely resembles an old fashioned market basket with the handle running the length of the basket rather than across it. The rescue basket is buoyed and by skillful maneuvering on the part of the pilot a survivor floating on the surface can be scooped up unassisted.

Should the position of the ship be out of effective range of a helicopter an attempt may be made to remove him by seaplane or amphibian. An open sea landing by even the most rugged aircraft is a dangerous operation at best and is resorted to only when the chances of success outweigh the risk involved to the plane and its crew and the chances of further complicating sickness or injury of the patient by moving him to the plane by small boat and raft and in the subsequent take-off. The accepted procedure for transfer is from one of the vessel's boats to a life raft which is trailed behind the plane on a line.

• • • AND RESCUE



This method greatly reduces the chance of damage to the aircraft from contact with the boat. Even a small amount of damage could easily prevent the aircraft from making a successful takeoff and complicate matters by the aircraft itself becoming the object of SAR assistance.

In cases where the vessel can proceed to a rendezvous point in sheltered water for the transfer, a seaplane or amphibian removal will be attempted under less urgent medical conditions than would be required to justify an open sea landing. Last year one merchant vessel had two medical cases within a few days. The first required an open sea landing in the Gulf of Mexico and the second in sheltered waters along the south coast of Cuba. The first was made by a P5M Martin seaplane from the Coast Guard Air Station at St. Petersburg, Fla. and the second by an UF-1G Grumman amphibian from the Coast Guard Air Station at Miami. That skipper must have thought he was having all his hard luck on one voyage. Needless to say the Coast Guard was relieved when he reported arrival at his destination.

There are times when the condition of the patient is such that a removal as previously described could easily complicate or reduce the ultimate chances of recovery. In such instances all the Coast Guard can do is to advise the ship that the medical authorities recommend against removal at sea and suggest that the ship head for the nearest port where removal of the patient can be made under less difficult conditions.

Coast Guard responsibilities do not include the removal of remains of deceased persons from vessels. Such action should be arranged by agents or consular officials.

URGENT MESSAGES

Requests are sometimes received to deliver private urgent personal messages. The requester is advised that the Coast Guard has no authority under law to handle personal communications with vessels and it is suggested that they file their messages with the Marine Operator or other commercial company. Should such attempts fail the Coast Guard may assist to the extent of issuing an "all ships" broadcast requesting the vessel to contact commercial communications facilities for an urgent personal message.

In cases where there is obviously no distress or emergency, the Coast Guard does not desire to compete with private enterprise which stand in a position to render prompt and efficient service and where such action will not unduly jeopardize life or property. If, upon arrival at a scene, the Coast Guard finds that private enterprise is already there and is rendering assistance or is willing to render assistance, it is Coast Guard policy not to interfere unless the assisting craft makes apparently unreasonable demands upon the vessel which is disabled. If it becomes apparent that private enterprise cannot cope with the situation and action by the Coast Guard is necessary to prevent loss of life or property, such action shall be taken. If the Coast Guard is on hand and rendering assistance and private assistance arrives on the scene, the Coast Guard will turn over the case to the private operator if he desires to accept it and if his demands on the vessel requiring assistance are reasonable and the character of the assistance is considered adequate.

In cases involving tows, the Coast Guard vessel is normally directed to take tow to a safe anchorage or to the nearest port where emergency repairs can be effected. This does not imply that the port must have complete facilities to perform the permanent repair work nor does it imply that the Coast Guard should tow the vessel to the yard itself. Normally, in a port where commercial towage is available, the Coast Guard will have discharged its responsibility when the distressed vessel is brought to a safe anchorage. It is Coast Guard policy not to interfere with private towing activities or other private enterprise. However, even though information is received that commercial assistance is proceeding to the scene of a reported disabled craft, Coast Guard facilities are ordered to proceed until there is definite assurance that the distress no longer exists.

Coast Guard vessels will not normally participate in mooring operations of any vessel except during extreme emergency.

EMERGENCY REPAIRS

When feasible the Coast Guard will assist a disabled vessel in making emergency repairs. These repairs normally are limited to (1) those necessary and sufficient to enable the vessel to reach a safe port under her own power thus precluding the necessity of a Coast Guard tow, (2) minor adjustments, providing no unnecessary delay is experienced or where there is no interference with more urgent duties of the Coast Guard and (3) minor repairs to equipment, such as radio, not involving the seaworthiness of the vessel using Coast Guard supplies and equipment at the discretion of the Commanding Officer.

In furnishing supplies or parts, such material as can be spared without detriment to the Coast Guard may be furnished and charges made as are prescribed by regulations. Every effort is made to collect from the individual vessel at the time of the repair.

The Coast Guard does not engage in salvage operations.

Special mention should be made of assistance provided by commercial vessels. Public facilities are not always close at hand to the scene of a distress and the times that commercial vessels answer "all ships" calls and put themselves at the disposal of the coordinating agency are frequent. Their help results in the saving of many lives and the reduction of discomfort in many cases. The Coast Guard greatly appreciates this assistance, knowing full well the inconvenience and expense which often accrues to the assisting vessel and hopes as time goes by that with improved equipment and continued stress on safety education the times that merchant vessels are called on will be reduced to a minimum. An article in an earlier edition of the Proceedings discussed the new Merchant Vessel Reporting Program in the Atlantic Maritime Region which should greatly improve the overall effectiveness of the SAR organization with less effort and expense to merchant vessels.

Search and Rescue is one of the many services the Coast Guard provides the mariner in its overall objective of promoting safety afloat. We much prefer to prevent accidents before they happen. When they do, and help is needed, the facilities and services discussed herein are at your command.

... AND AWAY SHE GOES

Short of running ashore on a clear day, it is doubted if there is anything more embarrassing to a ship than losing the plant or running out of fuel.

Unless, of course, it's losing an anchor and chain at 3 o'clock in the morning in the open sea. That must be quite a thrill to be shaken out of a sound sleep to the rumble of a 9,000-pound anchor tumbling down the hawse pipe.

What happened was this:

A light draft Liberty ship was about 8½ hours from the Calcutta pilot station on the 1,425-mile trip to Colombo when the port anchor suddenly started to slide out the hawse pipe "the result of the windlass brake having been slackened by excessive vibration or from another cause." The engines were slowed, but the

anchor and approximately 100 fathom of chain were lost in the deep water.

At the time of the casualty there was a slight sea and swell with southwesterly winds, force 2.

Despite the excellent weather encountered at the time of the casualty, it is almost impossible to visualize an oceangoing ship proceeding on a 4-day sea voyage without properly securing her anchors. Ships are fitted with a variety of securing devices. Some have chain and turnbuckle arrangements. Others have a devil's claw with a screw take-up. But all have one means or another for securing the anchors for sea.

Don't put yourself or ship in the indefensible position of having to alibi a lost anchor at sea for failure to take the few minutes necessary to properly secure your ship for sea.

ANALYZE YOURSELF

Try to recall any past accidents that have happened to you or your shipmates and consider if you might have been able to prevent them. Many times we may think *IF* he had secured the ladder, he wouldn't have fallen. *IF* he had worn goggles, he would still have his eyes. *IF* he had taken more turns with the wire, the boom wouldn't have fallen. *IF* he had checked the valves, he wouldn't have been scalded. *IF* he had taken proper precautions, he wouldn't have been hurt.

Give it some thought and you may recall accidents which you could have prevented by a proper act or a word of precaution.

Each of us must realize that, in our efforts to prevent accidents, we can benefit from our knowledge and then resolve that no one will be injured as a result of accidents which we can prevent. *Lykes Lines Safety Bulletin.*



MARITIME SIDELIGHTS

Under the Amendments to Regulations of this issue is Navigation and Vessel Inspection Circular No. 2-59, which clarifies the examination of merchant marine personnel as radar observers. This circular explains the procedure for licensed masters and deck officers who are not eligible for raise in grade or increase in scope of their license, but who desire to demonstrate as soon as practicable their professional qualifications as radar observers.



Calliope music will be heard again along the shores of America's inland rivers. A calliope salvaged 20 years ago from the wreck of the sunken showboat *Water Queen* will be installed on the passenger steamer *Delta Queen*, which makes extended cruises from Cincinnati on the Ohio, Tennessee, Cumberland, and Mississippi Rivers.

The musicians who play the 32-whistle instrument will not have to take a steam bath with every song, as oldtime calliopists did. The *Delta Queen's* board chairman, E. J. Quinby, an electronics engineer from Summit, N.J., plans to install a remote-control, electronic keyboard well removed from the steam pipes of the 70-year-old relic.



Vice Adm. Roy A. Gano has been named as new head of the Navy's Military Sea Transportation Service succeeding Vice Adm. John M. Will, who retired from active duty on July 1, 1959. Admiral Will headed MSTS since 1956 and Admiral Gano was deputy commander of that service from 1955 until 1958. MSTS, the sea transport agency for the Armed Forces, used 200 ships last year to transport 60,000 passengers and 13 million tons of cargo.



Public Interest Awards for "exceptional service to safety" have been made by the National Safety Council to two maritime union newspapers—the *NMU Pilot* and the *Seafarers Log*. Both of these papers have been stressing shipboard safety with regular articles and cartoons.

TIDEWATER HONORS MARINERS FOR SAFETY RECORD



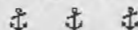
SAFETY ACHIEVEMENT AWARD: Tidewater Oil Co. honored officers and crew of the SS *Flying A New York* with a bronze plaque for chalking up a perfect safety record of no lost-time accidents during 1958. Vice President J. G. Jimenez, third from right, in making the presentation to Capt. Ralph K. Donahue of the *Flying A New York*, praised the safety efforts made by all crewmembers who made the enviable record possible. Others in the photo, left to right, are: H. F. Tomfohrde, Tidewater Transportation Manager; R. K. Kelly, Tidewater Marine Manager; Captain Donahue; Mr. Jimenez; and Gen. J. James Ashton and C. T. Foster, Jr., of the Delaware Safety Council. The ship plaque and individual lapel pins for the crew, presented at the company's first annual Marine Safety Achievement luncheon, are the first in a series to honor Tidewater mariners for their 1958 safety records. Since this luncheon, similar awards have been made to two other company ships for completing operations last year without a lost-time accident. Plaques commemorating the achievement of the ships' personnel were presented during shipboard ceremonies to Capt. James F. Ardagh of the MS *Baltimore Getty* and to Capt. Martin K. Christiansen of the MS *Newark Getty*. Still to be honored are the officers and crew of the MS *Flying A*.

Sperry Gyrofin stabilizers will be installed on the NS *Savannah*. They will be added to the ship at an estimated cost of \$700,000 by the New York Shipbuilding Corp., Camden, N.J., which is building the vessel for the Maritime Administration and the Atomic Energy Commission. The cost includes an allowance for contingencies and drydocking. Preliminary preparations have been made as the hull was constructed, permitting installation with a minimum of effort.



The fourth ship to carry the name *President Garfield* has joined American President Lines' round-the-

world fleet after an extensive modernization. The former *Magnolia Mariner* is the first of four Mariner-type ships to join the APL fleet, and will be followed by the *President Buchanan*, ex-Hoosier Mariner; *President Taylor*, ex-Hawkeye Mariner; and the *Lone Star Mariner*.



American Banner Lines, Inc., has applied for modification of its operating-differential subsidy agreement to permit passenger, cargo, and mail service by the SS *Atlantic* between U.S. North Atlantic ports and the port of Southampton, England, it was announced by the Maritime Administration.

COMMENDATIONS



NEW YORK CITY Fire Commissioner Edward F. Cavanaugh, Jr., accepts a citation by the Commandant of the Coast Guard from Rear Adm. Henry C. Perkins, USCG, Commander of the Third Coast Guard District, on behalf of the members of Engine Company 77 for their meritorious conduct during the fire aboard the Swedish motor vessel *Nebraska* and the tankship *Empress Bay* following a collision in the East River on June 25, 1958. The commendation is reproduced below.

HON. EDWARD F. CAVANAUGH, JR.
Fire Commissioner,
Municipal Building, New York 7, N.Y.

MY DEAR MR. CAVANAUGH:

It is my pleasure to extend through you a commendation from the U.S. Coast Guard to the working platoon of Engine Company 77, and particularly to Fire Captain Eugene E. Kenny and Pilot Otto A. Winderl for their meritorious conduct in connection with the MV *Express Bay*-MV *Nebraska* disaster in the East River on June 25, 1958.

The record of the Marine Board of Investigation which inquired into the incident disclosed that the fireboat *William J. Gaynor* was at her regular berth beneath the Brooklyn Bridge on the Brooklyn side. Pilot Winderl, in the pilothouse of the *Gaynor*, and Captain Kenny, in the firehouse on the pier, were simultaneously alerted by the sounds of cross signals followed by a danger signal, a crash, and a muffled explosion. Within a minute the fire company was turned out and the *Gaynor* was underway toward the burning vessels which were between the Brooklyn and Manhattan Bridges. The *Gaynor* arrived on the scene within 5 minutes from the time the explosion was heard. Both vessels were engulfed in flames, with the *Nebraska's* bow locked into the port quarter of the *Empress Bay*. The *Gaynor* swept the starboard side of the *Nebraska* with her deck fire nozzle, then maneuvered close under the counter of the burning vessel where approximately 20 persons, including 2 women, were able to descend to the top of her pilothouse and safety. After another sweep forward to fight the fire, it was reported that more persons were on the stern of the *Nebraska*. Once again the *Gaynor* ma-

(Continued on page 137)



CAPT. WILLIAM G. REICHERT, master of the tug *Valmorac*, receives from Rear Adm. Henry C. Perkins, USCG, Commander of the Third Coast Guard District, a citation by the Commandant of the Coast Guard praising his efforts, and those of his crew, in rescuing two persons from the water following the collision in the East River of the motor vessel *Nebraska* and the tankship *Empress Bay* on June 25, 1958. The commendation is reproduced below.

CAPTAIN WILLIAM G. REICHERT
37-68 97th Street,
Corona, Long Island, N.Y.

DEAR CAPTAIN REICHERT:

The Coast Guard is pleased to commend you as Master, and the officers and crew of the tug *Valmorac* for your noteworthy action in going to the assistance of the Swedish motor vessel *Nebraska* and the U.S. tankship *Empress Bay* which collided and burned in the East River, New York, on June 25, 1958.

Having come upon the burning vessels within a few minutes after the collision occurred, you directed your vessel toward the scene without hesitation. As you approached, survivors were observed in the water being carried away by the tide. Navigating with skill, two crewmembers from the *Nebraska* were rescued, and a third, who was being aided from the shore, was given needed assistance.

But for the prompt and skillful effort of yourself and the members of your crew, two more lives might have been lost. This achievement, which should afford you a large measure of personal satisfaction, is deserving of the highest praise.

Sincerely yours,

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



PERSONNEL of the tug *Dalzella* received letters of commendation from the Commandant of the Coast Guard for their rescue efforts following the collision of the Swedish motor vessel *Nebraska* and the U.S. tankship *Empress Bay* in the East River on June 25, 1958. Posing here following special presentation ceremonies held in the Whitehall Club are, left to right: Thomas Wallace, Peter J. Feger, William Jones, Hans Uthus, John J. Churchill, John McGowan, Rear Adm. Henry C. Perkins, USCG, Commander of the Third Coast Guard District (who presented the citations on behalf of Vice Adm. Alfred C. Richmond, Commandant of the Coast Guard), Richard Kalberer, Lloyd Dalzell, chairman of the board of Dalzell Towing Corp., Howard Caulfield, Benedict Deeley. Also a recipient, but not present, was Ralph Hennessey. The commendation for Capt. Benedict Deeley is reproduced below.

CAPTAIN BENEDICT DEELEY,
1864 Cornelia Street,
Ridgewood 27, N.Y.

DEAR CAPTAIN DEELEY:

The Coast Guard, as the principal agency of the United States charged with the safety of life and property at sea, takes pleasure in commending you as master of the tug *Dalzella* for the initiative, courage, and skill displayed by you on June 25, 1958, in connection with the rescue efforts and assistance rendered during the fire which raged aboard the Swedish motor vessel *Nebraska* and the U.S. tankship *Empress Bay* following the collision of those two vessels in the East River, New York.

The record of the Marine Board of Investigation which inquired into the circumstances discloses that: "At 0025 hours on June 25, 1958 the tug *Dalzella* was north of Governors Island crossing the East River range, having come from the Hudson River when Benedict Deeley, master on watch, saw a sheet of flame upriver. He notified his crew to stand by with fire hoses and proceeded toward the scene along the Brooklyn side of the river. He rounded astern of the *Nebraska* and went down her starboard side. Using a ladder from the tug, four persons were assisted from the burning ship and removed to the bulkhead between Piers 29 and 31, East River. The tug then returned to the starboard side of the *Nebraska* and pressing with its bow, breasted her away from Pier 31, East River, out into the stream. At the request of pilot Haughn to separate the *Empress Bay*, the tug *Dalzella* pushed against the port quarter of the tanker to free it. This was not successful. The tug then proceeded to a position off the bow of the *Empress Bay* where at the suggestion of Captain John Churchill, alternate master, who was at the after steering station, a line was placed on the bow of the tankship. Engineer Hans Uthus volunteered and boarded the *Empress Bay* where he made the line fast. With the other end of its stern bitt the tug *Dalzella* pulled and the vessels came apart. The tanker sank by the stern immediately, but its bow remained afloat. Attempts to tow the derelict to the Brooklyn shore were abandoned because of traffic in the river."

The prompt and effective response by the *Dalzella* in this emergency reflects the highest credit in the state of readiness of the officers and crew under your command.

Sincerely yours,

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

DRAFT LIMITATIONS FOR PANAMA CANAL

Following is an official notice published by the Panama Canal Company concerning draft limitations for ships of more than 30,000 deadweight tons seeking to use the Canal:

"Because of the increasing numbers of larger vessels seeking passage through the Canal, it is necessary to prescribe the draft limitations for those vessels of more than 30,000 deadweight tons making an initial transit, and restrictions applying to the deep draft vessels for transiting when Gatun Lake elevation is low, which normally occurs at the end of the dry season.

"In general, for transits of:

"(1) Vessels over 30,000 tons, but less than 45,000 deadweight tons, maximum forward shall be such that there is a minimum of 10 feet of water under the keel based on the level of Gatun Lake, except that for initial transit, the draft shall not exceed 34 feet.

"(2) Vessels over 45,000 deadweight tons, maximum forward shall be such that there is a minimum of 11 feet of water under the keel based on the level of Gatun Lake, except that for initial transit the draft shall not exceed 33 feet.

"Following a satisfactory initial transit, approval may be given for increasing draft of vessel. Subsequent increases in draft shall be subject to the demonstrated operation of the vessel and the level of Gatun Lake.

"The Panama Canal Company should be informed sufficiently in advance of each expected initial transit of the large vessels, as well as those vessels making repeat transits under draft limitations, in order that the authorized draft may be made known in sufficient time."

LAW VIOLATION

In a recent prosecution in a Federal court for violation of section 526(1) of Title 46, United States Code (Reckless or negligent operation of a motorboat or any vessel so as to endanger the life, limb, or property of any person), the defendant was fined \$500, given a suspended jail sentence of 6 months, and placed on probation for 2 years.

Specifically, it was established that the defendant "buzzed" a sailboat while towing a water skier, and that he made three passes at the sailboat. The defendant's attorney contended that it was just a prank and that no harm was meant, but the judge remarked that he had lived along the water and was well aware of the risks from these playful buzzings.

sible for maintaining that vital seaport's security. As COTP in the Golden Gate city, he issued permits to handle dangerous cargoes, supervised the transferring of explosives, and controlled the movement of merchant ships within the port area.

He was graduated from the Coast Guard Academy in 1933 and prior to World War II served aboard the *Sebago*, *Ponchartrain*, *Modoc*, and *Escanaba*. During the war he was commanding officer of the U.S.S. *Belfast* which took part in the Western New Guinea, Leyte, and convoy operations from 1943 to 1945.

Since the end of hostilities, Captain Hutson has served ashore and afloat, including tours as commanding officer of the cutters *Sorrell* and *Chincoteague*; Chief, Aides to Navigation, New Orleans; and just prior to his transfer to San Francisco in 1956, he was commanding officer of the CGC *Ponchartrain* operating out of Long Beach, Calif.

A 1936 graduate of the Coast Guard Academy, Captain Johnson served afloat until 1942 when he was assigned as a post-graduate student at the Massachusetts Institute of Technology where he earned a master's degree in naval architecture and marine engineering. After tours afloat and ashore in engineering duty, he served a 2-year tour at Coast Guard Headquarters in the Hull Technical Section of the Division he now heads.

While assigned in 1949 as technical adviser to the Officer in Charge, Marine Inspection, Norfolk, Va., he had the responsibility for checking and approving plans and safety features on the superliner *SS United States*. In 1950 he was named Officer in Charge of the Norfolk Marine Inspection Office.

After 2 years in this assignment, Captain Johnson served at sea as commanding officer of the cutter *Chincoteague*. In 1955 he took over the marine safety responsibilities in New York.

Captain Johnson is a member of the Society of Naval Architects & Marine Engineers.

hulls in 1941. Commissioned as a lieutenant commander in the Coast Guard in 1943, he went overseas as Officer in Charge, Bristol Channel and Southampton, England, in the first of many assignments which have given him direct experience in merchant marine safety work.

While in Europe, he aided in the establishment of the Coast Guard Rescue Flotilla which participated in the Normandy invasions, and after organizing the port of Antwerp, Belgium, served at that post as executive officer to the Navy's "Com Belgium" for which Adm. R. Stark, USN, awarded him the Navy Commendation Ribbon.

After a brief tour in the New York Merchant Marine Hearing Unit, Captain Edwards was assigned to Coast Guard Headquarters in the Program Planning Division where he remained from 1945 until he was transferred as Officer in Charge, Marine Inspection, and Captain of the Port, Philadelphia, in 1949.

Early in 1957, he was assigned as Assistant Chief, Merchant Vessel Inspection Division, Coast Guard Headquarters, where he served until his promotion to Chief, MVP, relieving Capt. Leonard T. Jones, USCG.

WATCH THOSE CHAIN STOPPERS

Modern ships are built with a lot of modern fittings and appliances. They have self-closing hatch covers instead of the old wooden hatch boards or pontoons, and most of them use separate winches or reels for topping-lifts. However, a great many ships still hang topping-lifts off on cleats and use gypsy heads to top the booms.

It is the latter case that involves the greatest amount of safety precaution. It is at least a three-man job. One to apply the chain stopper, one to slack the wire on the cleats until the stopper takes hold, and a third man to back up the man at the cleats by keeping the turns clear and feed slack as necessary.

No accident on board ship is more feared than when a boom takes charge!

This, however, is just what happened aboard a C-3 type ship on the West Coast recently. Two men were preparing to raise the forward starboard boom at No. 3 hatch. One placed a chain stopper on the topping-

lift consisting of three half hitches and three back turns. The second man removed the figure 8 turns of wire from the cleat, but had difficulty surging the remaining wraps. It took a few minutes before the strain of the boom was taken up by the stopper.

The man at the stopper said, "I have it." The other seaman threw off the remaining turns. Both men had difficulty in turning the heel block around so the wire would run fair to the gypsy head and they kicked it around into position.

A moment later as the wire was being placed on an adjacent gypsy head, the boom began to fall. One man jumped clear, but the other was thrown to the deck and his left leg was caught in a bight of wire and carried to the block. His leg was severed about 4 inches above the ankle.

He was rushed to a nearby hospital and later transferred to a U.S. Public Health Hospital where he was fitted with an artificial limb.

DAMAGED AIDS

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 of 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.

ACCIDENTS IN BRIEF

Here is a condensation of some accidents reported to Coast Guard Headquarters during the past month. A capsule glimpse into the cause * * * and effect. In each case the victim was incapacitated for at least 72 hours.

CAUSE

EFFECT

Lowering gangway_____	Rope burns to foot attempting to halt gangway fall.
Governor assembly dropped_____	Compound fracture of finger.
Boom stopper slipped_____	Sprained thumb caught between stopper and topping lift.



Overhauling rope tackle_____ Finger crushed between cheek and sheave.

Replacing boom shackle_____	Lashing holding block let go; mild cerebral concussion.
Uncovering cargo hatch_____	Stumbled, fell backwards into 'tween deck.

Chopping fire wood_____ Cut off tip of index finger.



Climbing ladder_____	Slipped, broken left leg.
Removing feed pump cover_____	Scalded from hips to knees.



Sitting on batteries_____ Acid burns to posterior.

Carving a roast_____	Fork slipped, splashed with hot grease.
Steaming reefer box_____	Nozzle fell off, suffered steam burns.

MERCHANT MARINE STATISTICS

There were 950 vessels of 1,000 gross tons and over in the active oceangoing U.S. merchant fleet on May 1, 1959, according to the Maritime Administration. This was three fewer than the number active on April 1, 1959.

There were 28 Government-owned and 922 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 26 vessels in the custody of the Departments of Defense, State, and Interior.

There was a decrease of 4 active vessels and an increase of 10 inactive vessels in the privately owned fleet. Five freighters, the *Valiant Power*, *Eviliz*, *Pacific Tide*, *Valiant Force*, and the *Pacific Venture*, were returned from foreign to U.S. flag. Three tankers, the *Morania Abaco* (a small liquid asphalt carrier), *Alaska Standard* (a small coastal ship), and the *Eagle Voyager*, were delivered into service and two tankers, the *Wang Forwarder* and *Wang Governor*, were sold foreign. This increased the total privately owned fleet by a net of 6 to 1,012.

Of the 90 privately owned inactive vessels, 21 dry cargo ships and 48 tankers were laid up for lack of employment, 4 more than on April 1. The others were undergoing repair or conversion.

The Maritime Administration's active fleet was one more than that of the previous month, while its inactive fleet decreased by seven. Eleven Liberty ships were sold for scrap. Three freighters and an LST owned by the Navy, and a Coast Guard buoy tender were turned over to the Administration for layup in the National Defense Reserve Fleet. This decreased the Government fleet by 6 to a total of 2,096. The total merchant fleet of 3,108 active and inactive ships was the same as the fleet on April 1, 1959.

One new oceangoing tanker was delivered to U.S. flag and one passenger ship conversion was completed. No new ships were ordered. The total of large merchant ships on order or under construction in U.S. shipyards dropped by 2 ships to 80.

Seafaring jobs on active oceangoing U.S.-flag ships of 1,000 gross tons and over, excluding civilian seamen manning Military Sea Transportation Service ships, were 50,390. Prospective officers in training in Federal and State nautical schools numbered 1,998.



nautical queries

Q. How should a steam gage be connected into a steam line in order to protect it from excessive temperatures?

A. The steam gage should be fitted with a U-bend or loop in the connecting pipe between the line and the gage. This fills with water by condensation and protects the gage from direct contact with the steam.

Q. What main factor determines the temperature at which the lubricating oil is best separated in a centrifugal separator?

A. The viscosity of the lubricating oil is the main factor which determines what temperature is best for separation. The higher the viscosity, the higher should be the temperature for good separation.

Q. What attention should the engineroom telegraph from the bridge have?

A. It should be kept in proper alignment so that there will be no danger of misunderstanding the signals from the bridge. It should work freely so there will be no danger of the wires breaking due to excessive strain, and it should be oiled regularly. When a ship has changed its loading conditions, the telegraph may require adjustment. The telegraph should be tested before each time it is to be used, and once each day while the vessel is running at sea.

Q. What are the effects of the following alloying elements in alloy steels:

- (a) Chromium;
- (b) Copper;
- (c) Molybdenum?

A. (a) Chromium increases strength, hardness, toughness, resistance to impact, responsiveness to heat treatment, and ability to withstand atmospheric and water corrosion.

(b) Copper in small amounts increases resistance to atmospheric corrosion; in large amounts it increases strength and toughness.

(c) Molybdenum increases strength at high temperatures and resistance to creep.

Q. Describe the procedure in ballasting the double bottom tanks of a dangerously tender vessel.

A. On a dangerously tender vessel the ballasting of double bottom tanks should be done very carefully,

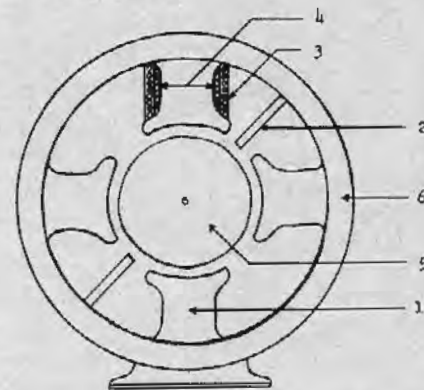
choosing first the tank with minimum width and thus minimum free surface, and pressing it up before proceeding to ballast the next tank so that at all times the free surface effect will be at a minimum.

Q. Explain compound winding as applied to a D.C. generator.

A. Compound winding is a method of winding the field poles of a generator with two sets of field windings, the one set being coarse and the other fine. The coarse wire is connected in series and the fine wire is shunt with the armature circuit. This combines the advantages of both series and shunt winding, and an efficient and automatic method of regulating the voltage of the system is its result.

DIRECT CURRENT

Q. Name the parts in this cross-sectional view of a four-pole compound wound generator indicated by the numbers 1 through 6 in the sketch below.



- A.** 1. Main pole;
2. Commutating pole;
3. Series field windings;
4. Shunt field windings;
5. Armature;
6. Frame or yoke.

Q. What is an overcompounded generator?

A. An overcompounded generator is one in which the series field strength is such that the terminal voltage at full load is higher than at no load.

Q. What is a flat-compounded generator?

A. A flat-compounded generator is one which the series field strength is such that the terminal voltage at full load is the same as at no load.

Q. (a) What is the function of the armature windings?

(b) What is the function of the commutator?

A. (a) The function of the armature windings is to cut lines of force passing between the field magnets and transmit the developed electromotive force (e.m.f.) to the commutator.

(b) The function of the commutator is to convert the alternating current from the armature windings into direct current and transmit it through the brushes to the external circuit.

Q. How may the compression pressure of one cylinder of an operating engine be determined?

A. The cylinder to be tested should be cut out by shutting off its fuel. The compression pressure may then be determined by taking an indicator card. The height of the card so drawn will represent the pressure within the cylinder and is proportional to the strength of the spring used in the indicator. Other instruments are also used which when connected to the indicator cock will read directly the maximum pressure occurring in the cylinder.

Q. (a) How are direct drive 4-cycle engines reversed?

(b) What is the simpler method used in reversing 2-cycle engines?

A. (a) Usually the reversal of 4-cycle engines is accomplished by the use of two sets of cams on the cam shaft, one set for ahead running and the other for astern. To reverse, the rollers are raised from the cams, the cam shaft slid endways to bring the reverse cams under the rollers, and the rollers dropped back on the cams.

(b) Since the port timing in 2-cycle engines is fixed, the timing of the air-starting valves, the fuel-injection valves, and scavenging valves, if used, may be changed by merely rotating the cam shaft or cam followers through a few degrees with respect to the crankshaft.

Printed below is a copy of the Federal Register document setting forth the action taken on Item XI—Suspension or Revocation Proceedings—by the Merchant Marine Council pursuant to the public hearing of April 27, 1959.

DEPARTMENT OF THE TREASURY

United States Coast Guard

[46 CFR Parts 1, 4, 136, 137, 187]

[CGFR 59-20]

SUSPENSION OR REVOCATION PROCEEDINGS

Written Comments on Proposed Regulations

Pursuant to the notice of proposed rule making published in the Federal Register on April 9, 1959 (24 F.R. 2749-2751), and Merchant Marine Council Public Hearing Agenda CG-249 dated April 27, 1959, the Merchant Marine Council held a Public Hearing on April 27, 1959, for the purpose of receiving comments, views and data. The proposals considered were identified as Items I to XII, inclusive. The proposals with respect to suspension or revocation proceedings involving licenses, certificates or documents issued to individuals were set forth in detail as Item XI in the Agenda, CG-249, and a summary was set forth in the previously mentioned Federal Register of April 9, 1959.

This document is the second of a series covering the regulations and actions considered at the April 27, 1959, Public Hearing and annual session of the Merchant Marine Council. The first document, CGFR 59-17 contains the action taken with respect to Item VIII regarding power-operated industrial trucks.

Many requests were received before and at the Public Hearing for extension of time for the submission of comments with respect to Item XI. Therefore, an extension of six months for the submission of written comments is granted with respect to Item XI entitled "Suspension or Revocation Proceedings," as set forth in the Merchant Marine Council Public Hearing Agenda CG-249 dated April 27, 1959.

On the basis of the comments received and those written comments which will be received prior to October 27, 1959, the proposed regulations will be revised. The revised proposed regulations then will be included in another notice of proposed rule making and published in the Federal Register so as to afford additional time for the submission of further written comments before final action on the adoption of revised regula-

tions. In addition to publication in the Federal Register, copies of the revised proposed regulations will be sent to all who have expressed an interest in this subject or have requested them.

Even though a long extension of time has been allowed for submitting written comments and the proposed regulations as revised will be distributed for further comment in the Fall of this year, it is urged that additional written views be submitted and that this be done as soon as possible in order to permit the Coast Guard adequate time to thoroughly study and evaluate them.

All views and comments should be sent to the Commandant (CMC), United States Coast Guard, Washington 25, D.C. In order to expedite consideration of comments and to facilitate checking and recording it is preferred that each comment regarding a section or paragraph of the proposed regulations be submitted on Coast Guard Form CG-3287, copies of which were attached to the Agenda and may be reproduced, or copies may be obtained upon request from the Commandant (CMC). However, all comments should show the section or paragraph number, the proposed change, the reason or basis, and the name, business firm or organization (if any), and the address of the submitter.

Dated: May 14, 1959.

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

[F.R. Doc. 59-4359; Filed, May 22, 1959;
8:47 a.m.]

DEPARTMENT OF THE TREASURY

United States Coast Guard

[CGFR 59-11]

WILMINGTON, N.C., MARINE INSPECTION OFFICE

Establishment

A Marine Inspection Office has been established at the Custom House Wharf, Wilmington, N.C. This Office is a Coast Guard unit headed by an Officer in Charge, Marine Inspection, who has been delegated authority as described in 33 CFR 1.01-20 to administer and give immediate direction to those Coast Guard activities relating to the navigation and vessel inspection laws within his Marine Inspection Zone.

The Wilmington, N.C., Marine Inspection Zone shall consist of the State of North Carolina, except

Buggs Island Lake and that portion of North Carolina north and/or east of a line drawn from 36°34' N. and 77°04' W. due south to and including Washington, N.C., thence southeast along the north bank of the Pamlico River to Wade's Point, thence to Pamlico Point Lighthouse, and thence 125° T. to the sea. This zone was formerly a part of the Marine Inspection Zone assigned to the Norfolk, Va., Marine Inspection Office.

The ship owners, operators, builders, vessels' operating personnel and other persons affected by the navigation and vessel inspection laws when within the Wilmington, N.C., Marine Inspection Zone, are requested to utilize the services available at the Marine Inspection Office, Custom House Wharf, Wilmington, N.C.

Dated: April 30, 1959.

[SEAL] J. A. HIRCHFIELD,
Rear Admiral, U.S. Coast
Guard, Acting Commandant.

[F.R. Doc. 59-3880; Filed, May 6, 1959;
8:51 a.m.]

more on COMMENDATION

neuvered under the counter of the burning vessel and several more people were rescued, bringing the total to approximately 25. Throughout these maneuvers the propeller of the *Nebraska* was turning as she attempted to free herself of the tanker impaled on her bow. Combined with the fire and smoke, this condition added further to the hazards and difficulty of the operation. During this last maneuver, despite the skillful handling of Pilot Winderl, the *Gaynor* came against the turning propeller which tore her hull and forced her withdrawal from the scene after 30 minutes of close-in firefighting and rescue operations.

The prompt and effective response of the men of Engine Company 77 reflects a high state of readiness of that unit, and their outstanding accomplishment is fully deserving of the Coast Guard's "Well done!"

Since Pilot Winderl is a licensed officer of the U.S. Merchant Marine, I have directed that a copy of this letter be placed in his official record.

Sincerely yours,

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



PROCEDURE ESTABLISHED FOR INTERPRETIVE RULINGS

TITLE 33—NAVIGATION AND NAVIGABLE WATERS

Chapter I—Coast Guard, Department of the Treasury

[CGFR 59-5]

RULES OF THE ROAD Interpretive Rulings

The "Rules of the Road" are requirements which govern all vessels while upon the navigable waters of the United States, as well as all vessels owned in the United States while upon the high seas. Various laws containing these requirements are also often referred to as the "International Rules," the "Inland Rules," the "Great Lakes Rules," and "Western Rivers Rules." These laws are further supplemented by regulations published in 33 CFR Parts 80 to 100, inclusive.

The Coast Guard is charged with responsibility for administration and enforcement of "Rules of the Road." Inquiries are being received as to meanings of certain provisions. In order that the public may understand our procedures in handling these inquiries, a Rules of the Road Subcommittee to the Coast Guard Merchant Marine Council has been established. The functions of this Subcommittee are twofold: First, consider all proposals to amend or interpret the statutory "Rules of the Road." Second, submit recommendations thereon to the Coast Guard Merchant Marine Council, with specific reference as to publication in the Federal Register, referral to public hearing, or necessary legislation.

With respect to publication in the Federal Register, all pertinent interpretive rulings approved by the Commandant will be published as designated regulations in 33 CFR Part 85, 86, 91, or 96, as appropriate. As the laws are generally known by titles which reflect the waters on which applicable, this same division is carried forward in these interpretations; i.e., "International Rules," "Inland Rules," "Great Lakes Rules," and "Western Rivers Rules." In addition, these interpretive rulings will be included in future editions of Coast Guard pamphlets containing "Rules of the Road."

Failure to comply with any law as interpreted will be considered as a violation of such law, and the penalty may be assessed as provided by law.

An Act of August 14, 1958 (Pub. Law 85-635), amended certain requirements governing lights for over-

taken vessels while underway at night and subject to the "Inland Rules" or the "Western Rivers Rules." Since that time inquiries have been received concerning whether or not the amendments to Article 10 of section 1 of the Act of June 7, 1897, as amended (33 U.S.C. 179) ("Inland Rules"), and Rule Numbered 10 of section 4233 of the Revised Statutes of the United States, as amended (33 U.S.C. 319) ("Western Rivers Rules"), regarding fixed stern lights, applied to vessels other than "steam vessels," such as tugs, barges, sail vessels, motorboats when propelled by sail alone, etc. The purposes for these statutory amendments are set forth in Senate Report No. 1382, 85th Congress, 2d session, which accompanied Senate Bill 2115, later enacted as Public Law 85-635. The stated purpose for a "fixed stern light" is: "To amend both the inland rules and the western rivers rules so as to require a vessel underway, when not otherwise required to carry a light visible from astern, to carry a fixed white light visible from astern; both sets of rules now require a vessel to show a light astern only when being overtaken by another vessel. The reason for proposing that a vessel, which is not now required to carry a fixed light visible from astern, be required to carry a stern light at all times rather than only when being overtaken, is that often a vessel under the present rules will not detect an overtaking vessel astern and will fail to show the stern light, with the result that the overtaking vessel has no notice of the vessel being overtaken. This creates a risk of collision."

With respect to the application of Article 10 of section 1 of the Act of June 7, 1897, as amended (33 U.S.C. 179) ("Inland Rules"), and Rule numbered 10 of section 4233 of the Revised Statutes of the United States, as amended (33 U.S.C. 319) ("Western Rivers Rules"), these rules apply to all vessels, including but not limited to, tugs, barges, sail vessels, motor boats when propelled by sail alone, etc.

In setting forth the following interpretive rulings as regulations to be included with the "Rules of the Road," additional informative regulations have been inserted to explain their scope, the assignment of functions, and enforcement procedures.

Interpretations were previously published in the Federal Register of November 1, 1957 (22 F.R. 8821), concerning the all around white light aft or the 12-point stern light carried on motorboats. These are included

herein in order to have them also appear with the other interpretations regarding the "Rules of the Road."

Because the regulations in this document are interpretations, it is hereby found that compliance with the Administrative Procedure Act (respecting notice of proposed rule making, public rule making procedures thereon, and effective date requirements thereof) is unnecessary.

By virtue of the authority vested in me as Commandant, United States Coast Guard, by Treasury Department Orders 120, dated July 31, 1950 (15 F.R. 6521), and 167-17, dated June 29, 1955 (20 F.R. 4976), to promulgate regulations in accordance with the statutes cited with the regulations below, the following interpretive rulings are prescribed and shall be considered in effect on and after the date of publication of this document in the Federal Register.

SUBCHAPTER D—NAVIGATION REQUIREMENTS FOR CERTAIN INLAND WATERS

PART 85—INTERPRETIVE RULINGS—INTERNATIONAL RULES

Subchapter D is amended by adding a new Part 85 reading as follows:

Subpart 85.01—General Provisions

Sec.	Scope.
85.01-1	Scope.
85.01-5	Assignment of functions.

Subpart 85.05—Navigation Lights

85.05-1	Stern light for motorboats operating on the high seas carried on centerline.
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AUTHORITY: §§ 85.01-1 to 85.05-1 issued under sec. 3, 60 Stat. 238, and sec. 693, 63 Stat. 545; 5 U.S.C. 1002, 14 U.S.C. 633.

Subpart 85.01—General Provisions

§ 85.01-1 Scope.

The regulations in this part are interpretive rulings with respect to the "Rules of the Road" requirements applicable to all public and private vessels of the United States while upon the high seas and in waters connected therewith when subject to the "International Rules" as set forth in the Act of October 11, 1951 (6 Stat. 406-420; 33 U.S.C. 143-147d).

§ 85.01-5 Assignment of functions.

The Secretary of the Treasury by Treasury Department Orders 120, dated July 31, 1950 (15 F.R. 6521) and 167-17, dated June 25, 1955 (20 F.R. 4976), delegated to the Commandant, United States Coast Guard, authority to prescribe such regulations as necessary to carry out the

provisions of any law administered by the Coast Guard. The interpretive rulings in this part are prescribed pursuant to section 3 of the Administrative Procedure Act (5 U.S.C. 1002) and 14 U.S.C. 633 in the Act of August 4, 1949.

Subpart 85.05—Navigation Lights

§ 85.05-1 Stern light for motorboats operating on the high seas carried on centerline.

Rule 10 of the "International Rules" (33 U.S.C. 145h) states, "A vessel when underway shall carry at her stern a white light, * * *." This 12-point white stern light shall be carried on the centerline of every motorboat of Class A, 1, 2, or 3, except that on a motorboat of Class A or 1 this light may be carried off the centerline.

PART 86—INTERPRETIVE RULINGS—INLAND RULES

Subchapter D is amended by adding a new Part 86 reading as follows:

Subpart 86.01—General Provisions

Sec.
86.01-1 Scope.
86.01-5 Assignment of functions.
86.01-10 Penalties and violations.

Subpart 86.05—Navigation Lights

86.05-1 White lights for motorboats carried on centerline.
86.05-5 Stern lights for all vessels.

AUTHORITY: §§ 86.01-1 to 86.05-5 issued under sec. 3, 60 Stat. 238, and sec. 633, 63 Stat. 545; 5 U.S.C. 1002, U.S.C. 633.

Subpart 86.01—General Provisions

§ 86.01-1 Scope.

The regulations in this part are interpretive rulings with respect to "Rules of the Road" requirements applicable to all vessels while in the harbors, rivers, and other inland waters of the United States except the Great Lakes and their connecting and tributary waters as far east as Montreal and the waters of the Mississippi River between its source and the Huey P. Long Bridge and all of the tributaries emptying thereinto and their tributaries, and that part of the Atchafalaya River above its junction with the Plaquemine-Morgan City alternate waterway, and the Red River of the North.

§ 86.01-5 Assignment of functions.

The Secretary of the Treasury by Treasury Department Orders 120, dated July 31, 1950 (15 F.R. 6521), and 167-17, dated June 25, 1955 (20 F.R. 4976), delegated to the Commandant, United States Coast Guard, authority to prescribe such regulations as necessary to carry out the provisions of any law administered

by the Coast Guard. The interpretive rulings in this part are prescribed pursuant to section 3 of the Administrative Procedure Act (5 U.S.C. 1002) and 14 U.S.C. 633 in the Act of August 4, 1949.

§ 86.01-10 Penalties and violations.

(a) Failure to comply with any law as interpreted will be considered as a violation of such law and the penalty may be assessed as provided by law.

(b) The reports of violations of the "Rules of the Road," as well as the assessment, collection, mitigation or remission of civil penalties authorized by law, shall be in accordance with 46 CFR 2.50-20 to 2.50-30, inclusive (Subchapter A—Procedures Applicable to the Public).

Subpart 86.05—Navigation Lights

§ 86.05-1 White lights for motorboats carried on centerline.

Every white light required by section 3 of the Act of April 25, 1940, as amended (46 U.S.C. 526b), shall be carried on the centerline of the motorboat, except that the all-around white light aft on a motorboat of Class A or 1 may be carried off the centerline.

§ 86.05-5 Stern lights for all vessels.

Article 10 of section 1 of the Act of June 7, 1897, as amended by the Act of August 14, 1958 (33 U.S.C. 179), requires "A vessel when underway, if not otherwise required by these rules to carry one or more lights visible from aft, shall carry at her stern a white light, * * *" and this requirement shall be applied to all vessels, including but not limited to, tugs, barges, sail vessels, motorboats when propelled by sail alone, etc.

SUBCHAPTER E—NAVIGATION REQUIREMENTS FOR THE GREAT LAKES AND ST. MARYS RIVER

PART 91—INTERPRETIVE RULINGS

Subchapter E is amended by adding a new Part 91 reading as follows:

Subpart 91.01—General Provisions

Sec.
91.01-1 Scope.
91.01-5 Assignment of functions.
91.01-10 Penalties and violations.

Subpart 91.05—Navigation Lights

91.05-1 White lights for motorboats carried on centerline.

AUTHORITY: §§ 91.01-1 to 91.05-1 issued under sec. 3, 60 Stat. 238 and sec. 633, 63 Stat. 545; 5 U.S.C. 1002, 14 U.S.C. 633.

Subpart 91.01—General Provisions

§ 91.01-1 Scope.

The regulations in this part are interpretive rulings with respect to

"Rules of the Road" requirements applicable to all vessels of the United States while in 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.

§ 91.01-5 Assignment of functions.

The Secretary of the Treasury by Treasury Department Orders 120, dated July 31, 1950 (15 F.R. 6521), and 167-17, dated June 25, 1955 (20 F.R. 4976), delegated to the Commandant, United States Coast Guard, authority to prescribe such regulations as necessary to carry out the provisions of any law administered by the Coast Guard. The interpretive rulings in this part are prescribed pursuant to section 3 of the Administrative Procedure Act (5 U.S.C. 1002) and 14 U.S.C. 633 in the Act of August 4, 1949.

§ 91.01-10 Penalties and violations.

(a) Failure to comply with any law as interpreted will be considered as a violation of such law and the penalty may be assessed as provided by law.

(b) The reports of violations of the "Rules of the Road," as well as the assessment, collection, mitigation or remission of civil penalties authorized by law, shall be in accordance with 46 CFR 2.50-20 to 2.50-30, inclusive (Subchapter A—Procedures Applicable to the Public).

Subpart 91.05—Navigation Lights

§ 91.05-1 White lights for motorboats carried on centerline.

Every white light required by section 3 of the Act of April 25, 1940, as amended (46 U.S.C. 526b), shall be carried on the centerline of the motorboat, except that the all-around white light aft on a motorboat of Class A or 1 may be carried off the centerline.

SUBCHAPTER F—NAVIGATION REQUIREMENTS FOR WESTERN RIVERS

PART 96—INTERPRETIVE RULINGS

Subchapter F is amended by adding a new Part 96 reading as follows:

Subpart 96.01—General Provisions

Sec.
96.01-1 Scope.
96.01-5 Assignment of functions.
96.01-10 Penalties and violations.

Subpart 96.05—Navigation Lights

96.05-1 White lights for motorboats carried on centerline.
96.05-5 Stern lights for all vessels.

AUTHORITY: §§ 96.01-1 to 96.05-5 issued under sec. 3, 60 Stat. 238, and sec. 633, 63 Stat. 545; 5 U.S.C. 1002, 14 U.S.C. 633.

Subpart 96.01—General Provisions

§ 96.01-1 Scope.

The regulations in this part are interpretive rules with respect to "Rules of the Road" requirements applicable to all vessels while in the waters of the Mississippi River between its source and the Huey P. Long Bridge and all of the tributaries emptying thereinto and their tributaries, and that part of the Atchafalaya River above its junction with the Plaquemine-Morgan City alternate waterway, and the Red River of the North.

§ 96.01-5 Assignment of functions.

The Secretary of the Treasury by Treasury Department Orders 120, dated July 31, 1950 (15 F.R. 6521), and 167-17, dated June 25, 1955 (20 F.R. 4976), delegated to the Commandant, United States Coast Guard, his authority to prescribe such regulations as necessary to carry out the provisions of any law administered by the Coast Guard. The interpretive rulings in this part are prescribed pursuant to section 3 of the Administrative Procedure Act (5 U.S.C. 1002) and 14 U.S.C. 633 in the Act of August 4, 1949.

§ 96.01-10 Penalties and violations.

(a) Failure to comply with any law as interpreted will be considered as a violation of such law and the penalty may be assessed as provided by law.

(b) The reports of violations of the "Rules of the Road," as well as the assessment, collection, mitigation or remission of civil penalties authorized by law, shall be in accordance with 46 CFR 2.50-20 to 2.50-30, inclusive (Subchapter A—Procedures Applicable to the Public).

§ 96.05-1 White lights for motorboats carried on centerline.

Every white light required by section 3 of the Act of April 25, 1940, as amended (46 U.S.C. 526b), shall be carried on the centerline of the motorboat, except that the all-around white light aft on a motorboat of Class A or 1 may be carried off the centerline.

§ 96.05-5 Stern lights for all vessels.

Rule Numbered 10 of section 4233 of the Revised Statutes of the United States, as amended by the Act of August 14, 1958 (33 U.S.C. 319), requires "a vessel when underway, if not otherwise required by these rules to carry one or more lights visible from aft, shall carry at her stern a white light, * * *" and this requirement shall be applied to all vessels, including but not limited to, tugs, barges,

sail vessels, motorboats when propelled by sail alone, etc.

Dated: April 27, 1959.

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

[F.R. Doc. 59-3696; Filed, Apr. 30, 1959;
8:49 a.m.]

TITLE 33—NAVIGATION AND NAVIGABLE WATERS

Chapter I—Coast Guard, Department of the Treasury

SUBCHAPTER D—NAVIGATION REQUIREMENTS FOR CERTAIN INLAND WATERS

[CGFR 59-18]

PART 86—INTERPRETIVE RULINGS—INLAND RULES

Bend Signal and Subsequent Meeting Situation

Article 18 of the Inland Rules (Act of June 7, 1897, as amended; 33 U.S.C. 203) prescribes steering and sailing rules for approaching steam vessels. Inquiries have been received asking when the sound signals for meeting and passing required by Article 18, Rule V, shall be given and answered after hearing an answer to the bend signal, in view of the language in Rule IX.

Article 18, Rule V, reads in part as follows:

Whenever a steam vessel is nearing a short bend or curve in the channel, where, from the height of the banks or other cause, a steam vessel approaching from the opposite direction can not be seen for a distance of half a mile, such steam vessel, when she shall have arrived within half a mile of such curve or bend, shall give a signal by one long blast of the steam whistle, which signal shall be answered by a similar blast given by any approaching vessel that may be within hearing. Should such signal be so answered by a steam vessel upon the farther side of such bend, then the usual signals for meeting and passing shall immediately be given and answered; but, if the first alarm signal of such vessel be not answered, she is to consider the channel clear and govern herself accordingly.

Article 18, Rule IX, reads as follows:

The whistle signals provided in the rules under this article, for steam vessels meeting, passing, or overtaking, are never to be used except when steamers are in sight of each other, and the course and position of each can be determined in the daytime by a sight of the vessel itself, or by night by seeing its signal lights. In fog, mist, falling snow or heavy rain storms, when vessels can not see each other, fog signals only must be given.

It appears that Article 18, Rule V, would require an exchange of meeting and passing signals prior to the vessels sighting each other. However, Article 18, Rule IX, is very clear and unequivocal with respect to when such signals shall be given. Furthermore, the prohibition against using these prescribed signals except when steamers are in sight of each other is such that it does not allow any deviation. Therefore, Article 18, Rule V, and Article 18, Rule IX, must be read together and followed after a bend signal is answered, and the word "immediately" as used in Rule V shall be construed to require the exchange of sound signals for passing immediately upon sighting the other vessel.

Because the regulation in this document is an interpretation, it is hereby found that compliance with the Administrative Procedure Act (respecting notice of proposed rule making, public rule making procedures thereon, and effective date requirements thereof) is unnecessary.

By virtue of the authority vested in me as Commandant, United States Coast Guard, by Treasury Department Orders 120, dated July 31, 1950 (15 F.R. 6521), and 167-17, dated June 29, 1955 (20 F.R. 4976), to promulgate regulations in accordance with the statutes cited with the regulations below, the following interpretive ruling is prescribed and shall be considered in effect on and after the date of publication of this document in the Federal Register.

Subpart 86.10—Steering and Sailing

Part 86 is amended by adding a new "Subpart 86.10—Steering and Sailing" and it consists of § 86.10-1 reading as follows:

§ 86.10-1 Bend signal and subsequent meeting situation.

Article 18, Rule V, and Article 18, Rule IX, of section 1, of the Act of June 7, 1897, as amended (33 U.S.C. 203), must be read together and followed after a bend signal is answered and the word "immediately" as used in Rule V shall be construed to require the exchange of sound signals for passing immediately upon sighting the other vessel.

(Sec. 3, 60 Stat. 238, and sec. 633, 63 Stat. 545; 5 U.S.C. 1002, 14 U.S.C. 633)

Dated: May 14, 1959.

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

[F.R. Doc. 59-4290; Filed, May 20, 1959;
8:49 a.m.]

AMENDMENTS TO REGULATIONS

[EDITOR'S NOTE.—The material contained herein has been condensed due to space limitations. Copies of the Federal Registers containing the material referred to may be obtained from the Superintendent of Documents, Government Printing Office, Washington 25, D. C.¹

TITLE 46—SHIPPING

Chapter I—Coast Guard, Department of the Treasury

[CGFR 59-16]

SUBCHAPTER B—MERCHANT MARINE OFFICERS AND SEAMEN

PART 10—LICENSING OF OFFICERS AND MOTORBOAT OPERATORS AND REGISTRATION OF STAFF OFFICERS

PART 12—CERTIFICATION OF SEAMEN

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

PART 187—LICENSING

Miscellaneous Amendments

Pursuant to the notice of proposed rule making published in the Federal Register on April 9, 1959 (24 F.R. 2742-2751), and Merchant Marine Council Public Hearing Agenda dated April 27, 1959, the Merchant Marine Council held a Public Hearing on April 27, 1959, for the purpose of receiving comments, views and data. The proposals considered were identified as Items I through XII, inclusive, and Item X contained proposed changes regarding personnel licensing.

This document is the third of a series covering the regulations and actions considered at the April 27, 1959, Public Hearing and annual session of the Merchant Marine Council. The first document, CGFR 59-17, contains the actions taken with respect to Item VIII regarding power-operated industrial trucks. The second document, CGFR 59-20, contains the actions taken with respect to Item XI regarding suspension or revocation proceedings involving licenses, certificates or documents issued to individuals.

This document contains the final actions taken with respect to Item X regarding personnel licensing. On the basis of the information received and comments made, changes were made in the regulations designated 46 CFR 10.10-17(a), 10.10-19(a), 10.10-21(a), 10.10-23(a) and 187.25-1(b). Therefore, the proposals as

set forth in Item X, as revised, are adopted and included in this document.

By virtue of the authority vested in me as Commandant, United States Coast Guard, by Treasury Department Orders 120, dated July 31, 1950 (15 F.R. 6521), 167-9, 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 regulations below, the following amendments are prescribed and shall become effective 90 days after the date of publication of this document in the Federal Register unless otherwise specifically provided in the text of the regulations:

(Federal Register of May 26, 1959)

TITLE 46—SHIPPING

Chapter I—Coast Guard, Department of the Treasury

SUBCHAPTER O—REGULATIONS APPLICABLE TO CERTAIN VESSELS DURING EMERGENCY

[CGFR 59-12]

PART 154—WAIVERS OF NAVIGATION AND VESSEL INSPECTION LAWS AND REGULATIONS¹

Navigation Lights for British Naval Vessels on the Great Lakes, 1959

A request has been received through the Office of the Chief of Naval Operations, Department of the Navy, concerning visits of certain British Naval vessels to the Great Lakes during 1959. Certain vessels of the British Royal Navy, such as frigates, have only one mast on which navigation lights can be fitted. Since these vessels are visiting ports on the Great Lakes upon invitation, it has been requested that such British Naval vessels which are unable to comply with the navigation light requirements in the "Rules of the Road" for the Great Lakes be exempted.

The purpose for the following waiver order designated § 154.60, as well as 33 CFR 19.60 is to waive the requirements in the "Rules of the Road" for the Great Lakes and their connecting and tributary waters, which are administered and enforced by the Coast Guard to the extent necessary to permit the Royal yacht "H.M.Y. Britannia" and the frigate "H.M.S. Ulster," as well as certain British Naval vessels of the Fifth Frigate Squadron, to operate in the Great Lakes and their connecting and tributary waters, which are under the

¹ This is also codified as 33 CFR Part 19.

jurisdiction of the United States, without complying in all details with the navigation light requirements governing vessels while in Great Lakes waters.

It is hereby found that compliance with the Administrative Procedure Act (respecting notice of proposed rule making, rule making procedure thereon, and effective date requirements thereof) is contrary to the public interest.

By virtue of the authority vested in me as Commandant, United States Coast Guard, by an order of the Acting Secretary of the Treasury, dated January 23, 1951, identified as CGFR 51-1, and published in the Federal Register January 26, 1951 (16 F.R. 731), the following waiver order is promulgated and shall be in effect during the periods of time specified below unless sooner terminated by proper authority:

§ 154.60 Navigation lights for certain British naval vessels on Great Lakes, 1959.

(a) Pursuant to the provisions of section 1 of the Act of December 27, 1950 (64 Stat. 1120; 46 U.S.C., note prec. 1), I hereby waive in the interest of national defense compliance with the "Rules of the Road" for the Great Lakes and their connecting and tributary waters relating to navigation light requirements, as well as any regulation prescribed relating thereto and published in 33 CFR Part 90, to the extent necessary to permit the operation of the Royal yacht "H.M.Y. Britannia" and the frigate "H.M.S. Ulster" in all of the Great Lakes and their connecting and tributary waters, which are under the jurisdiction of the United States, without complying in every detail with the navigation light requirements governing Great Lakes' vessels. This waiver order shall be in effect from June 15 to and including July 31, 1959.

(b) Pursuant to the provisions of Section 1 of the Act of December 27, 1950 (64 Stat. 1120; 46 U.S.C. note prec. 1), I hereby waive in the interest of national defense compliance with the provisions of the "Rules of the Road" for the Great Lakes and their connecting and tributary waters relating to navigation light requirements, as well as any regulation prescribed relating thereto and published in 33 CFR Part 90, to the extent necessary to permit the operation of British Naval vessels of the Fifth Frigate Squadron in all of the Great Lakes and their connecting and tributary waters, which are under the jurisdiction of the United States, without complying in every detail with the navigation light requirements governing Great Lakes' vessels. This waiver order shall be in

effect from August 21 to and including September 15, 1959, unless sooner terminated by proper authority.

(Sec. 1, 64 Stat. 1120; 46 U.S.C., note prec. 1.)

Dated: May 14, 1959.

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

[F.R. Doc. 59-4236; Filed, May 19, 1959;
8:49 a.m.]

TITLE 33—NAVIGATION AND NAVIGABLE WATERS

Chapter I—Coast Guard, Department of the Treasury

PART 19—WAIVERS OF NAVIGATION AND VESSEL INSPECTION LAWS AND REGULATIONS

Navigation Lights for British Naval Vessels on the Great Lakes, 1959

CROSS REFERENCE: For addition of § 19.60, see Title 46, Part 154, F.R. Doc. 59-4236, *infra*.

NAVIGATION AND VESSEL INSPECTION CIRCULAR NO. 1-59

May 11, 1959.

Subj: Location and source of power for fire pumps on new vessels.

1. *Purpose.* The purpose of this circular is to amplify the regulations governing power supplies and location of fire pumps on vessels required to have 2 fire pumps.

2. *Discussion.* a. Paragraphs 34.10-15(b) of Subchapter D, 76.10-5(h) of Subchapter H, and 95.10-5(h) of Subchapter I each states in effect:

On vessels with oil-fired boilers, either main or auxiliary, or with internal combustion propulsion machinery, where 2 fire pumps are required, they shall be located in separate spaces, and the arrangement of pumps, sea connections, and sources of power shall be such as to insure that a fire in any one space will not put all of the fire pumps out of operation. However, where it is shown to the satisfaction of the Commandant that it is unreasonable or impracticable to meet this requirement due to the size or arrangement of the vessel, or for other reasons, the installation of a total flooding carbon dioxide system may be accepted as an alternate method of extinguishing any fire which would affect the powering and operation of at least one of the required fire pumps.

b. As a basis for application of this regulation, a fire in one space is considered to be of such magnitude that the entire space, including any machinery space casing, is inaccessible and all equipment therein is made inoperable.

c. When a pump powered by the emergency electrical system is to be used as one of the independent fire pumps, compliance with the regulation can be deceptive. Complete independence of fire pumps may be lost due to interdependence between electrical systems and boilers, because runs of electric cable may be vulnerable to fire in several spaces, and because of nonfireproof boundaries of machinery spaces.

d. Examples indicating aspects which must be considered are:

(1) A steam fire pump in the boilerroom in combination with an electric fire pump in the engineroom supplied from the emergency electrical system may not comply with the regulation. If the boilers are dependent on electrically driven auxiliaries, a fire in the engineroom may affect not only the electric fire pump but also the normal electric supply to boiler auxiliaries required for operation of the steam fire pump.

(2) An electric fire pump which is located remotely from the main machinery spaces and is supplied from the emergency electrical system in combination with another fire pump in a main machinery space may not comply with the regulation. If the cable supplying the remote pump passes through either the boiler or engineroom, a fire in that space will affect the machinery space fire pump and may damage the power supply cable to the remote fire pump.

(3) An electric fire pump which is located outside the main machinery spaces and is supplied from the emergency electrical system by a cable and motor starter attached to a machinery space boundary or casing may not be independent of that machinery space. In this situation it is possible for heat from a fire in the machinery space to be conducted through the boundary or casing and damage the power supply to the fire pump.

e. The use of a total flooding carbon dioxide system as a means of protecting the power supply to one of the pumps as mentioned in the regulation will be considered only for small vessels under the conditions specified in the regulations.

3. *Action.* Particular attention should be paid to details in complying with the regulation discussed above. Not only is it necessary to take the precept of complete independence of fire pumps into account in the design of vessels, but also it is necessary to observe certain details in the installa-

tion of fire pumps and their power supplies.

4. *Effective date.* The regulation discussed in this circular has been applicable to Subchapter D, H, and I vessels contracted for on or after November 19, 1952. The full involvement of the regulation may not have been recognized in the past; however, vessels now being designed and constructed and future vessels shall comply with the regulation as amplified in this circular.

H. T. JEWELL,

Rear Admiral, U.S. Coast Guard,
Chief, Office of Merchant Marine
Safety.

By direction of the Commandant.

NAVIGATION AND VESSEL INSPECTION CIRCULAR NO. 2-59

May 14, 1959

Subj: Examination of Merchant Marine Personnel as Radar Observers.

1. *Purpose.* The purpose of this circular is to explain licensing procedure whereby masters, and deck officers who desire to qualify before becoming eligible for examinations for raise in grade or increase in scope of licenses, may demonstrate their professional qualifications as radar observers.

2. *Background.* Inquiries concerning licensing procedure have been received from shipping officials who desire that their masters and deck officers be examined as soon as practicable in the subject of radar observer.

3. *Discussion.* Effective 1 January 1959 under the provisions of 46 CFR 10.05-46, every applicant for an original license, raise in grade, or increase in scope of license for service on ocean, coastwise, or Great Lakes vessels of 300 gross tons and over shall be required to demonstrate, by professional examination, his qualifications as radar observer. Licenses issued to such applicants are not endorsed as radar observer, since it is not desired that a license be endorsed to show successful completion of only a part of the required examination.

Masters who obtained their licenses prior to 1 January 1959 are not subject to 46 CFR 10.05-46. Nevertheless, those masters who desire to demonstrate their professional qualifications as radar observers may take the examination.

Deck officers who are not eligible for raise in grade or increase in scope of license, but who desire to demonstrate as soon as practicable their professional qualifications as radar observers, may also take the examination. Upon applying for raise in grade or increase in scope of license,

they will be given credit for having successfully completed the radar observer part of the examination.

Masters and deck officers in the categories described above shall each be issued a letter which certifies that he has demonstrated his professional qualifications as a radar observer by passing examination specified by 46 CFR 10.05-46(b) on the proper operation and utilization of marine radar equipment.

A master who obtained his license on or after 1 January 1959 shall not be issued a letter, since his license is in itself evidence of having completed all the examination subjects required, including that of radar observer. Similarly, a deck officer who takes examination as radar observer when qualifying for raise in grade or increase in scope of license shall not be issued a letter.

4. *Action.* The above procedure shall be followed in examination of masters and deck officers in the subject of radar observer at Coast Guard Marine Inspection Offices.

H. T. JEWELL,
Rear Admiral, U.S. Coast Guard,
Chief, Office of Merchant Marine
Safety.

By direction of the Commandant.

ARTICLES OF SHIPS' STORES AND SUPPLIES

Articles of ships' stores and supplies certificated from 1 May to 29 May 1959, 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

Trio Chemical Works, Inc., 341-347 Scholes St., Brooklyn 6, N.Y., Certificate No. 339, dated 22 May 1959, TRI-O-CLENE #66, DEGREASING SOLVENT.

MacKenzie Chemical Works, Inc., Central Islip, Long Island, N.Y., Certificate No. 384, dated 11 May 1959, PYROCAT D.

DBA Dunn Chemical & Sales Co., 656 Townsend St., San Francisco, Calif., Certificate No. 385, dated 22 May 1959, DUNALL.

The Lubrizol Corp., Box 3057, Cleveland 17, Ohio, Certificate No. 386, dated 22 May 1959, LUBRIZOL CONCENTRATE No. 520 (LZ 520).

AFFIDAVITS

The following affidavits were accepted during the period from 15 April 1959 to 15 May 1959:

Solar Aircraft Co., Industrial Products Division, San Diego 12, Calif., BULKHEAD SEALS.

Parker-Hannifin Corp. (formerly Parker Appliance Co.), 17325 Euclid Ave., Cleveland 12, Ohio, TUBE FITTINGS.

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. Date of each publication is indicated following title.

CG No.	Title of Publication
101	Specimen Examinations for Merchant Marine Deck Officers. 7-1-58
108	Rules and Regulations for Military Explosives and Hazardous Munitions. 8-1-58
115	Marine Engineering Regulations and Material Specifications. 3-1-58
123	Rules and Regulations for Tank Vessels. 4-1-58
129	Proceedings of the Merchant Marine Council. Monthly
169	Rules to Prevent Collisions of Vessels and Pilot Rules for Certain Inland Waters of the Atlantic and Pacific Coasts and of the Coast of the Gulf of Mexico. 4-1-58
172	Pilot Rules for the Great Lakes and Their Connecting and Tributary Waters. 4-1-58
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. 9-2-58
182	Specimen Examinations for Merchant Marine Engineer Licenses. 5-1-57
184	Pilot Rules for the Western Rivers. 7-1-57
190	Equipment Lists. 4-1-58
191	Rules and Regulations for Licensing and Certifying of Merchant Marine Personnel. 9-15-55
200	Marine Investigation Regulations and Suspension and Revocation Proceedings. 7-1-58
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. 7-1-58
249	Merchant Marine Council Public Hearing Agenda. Annually
256	Rules and Regulations for Passenger Vessels. 3-2-59
257	Rules and Regulations for Cargo and Miscellaneous Vessels. 3-2-59
258	Rules and Regulations for Uninspected Vessels. 7-1-55
259	Electrical Engineering Regulations. 9-2-58
266	Rules and Regulation for Bulk Grain Cargo. 5-1-59
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	Pleasure Craft. (Formerly "Motorboats"). 1-2-59
293	Miscellaneous Electrical Equipment List. 3-10-59
320	Rules and Regulations for Artificial Islands and Fixed Structures on the Outer Continental Shelf. 1-2-57
323	Rules and Regulations for Small Passenger Vessels. (Not More Than 65 Feet in Length) 6-1-58
329	Fire Fighting Manual for Tank Vessels. 4-1-58

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 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 May 1959

The following have been modified by Federal Register:

CG-169, CG-172, and CG-184 Federal Register, May 1, 1959.
CG-169 Federal Register, May 21, 1959.
CG-191 and CG-323 Federal Register, May 26, 1959.

PRACTICE SAFETY

OOOPS- I'M
SORRY- IT
DROPPED!



LOVE
HITCH
KNOT.
WONT
SLIP.

EQUIPMENT IS
INCLINED TO
GET SLIPPERY.
LOWER GEAR
IN THE SAFEST
MANNER.

IN LOWERING TOOLS DOWN
INTO THE HOLD,
USE A LINE - DON'T
KNOCK YOUR PAL COLD.

G.S.
EAL