

PROCEEDINGS

OF THE MERCHANT MARINE COUNCIL



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Features

U.S. NATIONAL COMMITTEE FOR THE PREVENTION OF POLLUTION OF THE SEAS BY OIL
INTERGOVERNMENTAL MARITIME CONSULTATIVE ORGANIZATION AND THE SAFETY OF LIFE AT SEA CONFERENCE

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

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FRONT COVER

Coast Guardsmen load one of the new SC-130 "Hercules" at the Air Detachment, Barber's Point, Oahu, in preparation for its first rescue mission to a sinking vessel. See story on page 93.

BACK COVER

An actual photo of a safety shoe which performed its job and prevented a more serious injury. Courtesy Accident Prevention Bureau.

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PROCLAMATION 3335

NATIONAL SAFE BOATING WEEK, 1960

BY THE PRESIDENT OF THE UNITED STATES OF AMERICA

A PROCLAMATION

WHEREAS many millions of our citizens enjoy the sport of boating for recreation and relaxation; and

WHEREAS safety on the waterways is as important as safety on the highways; and
WHEREAS the Congress of the United States, in seeking to focus national attention on the importance of safe boating practices, by a joint resolution approved June 4, 1958 (72 Stat. 179), has authorized and requested the President to proclaim annually the week which includes July 4 as National Safe Boating Week:

NOW, THEREFORE, I, DWIGHT D. EISENHOWER, President of the United States of America, do hereby designate the week beginning July 3, 1960, as National Safe Boating Week.

I invite all the people of this Nation interested in boating, including boating organizations, the boating industry, Government agencies and other groups, to observe National Safe Boating Week. I urge them during this week and throughout the entire year to follow safe boating practices and to exercise courtesy on the waterways.

I also invite the Governors of the States, the Commonwealth of Puerto Rico, and the areas subject to the jurisdiction of the United States to provide for the observance of this week.

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

DONE at the City of Washington this fifth day of February in the year of our Lord nineteen hundred and sixty, and of the Independence of the United States [SEAL] of America the one hundred and eighty-fourth.

DWIGHT D. EISENHOWER

By the President:

CHRISTIAN A. HERTER,
Secretary of State.



ABOUT 8 p.m. on the night of 30 March 1960, a huge U.S. Air Force tanker aircraft with 14 persons on board met with a serious combination of mechanical difficulties. Despite heroic efforts in turbulent weather, the pilot could not make the last few miles to a landing field and was forced to crash his plane in the sea about 35 miles east of Cape Canaveral, Fla. All personnel were accounted for: there were 11 survivors, some with serious burns; bodies of the other 3 were recovered.

Beneath this summary of a tragic incident lies a story of an unusually well coordinated Search and Rescue operation by the Rescue Coordination Center, Miami, Fla. Comparatively few people have a concept of the scope and activities set in motion by a rescue case of this type—the tremendous amount of communications by radio, by teletype and by telephone—the number of false leads which can't be ignored—all in an atmosphere of pressing, life and death urgency.

Let's look at the sequence of events in the case of the above incident. In the Coast Guard Rescue Center, New York, which, like other rescue centers, is manned 24 hours every day, things were pretty routine—until 8 p.m.! A call came from Ocean Area Control, N.Y.C.—a part of the Federal Aviation Agency's operations center at Idlewild Airport—"an Air Force KC-97 called Parker 36, is in trouble and plans to ditch off Florida, more details to follow." The New York Center passed this data "as is" to the Rescue Coordination Center, Miami, by means of a special SAR teletype network which ties together ten Coast Guard Radio Stations and five Rescue Centers along the Atlantic and Gulf seaboard. This teletype permitted New York to pass information to Miami as fast as it came from OAC; and more, the data was printed on teletype units at all the radio stations and the other three Rescue Coordination Centers as well. At the direction of SAR Center, Miami, the following actions took place almost simultaneously:

1. Amphibious aircraft and helicopters at Coast Guard Air Station, Miami, were alerted for immediate takeoff.

IN A SEARCH AND RESCUE OPERATION

2. A long range seaplane at the Coast Guard Air Station, St. Petersburg, Fla., was alerted for takeoff.

3. The Coast Guard Radio Station Miami sent an emergency broadcast to alert merchant vessels within range.

4. The AMVER Center in New York was directed to produce the merchant vessel plot within 50 miles of ditching point at 8 p.m.

5. Each radio station set a guard on the last used frequency by the disabled aircraft—11 mcs.

6. The U.S. Naval Fleet Command at Norfolk was asked for any suitable vessels then in the area.

7. Several Air Force Bases were asked for last information on stricken plane.

8. The Coast Guard Cutter *Androsoggin* (255' Cruising Cutter) in Miami was alerted.

9. The CG Cutter *Bramble* (180' Buoy Tender) in Miami was alerted.

10. The CG Cutter *Gentian* (180' Buoy Tender) in Miami was alerted.

11. The Naval Air Station, Jacksonville, promised four additional aircraft immediately.

12. The Rescue Center, Norfolk, alerted two additional Coast Guard aircraft at Elizabeth City, N.C., for possible back-up.

Perhaps some might wonder why so many aircraft were called. The answer lies in the "search" part of Search and Rescue. There is always a possibility that reported positions of emergency scenes are inaccurate; when this happens surface craft lose precious hours sailing in wrong directions unknowingly. Aircraft are usually much more effective in locating a scene, and quickly pin-pointing it for surface craft to come in for the rescue. Time saved at this stage of the SAR operation is most important. Coast Guard SAR aircraft carry droppable radio equipment, first aid supplies, liferafts, dye and smoke markers, flares, etc., any of which may be vital in a given situation.

Back to our case: The next few hours saw a flurry of activity—communications circuits were alive with reports of progress and situations. For example, the Coast Guard Air-

craft from Miami was airborne at 8:13 p.m. and the pilot designated "on scene" commander. The AMVER Center in New York produced a list of five merchant vessels in relatively good positions to help—sent by teletype, this list was before the Miami SAR coordinator at 8:18—AMVER then developed a new plot for a larger area in case the search would be extended. A number of merchant vessels answered the "urgent" broadcast and volunteered help, but most were not needed in view of the presence of closer vessels. The Navy placed the destroyer *The Sullivans* under control of the Miami SAR Center, and at 9:07 p.m. she left her previous operations and went at high speed to the scene of the ditching. At 11:32 p.m. the Miami CG amphibian plane sighted wreckage and some of the survivors, illuminated the area with flares, and was soon joined by the two Miami based CG helicopters. The first surface craft to arrive on the scene was a merchant vessel SS *Angelo Petri*.

The SS *Angelo Petri* had recovered three survivors at 12:55 a.m. One of the helicopters picked up another man by hoist. All of the survivors were not together and the surrounding area was combed. At 3:07 a.m. the destroyer *The Sullivans* recovered five men and one of the bodies. Then at 3:26 a.m. the merchant vessel SS *Sheldon Clark*, a Sinclair Tanker, recovered two more survivors. Another merchantman, the Honduran cargo vessel SS *Choluteca* was among those who diverted and helped in the search for survivors. At 6:30 a.m. the CGC *Bramble* recovered two bodies, thus accounting for all personnel of the stricken aircraft. SAR Miami announced "All ships and aircraft released. Case closed."

We use this case as an example of the coordination often required in Search and Rescue operations. This case, as have others time and again,

(Continued on page 102)



The SS *Angelo Petri* a merchant vessel was the first surface craft to arrive on the scene, and recovered three survivors.

PACIFIC RESCUE



SUCCESSFUL air-drops of 2,500 pounds of cement, gravel, sand, pump and other equipment from a new Coast Guard "Hercules" plane to assist the disabled vessel *Toyama Maru* (foreground). A work boat from the Cutter *Bering Strait* (background) retrieved the material and the cutter's damage control crew boarded the *Toyama Maru* to make temporary repairs.

A FINE EXAMPLE of teamwork, good seamanship, and ingenuity on the part of the officers and crew of the SS *M.E. Lombardi*, the U.S. Coast Guard Cutter *Bering Strait*, the U.S. Coast Guard Air Detachment, Barber's Point, Oahu, and the Rescue Coordination Center, 14th Coast Guard District, was demonstrated in the Pacific last February in what may be regarded as a unique air-sea rescue and repair of a vessel in distress.

The Japanese Fisheries-Training Ship, *MV Toyama Maru*, 175 miles north of Palmyra, was in distress and sinking. The SS *M.E. Lombardi*, a tanker of the California Shipping Company, went to her aid and helped in stopping a large leak in the hull of the training vessel, which had 20 students of high school age aboard and 20 seamen. Without question, the *Lombardi* saved the vessel from sinking. The tanker stood by until the arrival of the USCGC *Bering Strait*, whose damage control crew repaired the vessel with the assistance of air drops of sand, gravel and cement from a new SC-130 "Hercules" from Barber's Point, Oahu.

Here is the story in detail:

On February 13, 1960, the SS *M.E. Lombardi* was en route from Canton Island to Richmond and some 800 miles south of Honolulu. At 9:10 a.m. she received word that the *MV Toyama Maru* was in distress and sinking. The *M.E. Lombardi* proceeded to the vessel which was 78 miles to the southeast.

The distress call was transmitted by the U.S. Coast Guard from Honolulu and was picked up on the *Lombardi* by the automatic auto alarm. Accordingly, at 9:15 a.m., Captain Clayton Hiller of the *Lombardi* set the course for the position of the distressed vessel. The vessel was in heavy northeasterly weather with the wind east northeast force 5 and was heavily ballasted. At 10:00 a.m. the Coast Guard confirmed the *Lombardi* was the closest vessel to the scene.

With the change of course, the wind and sea were now abaft the beam and it was possible to run some sea water ballast out to increase the vessel's speed. At 11:10 a.m. radio contact was established with the disabled vessel whose Captain advised that they were sinking and might

founder in two hours. The *Lombardi* estimated that she would be there in five and one-half hours. The Japanese vessel stated that they had 40 persons aboard and no lifeboats, only 2 rubber rafts.

At this time a bearing was taken on the *Toyama Maru* with the radio direction finder and the course changed on the strength of this bearing.

While under way, preparations were made for rescue work. No. 1 lifeboat and No. 3 lifeboat (a motorboat) were cleared for launching. All equipment was double checked to assure that it was in perfect working order.

Rope nettings were rigged from the after side of the main deck to assist in picking up survivors, and all deck gear that could possibly be used for rescue work was broken out and placed strategically about the decks. The Stewards Department prepared to handle 40 survivors. Bunks, coffee, blankets, and stretchers were made ready.

At 1:30 p.m. lookouts were placed aloft with binoculars. At 1:40 p.m. the *Toyama Maru* was sighted from aloft dead ahead at an estimated dis-



CAPTAIN C. HILLER, of the tanker M. E. Lombardi directs his crew from the bridge in giving aid to the Japanese fishing-training vessel.

tance of 14 miles. At 1:15 the motor lifeboat was swung out and frapped in to the fish plates. A boat crew was selected from volunteers.

The Third Mate spoke Japanese and was most helpful throughout the entire operation.

The line throwing gun was rigged and readied for possible use. Due to the heavy seas running, the launching and retrieving procedure for the boat was thoroughly discussed and planned out in advance with the boat crew. In this regard the Chief Mate reported as follows:

I thought you might also be interested in the following concerning safety procedures: A preliminary briefing on boat launching and recovery with a demonstration of the proper and safest way of hooking on in a seaway with the boat's crew paid wonderful dividends. Despite a mean sea running alongside the ship, we hooked on and carried out a very smooth recovery without any damage or injury to boat or personnel. I realize "lady luck" was with us, and coordination between the ship and boat crew was excellent, but advance planning and a dry run including swinging out and frapping the boat in to the embarkation deck for immediate launching was principally responsible for a smooth job and a happy ending.

At 2:24 p.m. the U.S. Coast Guard Search and Rescue Plane arrived and circled. Captain Hiller contacted the plane on the radiotelephone and coordinated activities. At 2:48 p.m. the Lombardi hove to near the Toyama Maru. This vessel was flying the International Code Signal Flags "P.Q." with the meaning of "I have sprung a leak and require immediate assist-

ance." The Toyama Maru had a rubber raft launched and alongside. This vessel indicated that she wished to put personnel aboard the Lombardi for a conference. Due to the rough sea and the short heavy swell, it was decided not to put a boat into the water but to haul the people over in the rubber raft.

Accordingly, Captain Hiller maneuvered the Lombardi close to the Toyama Maru's bow and a line was put aboard. Using this line, Captain Namura, the Chief Engineer, the Chief Mate and the Bosun were hove over in the raft.

A conference was held. The vessel had an 11-inch by 14-inch hole in her hull plating in the port side of the engine room. The crew had been able to get a collision mat over the hole and to check the flow of the water somewhat but the mat was wearing through and the situation was desperate. Captain Namura did not wish to abandon ship but hoped to make repairs with materials and assistance from the Lombardi and with the aid of equipment dropped by planes.

At 4:45 p.m. the motorboat was put into the water and shortly thereafter towed the raft with the Japanese Captain and his men back to his own vessel.

At 5:20 p.m. the Coast Guard Search and Rescue Plane dropped a pump into the sea. The pump was enclosed in a watertight tank that floated and was picked out of the sea by the Lombardi's motor lifeboat with considerable difficulty and put aboard the Toyama Maru.

Next action was to place all available sand (100 lbs.) and 2 sacks of cement aboard the Toyama Maru. This was done by the motorboat. (Emergency repairs can sometimes be

made by building a box around the hole and filling it with cement.)

During the boat operation, numerous large sharks were noted around the boat and the ships.

About 6:00 p.m. the motor lifeboat was taken aboard.

The Lombardi circled the Toyama Maru throughout the entire night and kept her under constant watch. Arrangements were made to immediately establish radio contact should the situation worsen.

At 6 o'clock the next morning the Toyama Maru situation had improved. A heavy sea was still running, and Captain Hiller advised the U.S. Coast Guard in Honolulu that it would be unsafe to attempt to use the lifeboats to pick up any more air drops and that such action should be taken only in an extreme emergency.

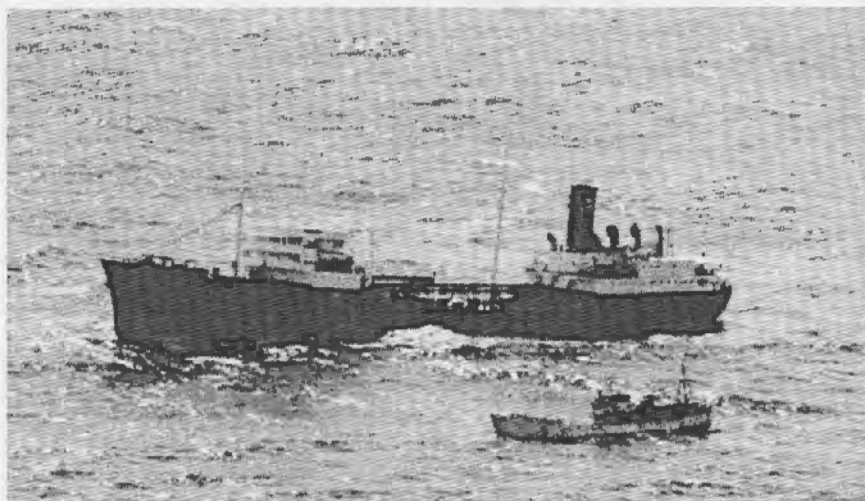
On the request of Captain Namura 100 square feet of canvas and all available palms and sail needles were sent over to the Toyama Maru for use in making an additional collision mat. This was done by floating a line over 100 feet in length buoyed by 6 empty oil drums.

A second float with 400 feet of 3-inch circumference rope was made up and towed and dropped across the Toyama Maru's bow.

Throughout this second day the Lombardi maintained close watch and established radio contact with the U.S. Coast Guard Cutter Bering Strait that was due to arrive on the scene on the 15th at 6:00 p.m.

That night at 8:30 p.m. another Japanese fishing vessel, the Norato Maru, arrived. At the Coast Guard's request, the Lombardi remained on the scene.

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PICTURED is the tanker M. E. Lombardi maneuvering along side the disabled Japanese fishing-training vessel Toyama Maru.

U.S. NATIONAL COMMITTEE FOR THE PREVENTION OF POLLUTION OF THE SEAS BY OIL

ITS ORIGIN, PURPOSES, AND WORK PROGRAM

By John W. Mann

THE UNITED STATES in 1926 convened the First International Conference on pollution of the sea by oil in an attempt to remedy contamination of United States coasts and elsewhere. The Convention written at that conference was not adopted. In the United States both industry and government thereupon became active in trying to find a solution to the problem through introduction of "good housekeeping" measures on ships, through voluntary cooperation of American and foreign shipping companies and their associations, through research, and through strict policing in United States territorial waters. The United States cooperated with United Nations studies concerning the advisability of trying to reach an agreement to prevent pollution by forbidding or regulating the dumping of oil and oily wastes beyond territorial waters. It made available the results of United States research and experience to various inquiries instituted through the UN Transport and Communications Commission of the Economic and Social Council and participated in relevant meetings of that Commission. Among the recommendations adopted by the Commission and by the Economic and Social Council was one to the effect that the subject of preventing oil pollution should be the task of the Intergovernmental Maritime Consultative Organization (IMCO) when that body was set up.

1954 LONDON CONFERENCE

In January 1954 the British Government, being faced, in common with a number of other countries, with serious pollution of its coast, after consultation with the United Nations invited governments to be represented at an international conference to be held in London from April 26 to May 12, 1954.

The United States was not prepared to consider on such short notice the adoption of any convention on this subject which would involve far-reaching obligations; nor was there even time to make a thorough study of the British proposals embodied in the report of a British Committee which had been studying the subject since 1952. The United States delegation accordingly was instructed to initiate or support practical steps for the abatement of pollution through

voluntary means including education and research, and to support the preparation of a draft convention which could be studied by governments and considered at a subsequent conference.

U.S. RECOMMENDATIONS

At the London Conference in 1954 it became evident that agreement on a specific convention would be attempted. The United States delegation, however, advocated (1) a greater recourse to methods shown to have been reasonably successful as regards United States coasts; (2) that each

INTERNATIONAL CONVENTION FOR THE PREVENTION OF THE POLLUTION OF THE SEA BY OIL

On July 26, 1958, the International Convention for the Prevention of the Pollution of the Sea by Oil, which was drawn up in London in 1954, came into force. Twelve countries, including five with tanker fleets of not less than 500,000 gross tons, have now ratified this Convention. These countries are: Belgium, Canada, Denmark, Federal Republic of Germany, Finland, France, Netherlands, Mexico, Norway, Republic of Ireland, Sweden and United Kingdom. This is a most important development in the campaign to protect beaches from oil pollution. The main effect will be that ships registered in convention countries will be prohibited from discharging persistent oil, for example crude oil and fuel oil, within certain sea areas. In general these areas extend 50 miles from any coast, but the convention also prescribes a very extensive prohibited zone for the protection of other areas.

government should establish a national committee to keep the problem under review and recommend measures for prevention, including necessary research; and (3) that the United Nations should undertake the collection, analysis and dissemination of oil pollution information. It was considered that by calling general attention to the existence of polluted areas in this manner, the cooperation of governments, of shipowners, and of ship's personnel could be enlisted to correct the situation. The dissemination of information concerning research projects could avoid duplication or result in intergovern-

mental cooperative efforts. Current information as to laws, regulations and decrees on the subject would be of considerable general interest.

The London Conference adopted in its Final Act the United States suggestions numbered (2) and (3) above in its Resolutions 7 and 8 respectively. The United Nations agreed to perform the duties recommended in Resolution 8 and the Intergovernmental Maritime Consultative Organization (IMCO), at its first meeting in January 1959, took over those duties from the United Nations.

ESTABLISHMENT OF NATIONAL COMMITTEES

After the Conference, the United Kingdom Government set up a comprehensive national committee with high level representation from interested government departments, the shipping and petroleum industries, port authorities and other interested bodies. Other countries proceeded with the establishment of national committees. There was also organized separately an Advisory Committee which is international in scope and which presents to governments the views of private societies interested in the preservation of birds and other wildlife affected by oil on coasts.

In the United States there were already in existence both governmental and industry arrangements whereunder interested persons or associations could formally and regularly communicate their views. The United States had kept in existence its *ad hoc* Oil Pollution Committee at government working level which had been convened by the Department of State to assist in working out and recommending United States positions for the 1954 London Conference.

OIL POLLUTION PANEL

The Oil Pollution Panel of the United States Coast Guard Merchant Marine Council, composed of shipping industry representatives, advises the Commandant of the Coast Guard on technical phases of the subject and also "spearheads" very actively the industry efforts and programs directed to the abatement of pollution. Incidentally the Coast Guard, through this Panel, and with the cooperation of the American Petroleum Institute, conducted during the entire year 1955 a comprehensive study concerning the existence and adequacy of the facilities

ties for the reception of oily wastes in all United States ports, and compiled other information to the end that the United States Government would be able to supply the United Nations with data which had been requested as the UN's first important step in discharging its duties as international "clearinghouse" pursuant to Resolution No. 8 of the 1954 Conference.

INTERESTED AGENCIES

The Bureau of Foreign Commerce was fully conversant with oil pollution as it affected the interests of beach communities and of resort and hotel and motel owners. The Maritime Administration had an active interest in oil pollution prevention by reason of its contractual and statutory relations with United States ship operators and shipbuilders, and through technical maritime research projects under its direction. The conservation societies in the United States had cooperative relations with the Bureau of Fish and Wildlife of the Department of the Interior. The Army Engineers played and play an essential role in the administration and enforcement of the Oil Pollution Act 1924 and of earlier statutes. The Navy Department already was supporting our anti-pollution effort by requiring Naval vessels to observe the same "good housekeeping" arrangements which had been adopted for merchant vessels. The Bureau of Standards (Commerce) and the Bureau of Mines (Interior) were interested in technical and scientific aspects of the problem. In considering the establishment of a United States National Committee as contemplated by Resolution 7 of the 1954 Conference, it was generally agreed

that care must be taken to avoid disturbing any of the excellent arrangements already in force.

UNITED STATES NATIONAL COMMITTEE

In 1955, however, it became evident that these arrangements could usefully be supplemented by a United States National Committee along the lines contemplated by Resolution 7 of the Final Act of the 1954 Conference. For example, under date of March 29, 1955, the Chairman of the Oil Pollution Panel called to the attention of the Coast Guard the fact that a Committee according to Resolution No. 7 would be of great assistance to that Panel in its work and that the Panel was very anxious to cooperate with such a United States National Committee. The Coast Guard informed the Department of State that, while the Oil Pollution Panel of the Council was broadly representative of the shipping industry, the opinion prevailed that a National Committee as contemplated by Resolution No. 7 should be officially supported. This attitude was similar to that of interested government agencies and of representatives of industry who expressed their views more or less informally to the Department of State.

Informal discussions with government and industry officials also developed that they all felt strongly that the Department of State should be the department responsible for the National Committee because of the important foreign relations aspects of the problem and because information concerning the incidence of oil pollution on United States coasts and proposals for solutions, developed in the

United States through research or otherwise, would be coordinated internationally by the United Nations or its appropriate specialized agency after being assembled and analyzed by a United States National Committee and forwarded through the Department of State.

On May 29, 1956, the Secretary of State wrote to the Secretaries of Commerce, Defense, Interior and Treasury proposing the establishment of a United States National Committee to implement, in the United States, Resolutions 7 and 8 of the Final Act of the 1954 Conference. He proposed that the Committee be set up in an informal manner without an executive order by the President and that it was not to intrude upon the statutory functions or responsibilities of the respective Government agencies. The Committee would be a purely advisory body and its actions would be in the form of reports and recommendations. It would assist in the development of United States positions on oil pollution issues, primarily those concerning or relating to their international aspects. It would channel information on progress made in foreign countries to interested United States Government agencies and private associations would assemble information and would report on progress made in this country. It would encourage anti-pollution education and research and would otherwise assist in the implementation of Resolutions 7 and 8.

The Secretary of State also proposed that membership in the National Committee should consist of Government Departments: initially at least the Departments of Commerce, Defense, Interior, State and Treasury, which had shown interest in the subject and had helped to develop the United States positions for the 1954 Conference. Related interests, as industry, labor and wildlife associations would be represented indirectly through the various Departments, but could request the Committee to invite them to appear and express their views if they saw fit to do so.

In cases where a Department has more than one bureau or agency interested in different aspects of the subject, each Department could decide whether it would have a representative for each, an over-all representative and alternates, or other method. Since it was anticipated that any recommendations formulated would be on a unanimous basis, no complications were expected to arise from plural representation.

The Government departments to which the letters had been addressed all forwarded favorable replies, the



ABOUT THE AUTHOR

MR. JOHN W. MANN, presently Assistant Chief, Shipping Division, U.S. Department of State, has been with the Department since 1945. He has served as senior advisor U.S. Delegation to the United Nations IMCO Conference Geneva 1948; Chairman of the U.S. Delegation's General Provisions Committee at 1948 Safety Conference and the U.S. Delegation to the International Oil Pollution Conference, 1954.

Prior to his work with the Department of State, Mr. Mann was the Director of the Division of Foreign Charters and Ship Warrants, War Shipping Administration (1942-1945), and with the U.S. Shipping Board and Maritime Commission (1922-1942).

Mr. Mann is a member of the District of Columbia Bar.

last being dated July 12, 1956. The United States National Committee accordingly was established on the basis described above. The Committee held its First meeting in September, 1956.

1954 CONVENTION

Shortly after its organizational chores were completed the interdepartmental National Committee, at the request of the Department of State, made a most careful study of the 1954 Convention and of the problem to which the Convention relates. The National Committee met in Washington, June 23, 1959, and unanimously adopted a comprehensive draft report recommending to the Secretary of State that the United States accept the 1954 Convention with certain reservations and understandings.

The Industry Oil Pollution Panel, which concurrently but independently made a study of the 1954 Convention, rendered a report to the Merchant Marine Council of the U.S. Coast Guard. Its report, while critical of the 1954 Convention in many respects, recommended that the affected industries should not oppose a determination by the Government of the United States to accept the Convention subject to certain reservations and suggestions which, to a considerable extent, paralleled those suggested by the U.S. National Committee.

The National Committee Report and the Oil Pollution Panel Report both refer to the desirability of amending the 1954 Convention. Steps towards seeking amendments are obviously an important feature of the National Committee's future work program. Equally so is giving such advice as may be requested in implementation of its previous recommendations not only in connection with the adoption of the Convention by the United States but as well to its subsequent amendment to accord more closely with United States ideas.

RESEARCH AND DEVELOPMENT

The National Committee was much interested in the program for research and development set up by the Maritime Administration in 1959. It invited the attention of the Maritime Administration to the lack of an efficient oily-water separator which it could recommend for installation in merchant vessels and was glad to see that, among the items selected for study for possible development, purchase or evaluation, the Maritime Administration has specified "Shipboard Oily-Water Separation".

The Executive Secretary has received several inquiries from mem-

bers concerning the U.S. National Committee's work program. The following program, suggested by the Executive Secretary, was approved by the Chairman, who instructed the Executive Secretary to distribute it to the Committee:

1. Supply such additional information and advice as may be requested of the Committee in connection with U. S. Senate consideration of the 1954 Oil Pollution Convention and the reservations and declarations recommended by the Committee.

2. Recommend draft national or "domestic" implementing legislation which will give the appropriate U.S. departments and agencies statutory authority to carry out U.S. obligations assumed under the Convention and designate what each agency will have authority to do in that connection.

3. Consider what informational material (location of polluted areas, laws and regulations, description of studies and research etc.), should be transmitted to IMCO as "clearing house" pursuant to the resolutions which the United States succeeded in placing in the Final Act of the 1954 Conference.

4. Specification of proposed amendments to 1954 Convention. These are described in a very general way by the National Committee and by the Oil Pollution Panel in their reports, and they need "thinking through" and formulation in legislative language. Furthermore, the United States might want to propose other and additional amendments if the National Committee points to the need. All such amendments would be recommended to the Secretary of State for transmittal to IMCO as part of the advance preparation for an international conference in late 1961 or early 1962, and for incorporation in U.S. positions.

5. Advise on preparations and arrangements for the next international oil pollution conference, composition of U.S. delegation, etc.

6. When the United States becomes a party to the Oil Pollution Convention, study and recommend what extensions of prohibited areas would be needed around U.S. coasts (from 50 to 100 miles as already authorized by the 1954 Convention).

IMCO

While in London during the first week of March 1960 as a member of the United States delegation to the Third Session of IMCO's Council, the Executive Secretary of the United States National Committee had occasion to discuss with the Secretary-General of IMCO the manner in

which IMCO expected to discharge the "clearinghouse" functions outlined in Resolution 8 of Final Act of the 1954 Oil Pollution Conference and which IMCO had taken over from the United Nations.

As a first step, and as part of IMCO's preparations for an intra-governmental conference to revise the International Convention for the Prevention of Pollution of the Sea by Oil, 1954, IMCO intends to submit a questionnaire to governments in form and content similar to that submitted by the United Nations in 1955. This would enable the conference to base its work on facts more up-to-date than those contained in the excellent United Nations publication "Pollution of the Sea by Oil" which became available in 1956.

With respect to information developed currently by national committees or otherwise and transmitted from time to time by governments to IMCO, the Secretary-General plans to disseminate promptly to governments any information concerning the existence and location of oil pollution, to the end that governments may enlist the cooperation of ship-owners and seagoing personnel to combat it.

As regards information concerning current or contemplated research projects, technical papers, and copies of laws, regulations, and decrees transmitted to IMCO, the Secretariat of IMCO would maintain a library and periodically, probably annually, would distribute an index describing the material on hand and specifying the language in which it is printed. The material would be available there for study by interested persons.

The United States has stressed, at the 1954 Conference and subsequently in official discussions and correspondence, its conviction, based on long experience, that voluntary efforts and interchange of information can be very effective in reducing pollution. It is hoped that governments will fully utilize the cooperative arrangements being established by IMCO as a serviceable supplement to the International Convention as presently worded, or as amended by the coming diplomatic conference.



OIL POLLUTION PANEL
MERCHANT MARINE COUNCIL
UNITED STATES COAST GUARD
WASHINGTON 25, D. C.

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May 4, 1960

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To: U. S. Owners of All Merchant Vessels

Gentlemen:

The following matter has been brought to my attention, and because of its serious nature, I wish to encourage each of you to do everything possible to alleviate the situation. This can probably be best done by getting the story to each vessel under your control and urging the officers and crew to exercise appropriate oil pollution precautions.

Oil pollution off the coasts of Newfoundland first became serious in 1935, but this year has been the worst on record, with hundreds of thousands of birds being reported dead in the first four months. This is deplorable, particularly because the "murre" which have had a high mortality rate, are used extensively for food by the Indians and Eskimos of Labrador.

Death of these birds results from the fact that when a sea bird gets the slightest amount of oil on its wings, it is unable to either fly or dive for food. Oil on the under body destroys the insulating quality of the feathers and causes death by exposure.

Indications are that this is not a localized problem. It apparently results from the birds picking up oil at their wintering grounds a considerable distance off shore and especially off the east and southeast coasts of Newfoundland. One official has stated, that with the prevailing winds, beach pollution and bird mortality are inevitable even if oil is discharged as far as 300 miles offshore.

On this basis, please caution your vessels using the trans-atlantic shipping lanes to consider influencing factors, such as prevailing winds and currents, and proximity of land when contemplating discharge of oil, oily water or sludge.

Further details on this problem will be included in a future issue of the Proceedings of the U. S. Merchant Marine Council. In the meantime, your cooperation will be greatly appreciated by your Government, the Panel and myself.

Very truly yours,

R. E. Mackey
R. E. Mackey, Chairman

INTERGOVERNMENTAL MARITIME CONSULTATIVE ORGANIZATION AND THE SAFETY OF LIFE AT SEA CONFERENCE

By Charles H. Vaughn

THE PERILS of the sea and risk of collision respect no national flag, type of vessel or geographical area. Recent tragic ship disasters are grim reminders of this fact. The number of collisions resulting in major property damage has been estimated to be from three to four per day throughout the world.¹ One-hundred and eighty-six ships of 100 gross tons or over were sunk from all causes in 1956, and 163 were similarly lost in 1957.²

Mindful that such awesome statistics are not an unusual experience for those who know the sea, the mariner is taught from his earliest voyage that safety must be his constant concern. Foresight is one of the preventive answers to this problem. Accurate navigation, fire-fighting know-how, "weather-sense," cargo loading procedures, abandon-ship procedures, and the knowledge of air-sea rescue doctrines have become part of a seaman's professional qualifications. New developments in safety procedures receive his studied attention promptly. The International Safety of Life at Sea Conference now in session can therefore be expected to receive close study and attention from the professional seaman. Newly defined international standards to assure safety of life at sea will undoubtedly emerge from this Conference. It is a Conference in which the U.S. Coast Guard, the U.S. Navy, as well as the nation's civilian maritime interests will take part—for this Conference will affect all of our nation's maritime interests.

Before discussing the general considerations that are under discussion at this Conference, let us consider the salient historical highlights of international action regarding Safety at Sea and the creation of the Intergovernmental Maritime Consultative Organization.

INTERGOVERNMENTAL MARITIME CONSULTATIVE ORGANIZATION

The most important event in the international maritime safety field

Delegates and advisers from more than 50 nations are presently assembled in London to revise the 1948 International Convention on Safety of Life at Sea. The Conference is being held under the auspices of the Intergovernmental Maritime Consultative Organization (IMCO) of the United Nations.

In 1958 VADM A. C. Richmond, USCG, received a delegation of authority from the Secretary of State to assume overall responsibility for initiating and coordinating the preparations of proposals which the United States will advance at the present Conference. These proposals, developed by committees composed of two-thirds of industry representatives and one-third from Government agencies, have been covered in previous issues of the PROCEEDINGS. The U.S. Delegation is headed by VADM Richmond.

Mr. Charles H. Vaughn, Director of the Admiralty Division, Office of Judge Advocate General, U.S. Navy, in his article discusses the general considerations that are under discussion at this Conference and considers the salient historical highlights of international action regarding ship safety in the light of the importance of the Intergovernmental Maritime Consultative Organization, whose present and future undertaking should be of continuing interest to all seafarers.

The timely article, "International Standards for Safety at Sea, The 1960 SOLAS Conference," by Mr. Vaughn appeared in the Judge Advocate General Journal, May 1960.

ED.

since the 1948 Safety of Life at Sea Convention has been the establishment of the Intergovernmental Maritime Consultative Organization, generally referred to as IMCO. Delegates and advisers from more than 50 nations are presently assembled in London to review and revise the past Safety of Life at Sea Conventions, under the auspices of this United Nations maritime organization.³

The extensive network of international agreements touching shipping has warranted a central maritime

organization. It seemed evident, after the establishment of the United Nations, that a permanent organization rather than the sporadic *ad hoc* diplomatic conferences previously utilized could deal more effectively with international problems involving safety at sea.⁴ The United States has looked with favor on the creation of such an agency that could participate on an equal basis with world aviation, telecommunications and meteorological organizations.

The United Nations in its early years explored the desirability of establishing an organization in the field of international shipping. The International Civil Aviation Organization, International Telecommunications Union, and the World Meteorological Organization were organized to coordinate within the United Nations the activities of worldwide concern in the fields of transportation and communications. At a Geneva Conference in 1948, just prior to the SOLAS Conference, the United Nations established the International Maritime Consultative Organization to complete the picture.⁵ The 1948 Safety of Life at Sea Convention recognized the UN agency then in embryo. In consequence, each of these two conventions recognized the other in that it was specifically provided by both that IMCO would assume responsibility for the next safety of life at sea conference.⁶

IMCO lay dormant for ten years awaiting the measure of acceptance by Governments which its terms required. Attaining that measure of acceptance in the latter part of 1958, IMCO came into existence and held its first meeting in 1959.⁷

¹ U.N. Bulletin, Feb. 15, 1948, pp. 152-154; Survey Graphic, Oct. 1947, pp. 529-530, 555-557; U.N. Review, Mar. 1958, pp. 29-31.

² Ibid., Note 4, Apr. 18, 1948, pp. 495-505.
³ 1948 Convention on Safety of Life at Sea, Art. XV, TIAS 2495; Convention of Intergovernmental Maritime Consultative Organization, 1948, Annex B, TIAS 4044.

⁴ Although IMCO was created in 1948 it did not come into force until 1958 when the necessary 21st nation accepted. IMCO now has 35 members as follows: Argentina, Australia, Belgium, Burma, Canada, China, Denmark, Dominican Republic, Ecuador, Finland, France, German Federal Republic, Ghana, Greece, Haiti, Honduras, Iran, Ireland, Israel, Italy, Japan, Liberia, Mexico, Netherlands, Norway, Pakistan, Panama, Sweden, Switzerland, Turkey, USSR, United Arab Republic, United Kingdom, United States, Yugoslavia.

¹ See Marine News, May 1957, p. 17, citing Lloyd's Register of Shipping, London; Proceedings of the Merchant Marine Council, Nov. 1959, pp. 224-225; Readers Digest, June 1957, pp. 74-75.

² N.Y. Times, Aug. 28, 1957, p. 54; 7; Sept. 21, p. 79; 1 (Citing report of Lloyd's Register of Shipping, London).

³ Dept. of State Bulletin, Mar. 7, 1960, p. 390.

ORGANIZATION OF IMCO

The organic structure of IMCO, whose headquarters are in London, includes the following bodies: an Assembly, a Council, a Maritime Safety Committee, and the Secretariat. The Assembly is the policy-making body composed of all member nations. It meets at least once every two years with its 16-member council acting as the agency's governing body between biennial sessions. The Maritime Safety Committee's 14-member states meet annually. They are charged with all matters relating to maritime safety. The Maritime Safety Committee is specifically responsible for any items placed before it concerning aids to navigation, the construction and equipment of vessels, Rules of the Road, manning regulations from a safety aspect, marine casualty investigation, the handling of dangerous cargoes, salvage and rescue operations, hydrographic information, and any other technical matters connected with safety of life at sea.

MARITIME SAFETY COMMITTEE

The Maritime Safety Committee of IMCO held its first working session in November 1959. The most urgent matter discussed was that of the 1960 SOLAS Conference. Organization arrangements for that Conference were made. The Committee also considered what should be done to review and revise the International Code of Signals.

The November meeting of the Maritime Safety Committee was characterized by very few differences of opinions among the member nations. It was agreed that a committee of IMCO would develop a set of provisional rules for presentation to the

1960 Conference for approval as the rules under which the Conference would function. It was also agreed that the Secretary General of IMCO would recommend that the work of the Conference should be carried out by the following committees:

- Heads of Delegation Committee
- General Provisions Committee
- Construction Committee
 - Subcommittee on Machinery and Electrical Installations
 - Subcommittee on Subdivision, Stability and Watertight Integrity
 - Subcommittee on Fire Protection and Extinguishment
- Committee on Lifesaving Appliances
- Radio Committee
- Committee on Safety of Navigation
 - Subcommittee on Collision Regulations
- Committee on the Carriage of Grain and/or Bulk Cargo
- Committee on the Carriage of Dangerous Goods
- Committee on the Safety of Nuclear-Powered Ships
- Credentials Committee
- Drafting Committee.

In general the committee structure which was tentatively agreed upon closely followed that which the Organization of the United States found necessary to establish in the development of the Initial Proposals of the United States for the Revision of the 1948 SOLAS Convention.

During the past year Vice Admiral Richmond, Commandant of the Coast Guard, has been actively engaged, at the request of the Secretary of State, as the Chairman of the Organization of the United States to develop the U.S. proposals for the revision of the 1948 Safety of Life at Sea Convention. Admiral Richmond headed the U.S. Delegation to the second meeting of the Maritime Safety Committee of IMCO.

In the latter part of 1957, the Government of the United Kingdom officially proposed an international conference for the purpose of revising the International Convention for the Safety of Life at Sea, 1948, and the International Regulations for the Prevention of Collisions at Sea. This was a duty which the British Government had assumed as the bureau power for these international agreements. The Intergovernmental Maritime Consultative Organization at its inaugural meeting and under the terms of the international agreement which established IMCO as one of the specialized agencies of the UN, relieved the Government of the United Kingdom of its duties as bureau power for the 1948 Safety of Life at Sea Convention.

During the past several months the Secretariat of IMCO has been in the

process of arranging with the Government of the United Kingdom for an orderly transfer of functions.

FIRST SOLAS CONFERENCE 1914

The present London Conference is the fourth of the International Conferences for Safety of Life at Sea. Until the first Safety of Life at Sea Convention in 1914 those nations legislating marine safety matters did so primarily for their own vessels. With the shock caused by the loss of the SS *Titanic*, a ship widely regarded in 1912 as unsinkable, and the loss of 1489 lives in the tragedy, the first International Conference for the Safety of Life at Sea was called in London in 1914.⁸ Representatives of 16 countries met and drafted a convention which provided, in the main, that passenger ships have certain minimal standards of subdivision and fireproof construction, and minimum requirements for lifeboats and lifesaving equipment. It also required the use of radio for certain vessels and called for the establishment of distress frequencies. The North Atlantic Ice Patrol was established to protect ships from icebergs and floes. The Convention also recommended the use of fixed routes for passenger vessels on the North Atlantic run. Although the first World War prevented this Convention from coming into force, much of its substance was put into practice by maritime nations.

Following the termination of World War I, consideration was given to holding a conference to carry forward the work commenced in 1914. Extensive preparatory work was undertaken, both in the United States and abroad, and on April 16, 1929, the second International Conference was convened in London. Eighteen nations attended and signed the Convention which resulted on May 31, 1929. In general, the 1929 Convention advanced the work begun in 1914, with special emphasis on ship construction, watertight integrity and mandatory radio equipment. This Convention was eventually ratified by 43 nations, including the United States, and for the first time the maritime world had an established international charter for safety of ships at sea.⁹ The 1929 Convention also made recommendations for changes to the Rules of the Road, but these were never adopted.¹⁰

ABOUT THE AUTHOR

MR. CHARLES H. VAUGHN, Director of the Admiralty Division, Office of the Judge Advocate General, received his A.B. in 1940 and his LL.B. in 1948 from Boston College. After completing graduate work at Harvard in Admiralty Law in 1948, he entered private practice of Admiralty Law in New York and later in Washington. In 1958 he was named to head the Navy's Admiralty Division in the Office of the Judge Advocate General. In addition to this responsibility, Mr. Vaughn is the Navy's representative to the Intergovernmental Nuclear Liability Committee and is a Navy member of the Intergovernmental Shipping Coordinating Committee. He is a member of the New York and District of Columbia bars and of the Bar of the Supreme Court of the United States, and is a member of the American Bar Association, the Federal Bar Association, and the Maritime Law Association.



⁸ Dept. of State Bulletin, Dec. 29, 1952, p. 1024; USCG International Conventions and Conferences on Marine Safety, June 1, 1951, p. 9.

⁹ The 1929 Convention came into international force in 1933 but the U.S. did not ratify it until 1936, *Ibid.*, Note 8.

¹⁰ Hilbert, *International Rules of the Road at Sea*, Georgetown Univ., 1938, p. 5; Farwell, *Rules of the Nautical Road*, 1957, p. 11.

With the advances in nautical science and improved techniques accelerated during World War II, and with the loss by fire of several large ships constructed under the 1929 Convention requirements, it seemed obvious that a third conference would be called as soon as possible after the cessation of hostilities. Accordingly, in 1948 the third Conference was convened in London with 30 nations represented. The resultant 1948 Convention for the Safety of Life at Sea made structural provisions against fire more stringent, and required a continuous watch on the radio distress frequency for all ships over 1,600 gross tons. In general, many of the provisions of the 1929 Convention were increased in scope. An important innovation, based on war-time experience, was that ships should carry portable radio transmitters which could be taken into a lifeboat. The establishment of search and rescue procedures was recommended.¹¹

Of particular interest to a ship's officer were the changes made by the 1948 Convention in the "Rules of the Road," formally called the Regulations for Prevention of Collisions at Sea.¹² This was the first time specific changes were adopted by an international body concerning the Rules which originally came into force in 1897 by international agreement. The advent of the International Rules of the Road occurred in 1862 when England and France agreed to recognize certain basic Rules for collision prevention. In 1879 England extended the scope of her Rules, and revised them in 1884. Between 1880 and 1885 these English Rules were adopted, with some changes, for use on the high seas by the United States, Belgium, Germany, France, Japan, Norway, and Denmark. In 1889 an international conference was held in Washington, D.C., which drafted the basic Rules that later came into international effect in 1897.¹³

These rules were subsequently modified by the 1948 Safety Convention. Out of it came the revised International Regulations for Preventing Collisions at Sea, which are currently in international force. The important changes introduced by the 1948 revisions to the Rules of the Road were:

1. The formerly permissive second white masthead or range light became compulsory, except for vessels less than 150 feet in length and for vessels engaged in towing.
2. The formerly permissive stern light became compulsory and its range of visibility was increased from 1 to 2 miles.
3. An international danger signal was established, consisting of at least 5 short blasts for optional use by a vessel privileged by the Rules, when she is in sight of the other vessel and when a doubt exists as to whether sufficient action is being taken by the other vessel to avert collision.
4. The Rules were extended to include seaplanes on the water.

THE 1960 CONFERENCE

The interval since the last Convention is now shorter—12 years as against 19 years—but, of greater import, in those 12 years much has occurred in the realm of technological development in ship design, aids to navigation, lifeboats, more effective weather prediction and reporting, and air-sea rescue.¹⁴

NUCLEAR POWER

The most spectacular development is the application of nuclear power to ship propulsion. Consideration of this development is most acute to the United States since our Navy is presently, and will be for the foreseeable future, the world's largest operator of nuclear-powered vessels. Besides our advances with nuclear submarines, the nuclear-powered guided missile cruiser USS *Long Beach*, christened July 20, 1959, is scheduled for delivery late in 1960, and the world's only nuclear-powered aircraft carrier, the USS *Enterprise*, is expected to be ready for sea in the fall of 1961. Concerning merchant ships, the NS *Savannah* should be in operation this year. There were, of course, no provisions in the 1948 Convention relating specifically to nuclear-powered ships.

¹⁴ An immense amount of work has been done by the United States in preparing for the Conference. In early 1958, by an exchange of letters between the Departments of State and Treasury, the Commandant of the Coast Guard received a delegation of authority to assume overall responsibility for initiating and coordinating the preparation of proposals which the United States will advance at the 1960 Conference. In October 1958 various necessary committees were established and members appointed. These committees were six in number: General, Construction, Lifesaving Appliances, Radio, Safety of Navigation, and Nuclear Power. (USCG Comdt. Instr. No. 15-58 of 21 Oct. '58.) The membership in these committees and subcommittees has been composed of some 250 experts and advisors from all interested United States Government agencies, shipping and allied industries, and principal labor unions. Of course, it must be appreciated that many other interested individuals answered the invitations of these various committees to submit recommendations. See Vice Admiral A. C. Richmond, USCG, "The International Marine Safety Picture," *Proceedings of the Merchant Marine Council*, Dec. 1958, pp. 223, 234-5.

Nuclear propulsion of ships raises problems that go beyond those connected with the ship herself. Not only have nations which nuclear ships may visit shown concern, but it may be anticipated that the risks of collision with conventionally powered vessels will be an issue. It is therefore expected that the Conference will discuss special provisions governing the operation of nuclear vessels. The problem of manning by qualified personnel may well be considered. The procedure for safety evaluation by the government under whose flag the ship is registered and by governments of countries she intends to visit may be debated. In any event, it should be and is expected that exemptions will be made for nuclear-powered men-of-war.¹⁵

RADAR

The use, and possible misuse, of radar is almost certain to evoke lengthy discussion in considering the Rules of the Road. The 1948 Convention made no changes in the Rules concerning radar but the subject was given consideration. In effect, the 1948 Convention stated that, although radar advances as a navigational aid were appreciatively noted, the possession of radar in no way relieved a ship from her obligations under the Rules, and in particular, her duties to proceed at a moderate speed and use certain sound signals under conditions of restricted visibility (Rules 15, 16).¹⁶

Because of the various disasters in which vessels fitted with radar have been involved, it is probable that some of the more than 50 nations represented will attempt to incorporate some kind of "Radar Rule." In the writer's opinion, it would be indeed unfortunate if any Rule is adopted which would change the broad principles of the Rules for a ship having radar, because, after all, radar is only one of many aids to navigation available today. Some ship masters, unfortunately, have thought that the possession of radar made it possible for them to make fast passages in limited visibility. The result has often been a serious collision. The occurrence of such events probably coined the phrase "radar-assisted collisions." Obviously, radar is an aid to and not a substitute for vision. As a nutshell expression of the writer's hope that any "Radar Rule" will be conservatively considered, the follow-

¹¹ USCG International Conventions and Conferences on Marine Safety. Op. cit., Note 8, pp. 18-22, 39.

¹² See Hayes, "The Rules of the Road," *Proceedings of the Merchant Marine Council*, Nov. 1959, pp. 216-219.

¹³ Our Congress codified these rules by an Act of 1890. *Ibid.*, Note 10. LaBoy Teaux, *Rules of the Road at Sea*, 1920, p. 1. Act of Sept. 4, 1890, 26 Stat. 425, 33 U.S.C. 367, 368.

¹⁵ For further discussion of nuclear ship problems, see *JAG Journal*, Mar.-Apr. 1960, pp. 9-12; Apr. 1959, pp. 20-24. For discussion related to problems of radioactive waste disposal, see *JAG Journal*, Apr. 1959, pp. 12-16, 25-28.

¹⁶ 1948 Convention on Safety of Life at Sea, Recommendation No. 19, TIAS.

ing is a quote from a former Navy destroyer shipper's night order book: "The Officer of the Deck is responsible for knowing all that occurs on the sea, in the air, and under the sea about him. He himself must know these things. He must look and see, and hear. To place full reliance upon radar assistance as a substitute for these natural senses is to court disaster."

These potential issues of deliberation by the 1960 Conference have been based on the needs recognized by previous Safety of Life at Sea Conventions, on treaties and articles by authors and periodicals connected with the subject,¹⁷ and on the writer's experience. Quite apparently many new proposals will be countered with economic considerations, e.g., cost of installation, necessary personnel, training, etc., and some propositions may have to run the gamut of political attacks, e.g., nuclear-powered ship issues.

FUTURE ACTIVITIES OF IMCO

It is apparent that the many activities and decisions of the 1960 Safety of Life at Sea Conference will have some meaning for every mariner. The current and future undertakings of the United Nations' IMCO, particularly its Maritime Safety Committee, should be of continuing interest to all seafarers.

The functions of IMCO will vest in that organization the responsibility for carrying out the safety of life at sea program and make for greater continuity of action. IMCO will bring together at more frequent intervals technical experts of all the maritime countries to discuss the handling of safety matters and mutual shipping problems.

In addition, IMCO is beginning work relating to the unification of maritime tonnage measurements, prevention of pollution of the sea by oil, and the International Code of

Signals. IMCO is cooperating in plans for a seminar on ports and harbor facilities, to be held in Copenhagen in October, under the joint auspices of the UN technical assistance program and the Government of Denmark. The seminar is designed to be of service to port and harbor authorities in the Near and Middle East. The writer feels confident that all of us with maritime interests will continue to give wholehearted support to these organizations which can contribute greatly to the safety of life and property at sea.

¹⁷ *Proceedings of the Merchant Marine Council*, Nov. 1959, pp. 212-215; *Shipbuilding-Shipping Record*, Jan. 21, 1960, pp. 80-81; *Fairplay*, Jan. 7, 1960, p. 7; *Marine News*, Feb. 1960, pp. 31, 68; *Marine Journal*, Aug. 1959, p. 3; *Marine Engineering*, Nov. 1959, pp. 82-86; *U.N. Review*, July 1958, p. 4; *Marine Engineering and Shipping Review*, Dec. 1948, pp. 41-44; *Institute of Navigation Journal*, Oct. 1958, pp. 407-408; *International Organization*, Summer 1959, pp. 464-465; *National Gazette*, Sept. 1948, pp. 29-33; *Am. Journal of International Law*, Vol. 53, 1959, pp. 516-531.

TIDEWATER HONORS MARINERS FOR ACCIDENT-FREE RECORDS



TIDEWATER CAPTAIN CONGRATULATED—Frank O. Braynard, center, of the American Merchant Marine Institute, congratulates Captain Erich Richter, Jr., master of Tidewater Oil Company's S.S. *Flying A New York*, on his vessel's achievement of completing 2 full years of operations without a single lost-time accident. Looking on, left to right, are: R. K. Kelly, Tidewater's eastern division marine manager; General J. James Ashton, manager of the Delaware Safety Council, and A. L. Piper, Tidewater's division transportation manager. Braynard, at a luncheon, held later and attended by the crew, presented Richter with the Institute's Certificate of Honor in recognition of the vessel's achievement.

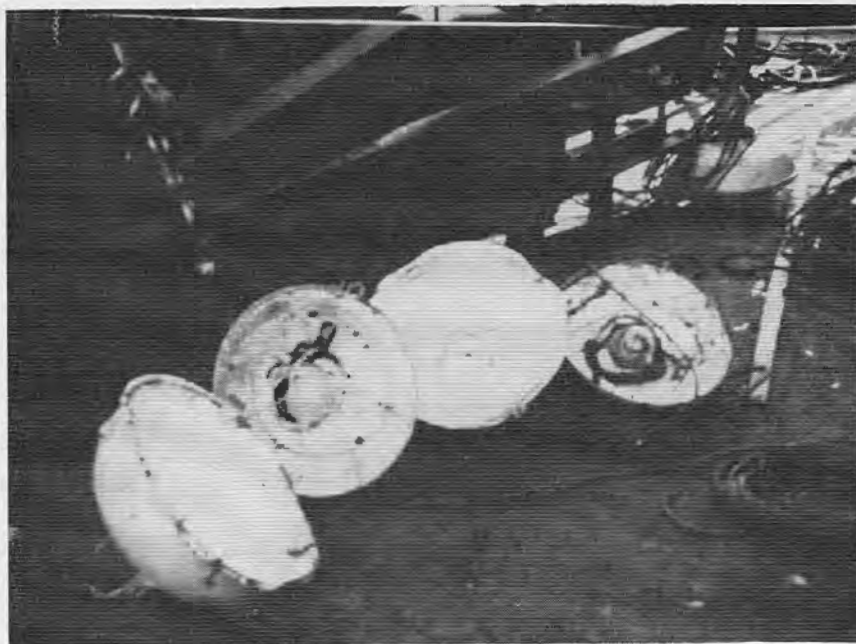
Wilmington, April 13—The captain, officers, and crew of Tidewater Oil Company's S.S. *Flying A New York*, which completed 2 years of operations without a single lost-time accident, were honored today at the second in the series of marine safety award luncheons.

A bronze plaque, inscribed with the name of the ship, was presented to Capt. Erich Richter Jr., master of the S.S. *Flying A New York*, by I. E. Chapman, Tidewater's eastern division assistant general manager. Individual awards, in the form of lapel emblems, carrying the company's Flying A houseflag, were presented to members of the crew.

In addition, the American Merchant Marine Institute's Certificate of Honor, awarded to vessels which have completed two years of activity without incurring lost-time accidents, was presented to Capt. Richter by Frank O. Braynard, director of the AMMI's bureau of information.

The officers and crews of two other Tidewater vessels will be honored later this year for their safety achievements. The M.S. *Flying A* has completed 3 years of operation without a lost-time accident and the M.S. *Newark Getty*, 2 years.

WATCH AND CHECK YOUR CLUSTER LIGHTS



MAKE SURE that these are not your cluster lights.

A VESSEL has the definite obligation to provide adequate light in areas where work is to be performed. Sufficient cluster lights in good condition should always be available. It is unfortunate that many ships do not pay proper attention either to the condition or quantity of their cluster lights.

The hazards created by cluster lights in poor condition have often been stressed. Lights with missing guards, defective sockets, chipped or cracked plugs, or other deficiencies should be taken out of service until repaired. Failure to do so can result in injury to personnel or damage to a vessel, such as caused by a cotton fire whose origin may be in a defective socket or missing guard of a cluster light. In the matter of good housekeeping, the January issue of the *States Marine Safety Bulletin* enumerated points that should be checked.

1. Are guards in place. (Only dish type guards should be used)
2. Are all bulbs and sockets good?
3. Are the cords free of cuts?
4. Are the plugs cracked or chipped, and are the connections good?

5. Do the lights have lanyards of sufficient length to secure the light so that the cord is not used for this purpose?

In one successful effort to keep a good check on cluster lights, a mate of a vessel reported that he numbered all cluster lights and assigned a deck department member to make up and stow the lights each morning, noting those by number that needed repair or replacement. The electrician was given a numbered list so that he had no difficulty in locating the lights that needed repair and could quickly return them to service. Use of this or a similar work system could eliminate defective lights.

Proper placement of clusters is as important as their condition and is a problem that is more frequently neglected. Improper placement of a cluster light can lead to permanent injury or death. A deck officer was recently killed when a falling flood light was displaced by the boom of a dock crane.

The decks were illuminated with flood lights and clusters. One cluster light on the deck was shining upward. In the process of loading scrap iron into a hatch, a crane operator, working in a darkened cab, lowered the

block to the deck where the bridle was attached. While swinging the crane to his left, he was temporarily blinded and could not see his boom. He immediately applied the brake, but his action was too late.

The boom struck the starboard rail of the vessel's flying bridge. A portion of the rail and a floodlight hooked to the rail fell and killed the chief mate standing below. It was concluded that the cluster light on deck contributed to the casualty by being left shining upward so that the crane operator was blinded.

The glare of two or more bulbs clustered together in a light is sufficient to blind anyone who may look into it. If that person is moving along the deck, he will be unable to see the hazard created by hatch covers, beams, and other items usually found on deck when working cargo at night. In this case the placing of a cargo cluster caused a crane operator to lose control of his equipment. The placing of a cargo light in a position where it shines upward from the deck is an unwise and definitely unsafe practice. **WATCH AND CHECK YOUR CLUSTER LIGHTS.**

AMVER

(Continued from page 91)

demonstrates the incalculable advantage of position held by passing merchant vessels. The primary aim of the AMVER system is the rapid listing of the absence or presence of particular vessels, which are in position to be useful in the distress case. The AMVER surface plot also provides the SAR coordinator with the correct radio call sign, and other data which affects the ship's Search and Rescue potential, for example, whether or not it carries a doctor, radar, and voice radio. The coordinator is thus permitted to request ships "best situated" to cope with a given emergency and to release others.

All merchant vessels carrying radio officers are invited to make simple reports as shown in AMVER Instructions for every passage in the Atlantic Ocean north of the Equator, whether coastwise or transoceanic. The greater the completeness of this system, the more useful it is. Vessels not holding AMVER Instructions dated January 1960, may obtain them by writing or visiting Commander, Eastern Area (AMVER), Custom House, New York 4, N.Y., or from any Coast Guard District Office, Captain of the Port, or Marine Inspection Office on the Atlantic or Gulf Coast.



MARITIME SIDELIGHTS

The latest addition to the U.S. merchant fleet, the *Mormacpride*, slid down the launching ways of Sun Shipbuilding & Drydock Corp.'s yard in Chester, Pa., while harbor craft and factory whistles tendered the traditional salute.

Ordered by Moore-McCormack Lines as part of that company's \$430 million ship replacement program, the ship was christened by Mrs. Robert C. Lee, wife of Admiral Lee, Moore-McCormack's board chairman.



The Oswego Port Authority in mid-January took the first step in a program of improving the Lake Ontario port so that ships transiting the St. Lawrence Seaway could make Oswego a Port of Call. The Port Authority, through its chairman, Clark Morrison III, applied for a \$4 million loan from the State of New York for the work.

The area of the port which is scheduled for improvement is that part known as Grampus Bay, a 33-acre section suitable for conversion into a port facility that would fit into the overall St. Lawrence Seaway-Great Lakes navigation projects.



The Government project to deepen the channels between the Great Lakes has resulted in higher draft limits in the upbound channel from Lake Erie to Lake Huron, according to the Lake Carriers' Association. The association announced that the recommended draft for upbound (north-bound) ships in the Detroit River was 23 feet 5 inches instead of the former figure of 19 feet 5 inches. The same draft applies to Lake St. Clair and the St. Clair River.



One thousand, eight hundred and eight steamships and motorships were launched in 1959, according to the annual summary of *Lloyd's Register of Shipping*, released in February. The 1959 figure of 8,745,704 gross tons of merchant shipping was 524,279 tons below the 1958 totals, the all-time peacetime record year.

Bids on the construction of five new cargo ships have been invited by Farrell Lines, Inc., with the approval of the Federal Maritime Board, according to a Maritime Administration announcement.

The ships are to be built for service on Trade Route 15-A, U.S. Atlantic ports and ports in South and East Africa. Construction of the ships is in keeping with the company's agreement with the Federal Maritime Board to replace vessels now operating on Trade Route 15-A, in accordance with its operating-differential subsidy contract.

The ships are Maritime Administration Design C4-S-58a, and have the following characteristics:

Length overall—572 feet.
Beam—75 feet.
Draft—30 1/2 feet.
Gross tons—11,600.
Total deadweight tons—12,401.
Service speed—20 knots.
Passengers—12.
Cruising radius—17,300 miles.
Dry cargo bale—660,026 cu. ft.
Reefer cargo—28,000 cu. ft.
Machinery—single-screw geared turbine.



The title of the longest liner afloat will be claimed for the *France*, a French Line vessel which was launched May 11 at the St. Nazaire shipyard. The *France* measures 1,035 feet from her stem to her stern which makes the ship four feet longer than the *Queen Elizabeth*, the world's largest liner. The *France* will not contest the latter title, for her 55,000 gross tons will still be less than either the 83,678 gross tons of the *Queen Elizabeth* or the 81,000 tons of the *Queen Mary*.



The top six winners in the dry cargo and tanker safety contest run by the National Safety Council were announced March 31. In the former category they were: Alcoa Steamship Co., United States Lines and United Fruit Co. For tankers they were: Atlantic Refining Co., Tidewater Oil Co., and Texaco, Inc.

Industry last year constructed or announced plans to develop 317 new plants and other facilities along the navigable inland waterways, according to a survey just completed by the American Waterways Operators, Inc.

Out of last year's total of 317 water-side projects, 161 installations, or 51 percent, were terminals, docks, wharves and other facilities designed especially for handling barge commerce. This is the largest number of such terminal facilities erected in one year since AWO started keeping waterside plant statistics in 1952.



The New York State Maritime Academy, which has been teaching nuclear physics since 1951, now has a nuclear reactor laboratory where it can practice what it teaches, according to a signed article by Robert S. Burns in the *Herald Tribune*, March 27. College officials dedicated the laboratory on April 5 during ceremonies on the Campus at Fort Schuyler. The equipment, purchased with a \$25,000 Atomic Energy Commission grant, includes a subcritical water moderated reactor, an electronic simulator for training reactor operators, and a gamma ray spectrometer.



Grace Line Inc. and the Federal Maritime Board have signed a contract with the Bethlehem Steel Co., Shipbuilding Division, Sparrows Point, Md., for construction of three combination cargo-passenger-container vessels.

Characteristics of the new ships, MA design C4-S1-49a, contracted for are:

Length overall—545 feet.
Beam—79 feet.
Draft—27 feet.
Gross tons—14,100.
Deadweight tons—7,790.
Service speed—20 knots.
Machinery—single-screw geared turbine.
Passengers—88.
Containers—188,600 cu. ft. (147 containers).
Bale capacity—648,820 cu. ft.



nautical queries

Q. In a "Built-up" crankshaft how are the webs rigidly secured to the pins and to the body of the shaft?

A. In a "Built-up crankshaft" the webs are shrunk on the crankpins and on to the shaft. This is done by turning the end of the shaft and the ends of the crankpin a few thousandths of an inch larger than the holes in the web. The web is then heated and when it has expanded enough, the shaft end and pin are put in their places. To further secure them, a hole is bored half in the web and half in the crankpin, and another one—half in the web and half in the shaft, about $1\frac{1}{4}$ " diameter and 3" deep. A steel pin is then turned so as to be a tight fit in the hole, and is driven in with a heavy hammer. A groove must be filed along the pin to allow the air at the bottom of the hole to escape.

Q. In what way does the angle that the connecting rod makes with the piston rod affect the thrust and the wear on the guides?

A. The magnitude of the thrust depends upon the angularity of the connecting rod, with the pressure on the guide reaching a maximum when the crank makes an angle of 90° with the axis of the piston rod. Hence the greatest wear on the guide will be found about the middle of its length.

Q. (a) What is the difference between an outside admission valve and an inside admission valve?

(b) What is the position of the eccentric in relation to the crank for engine with inside and outside admission valves?

A. (a) An outside admission valve admits steam over its outer edge and exhausts over the inner edge.

The D-type slide valve is always outside admission; the piston type valve is usually inside admission, but may be either outside or inside.

(b) The position of the eccentric with an outside admission valve is 90° plus lap and lead ahead of the crank in the direction of rotation. An inside admission valve works directly opposite, admitting steam by its inner edge and exhausting at the outside. The position of the eccentric with an inside admission valve is 90° , minus the lap and lead behind the crank in the direction of rotation.

Q. (a) Explain why throttling of an engine in which saturated steam is used may produce superheated

steam in the valve chest.

(b) Is throttling economical?

A. (a) In a throttling process the steam passes from a higher pressure to a lower pressure and, neglecting radiation losses, at the same total heat. As the steam at the lower pressure still has the same total heat, it will be superheated proportionately with the pressure drop.

(b) Whenever steam passes through a steam admission valve, and there is a drop in pressure without the performance of work, there is a loss and hence it is not economical.

Q. Explain why the main journal bearing caps on 4-cycle engines are usually of heavier construction than those used on 2-cycle engines of approximately the same horsepower?

A. The main journal caps on 4-cycle engines are of heavier construction because during the latter part of the exhaust stroke there is an upward thrust on the bearing caps due to the inertia and centrifugal forces of the moving parts. In 2-cycle engines this upward thrust is overcome by the compression of the air in the cylinder and consequently the journal bearing caps and bolts may be lighter construction in the 2-cycle engine.

Q. (a) What is a secured wrist pin?

(b) What is a floating wrist pin?

A. (a) The secured type wrist pin has the wrist pin secured tightly in the bosses of the piston casting. A screwed dowel is used to secure the pin.

(b) The floating type wrist pin is free to move in both the eye of the connecting rod and the bosses of the piston casting. A spring clip retainer is placed in grooves in each end of the piston boss in order to prevent the pin from scraping the cylinder walls.

Q. (a) What is a dry liner?

(b) What is a wet liner?

A. (a) A dry liner is usually a very thin liner (insert) which does not come in direct contact with the cooling water.

(b) A wet liner is a cylinder liner which comes in direct contact with the cooling water and must have some means of sealing at the bottom in order to prevent cooling water from leaking into the base of the engine and contaminating the lube oil.

Q. (a) Describe a ported liner in 2-cycle engines.

(b) What is the relative position of the exhaust and scavenging ports?

A. (a) The liner used in 2-cycle engine construction usually has two rows of ports which are at slightly different positions. The top row of ports are exhaust ports. At a slightly lower level are the scavenging ports.

(b) The position of the exhaust ports is about 75 percent down the stroke, and the scavenging ports are about 80 percent down the stroke.

Q. (a) Describe a diffusion ring of a centrifugal pump.

(b) What purpose does it serve?

A. (a) The diffusion ring of a centrifugal pump is stationary and completely surrounds the impeller. It contains a series of openings, with passageways leading therefrom, which receive the water from the impellers at high velocity and by virtue of the gradually increasing area of the passageways towards the periphery, reduces the velocity with a minimum of turbulence.

(b) The purpose of the diffusion ring of a centrifugal pump is to convert velocity to pressure with a minimum loss of energy.

Q. Why is it necessary for a steam pump to have steam admitted during full stroke?

A. The ordinary direct acting steam pump has no flywheel to steady its motion and to give out stored-up energy at the end of each stroke. The pressure pumped against is constant throughout the stroke. This could not be realized if the steam were cut off before the end of the stroke, and the diminished pressure at the end of the stroke would not be sufficient to counteract the pressure against the water piston or plungers. The general design of such pumps prohibits any attempt at cutting off the steam before the end of the stroke.

Q. Why will most pumps not handle highly heated water from below the level of the pump suction?

A. Because the pump creates a vacuum in the suction line and water boils at a lower temperature in a vacuum, the condition is set up whereby the vapor from the already hot water destroys the vacuum in the suction line and the atmospheric pressure fails to force the water to the pump.

MERCHANT MARINE PERSONNEL STATISTICS

MERCHANT MARINE OFFICER LICENSES ISSUED

QUARTER ENDING 31 MARCH 1960

DECK

Grade	Original	Renewal	Grade	Original	Renewal
Master:			Third mate:		
Ocean.....	36	400	Ocean.....	16	60
Coastwise.....	9	66	Coastwise.....		
Great Lakes.....	72	143	Pilots:		
D. S. & L.....	20	86	Great Lakes.....	35	62
Rivers.....	63	78	B. S. & L.....	128	32
Radio Officer Licenses Issued.....	15	126	Rivers.....	88	42
Chief mate:			Master: Uninspected Vessels.....	7	23
Ocean.....	35	130	Mate: Uninspected Vessels.....	52	40
Coastwise.....		1	Motorboat Operators.....	263	498
Mate:			Total.....	872	1,904
Great Lakes.....			Grand Total.....	2,776	
B. S. & L.....		2			
Rivers.....					
Second mate:					
Ocean.....	33	116			
Coastwise.....					

ENGINEER

Grade	Original	Renewal	Grade	Original	Renewal
STEAM			First assistant engineer:		
Chief engineer:			Unlimited.....	12	26
Unlimited.....	63	648	Limited.....	18	29
Limited.....	8	128	Second assistant engineer:		
First assistant engineer:			Unlimited.....	8	23
Unlimited.....	65	246	Limited.....	3	
Limited.....	10	21	Third assistant engineer:		
Second assistant engineer:			Unlimited.....	7	355
Unlimited.....	80	324	Limited.....	1	2
Limited.....	8	8	Chief engineer: Uninspected Vessels.....	8	19
Third assistant engineer:			Assistant engineer: Uninspected Vessels.....	3	3
Unlimited.....	58	273	Total.....	421	2,408
Limited.....	10	3	Grand Total.....	2,829	
MOTOR					
Chief engineer:					
Unlimited.....	12	123			
Limited.....	47	177			

WAIVER OF MANNING REQUIREMENTS

Waivers	Atlantic Coast	Gulf Coast	Pacific Coast	Great Lakes	Total
Deck officers substituted for higher ratings.....					
Engineer officers substituted for higher ratings.....					
Ordinary seamen for able seamen.....					
Wiper or coalpassers for qualified member engine dept.....					
TOTAL WAIVERS.....					
Number of vessels.....					

INVESTIGATING UNITS

Coast Guard Merchant Marine Investigating Units and Merchant Marine Details investigated a total of 3,062 cases during the first quarter of 1960. From this number, hearings before Examiners resulted involving 36 officers and 245 unlicensed men. In the case of officers, 1 license was revoked, 5 were suspended without probation granted, 12 were suspended with probation granted, 8 cases were dismissed after hearing, and 2 hearings were closed with admonition. Of the unlicensed personnel, 21 documents were

ORIGINAL SEAMEN'S DOCUMENTS ISSUED

Type of document	Atlantic Coast	Gulf Coast	Pacific Coast	Great Lakes and Rivers	Total
Staff Officer.....	27	5	17	1	50
Continuous Discharge Book.....		17	1		18
Merchant Mariner's Documents.....	893	405	510	818	2,626
AB any waters unlimited.....	79	29	41	32	181
AB any waters, 12 months.....	52	10	16	25	103
AB Great Lakes, 18 months.....	10	1	3	34	48
AB Tugs and Towboats, any Waters.....	2		2		4
AB Bays and Sounds.....	1				1
AB Senging Barges.....					0
Lifeboatman.....	125	2	43	3	173
QMED.....	90	25	50	80	245
Radio Officer.....	3	2	3		8
Certificate of Service.....	840	376	470	763	2,449
Tankerman.....	13	53	6	43	115
Total.....	2,135	925	1,162	1,799	6,021

revoked, 17 were suspended without probation, 80 were suspended with probation granted, 13 cases were dismissed after hearing, and 32 hearings were closed with admonition. Five licenses and 89 documents were voluntarily surrendered.

MERCHANT MARINE STATISTICS

The first new privately constructed freighter in the long-range ship-building replacement program was added to the active U.S. merchant fleet during March, according to the Maritime Administration. There were 944 vessels of 1,000 gross tons and over in the active oceangoing U.S. merchant fleet on April 1, 6 more than the number active on March 1, 1960.

There were 36 Government-owned and 908 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 an increase of seven active vessels and a decrease of nine inactive vessels in the privately owned fleet. A freighter, the *James Lykes*, was delivered from construction, and a converted tanker, the *Cottonwood Creek* was redocumented under U.S. from foreign flag. Four Liberty ships were transferred to foreign flag. This made a net loss of 2, or a total privately owned fleet of 1,016. Of the 108 privately owned inactive vessels, 43 dry cargo ships and 50 tankers were laid up for lack of employment, 12 fewer than on March 1. The others were undergoing repair or conversion.

The Maritime Administration's active fleet decreased by 1, while its inactive fleet decreased by 11. Seventeen Liberty ships were sold for scrap. One vessel was transferred to the Air Force. Fifteen Navy-owned ships were placed in Reserve Fleet custody. This made a net loss of 3 in the Administration's fleet, or a total of 2,041. The total U.S. merchant fleet decreased by 5 to 3,057.

One new freighter was delivered and two tanker conversions were ordered, bringing the total of large merchant ships on order construction in U.S. shipyards to 72.

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 48,326. Prospective officers in training in Federal and State nautical schools numbered 2,003.



AMENDMENTS TO REGULATIONS

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

TITLE 46—SHIPPING

Chapter 1—Coast Guard, Department of the Treasury

SUBCHAPTER A—PROCEDURES APPLICABLE TO THE PUBLIC

[CGFR 60-29]

PART 2—VESSEL INSPECTIONS

Retention of Records by Public

In the administration of vessel inspection laws, rules, and regulations, various Coast Guard regulations state that certain records are required with respect to specified subjects and/or the Coast Guard issue specific certi-

ficates or documents without indicating how long such records need to be retained. To inform the public it may dispose of records where not officially required, the Bureau of the Budget requested all Federal agencies to publish their policies with respect to the periods of time required records should be retained by the public. The purpose for the new regulations designated 46 CFR 2.95-1 to 2.95-10, inclusive, is to state a general policy with respect to retention of vessel inspection records by the public when specific regulations do not provide otherwise. This policy does not apply to records furnished to the public only for informational purposes, and in such cases its retention is within the discretion of the recipients.

Because the regulations in this document set forth a general statement of policy, 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.

(Federal Register of April 30, 1960)

RESCUE

(Continued from page 93)

Next day, on the 15th, the *Lombardi* passed nails and lumber for building forms to the *Toyama Maru*. At 1:30 p.m. that day the *Lombardi* was released and continued her voyage.

The *Bering Strait* arrived to carry on the good work of the *Lombardi*. Coast Guard aircraft made a successful air-drop of 2,500 pounds of sand, gravel, and cement packed in 50-gallon drums, and some welding equipment. The material was retrieved by a self-bailing surfboat from the cutter and taken aboard the disabled vessel. The Engineering Officer of the cutter supervised the pouring of the quick-drying cement and the completion of a cofferdam by his damage control squad.

After standing by for sufficient time to make the repairs and for the cement to dry, the *Bering Strait* returned to Oahu. The *Toyama Maru* was able to get under way and reach Honolulu under escort of two Japanese fishing vessels.

Due to the extra fuel consumed, the *Lombardi* did not have sufficient bunkers to proceed directly to San Francisco with a safe reserve, so the vessel was diverted to Honolulu. She had been delayed 2 days, 04 hours, 45 minutes by the rescue operation and steamed some extra 180 miles.

Congratulations to all for a job well done.

TITLE 46—SHIPPING

Chapter 1—Coast Guard, Department of the Treasury

SUBCHAPTER O—REGULATIONS APPLICABLE TO CERTAIN VESSELS DURING EMERGENCY

[CGFR 60-19]—[CGFR 60-20]

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

"M.V. Four Winds"

"M.V. Sirena"

(Federal Register April 1, 1960)

DEPARTMENT OF THE TREASURY

United States Coast Guard

[CGFR 60-24]

NEW JERSEY AND DELAWARE SEACOAST—DELAWARE BAY APPROACH

Proposed Changes in Aids to Navigation

The Coast Guard periodically evaluates the usefulness to the Mariner of each major unit of the United States Aids to Navigation System to determine whether the conditions for which the aid was established have

changed. When it is found that such conditions have changed, the feasibility of improving, relocating, or replacing the aid is considered. These periodic evaluations, and the changes resulting therefrom, are part of a continuing program to improve the service rendered to the Mariner in accordance with sections 81 to 93, inclusive, of Title 14, U.S. Code, and the implementing regulations in "Aids to Marine Navigation of the United States" (CG-193), and 33 CFR Parts 60-76, inclusive.

In this connection a Public Hearing will be held in Room 300, U.S. Custom House, Second and Chestnut Streets, Philadelphia 6, Pennsylvania on May 5, 1960, at 10:00 a.m., e.d.s.t., for the purpose of affording all interested parties and the public generally an opportunity to present their views with respect to certain proposed improvements hereinafter described. A similar announcement will appear in the Weekly Notice to Mariners, Part 1, Western Hemisphere, Number 16, on April 16, 1960.

Oral statements will be heard, but for accuracy of the record all important facts and statements should be submitted in writing to the Commandant (OAN), U.S. Coast Guard, Washington 25, D.C. to be received prior to the public hearing.

(Federal Register of April 9, 1960)

ARTICLES OF SHIPS' STORES AND SUPPLIES

Articles of ships' stores and supplies certificated from 1 April to 30 April 1960, inclusive, for use on board vessels in accordance with the provisions of Part 147 of the regulations governing "Explosives or Other Dangerous Articles on Board Vessels" are as follows:

CERTIFIED

Dunham Chemical Company, 840 North Michigan Ave., Chicago 11, Ill., Certificate No. 134, dated 13 April 1960, DUNHAM D-199.

Dunham Chemical Company, 840 North Michigan Ave., Chicago 11, Ill., Certificate No. 166, dated 15 April 1960, DUNHAM D-144.

Applied Consultants, 1563 Choctaw Drive, Baton Rouge, La., Certificate No. 192, dated 28 April 1960, NO. 33 COLD WASH SOLVENT.

Hockwald Chemical Company, 135 Mississippi St., San Francisco 7, Calif., Certificate No. 283, dated 29 April 1960, HOCKWALD RINSE AWAY AUTOMATIC TANK CLEANER TYPE N.

¹ This is also codified as 33 CFR Part 19.

Hockwald Chemical Company, 135 Mississippi St., San Francisco 7, Calif., Certificate No. 289, dated 29 April 1960, HOCKWALD RINSE AWAY AUTOMATIC TANK CLEANER TYPE B.

AFFIDAVITS

The following affidavits were accepted during the period from 15 March 1960 to 15 April 1960:

Seaboard Foundry, Inc., P.O. Box 2835, Elmwood Station, Providence 7, R.I., CASTINGS.

Moore Products Co., H and Lycoming Sts., Philadelphia 24, Pa., FITTINGS.

Stillman White Foundry Co., Inc., 42 Dodge St., Providence, R.I., CASTINGS.

Reynolds Metals Co., Reynolds Metals Bldg., Richmond 18, Va., NONFERROUS PIPING.

C. A. Norgren Co., 3400 South Elati St., Englewood, Colo., FITTINGS.

Coppus Engineering Corp., Worcester, Mass., VALVES.

Continental Manufacturing Co., 9216 Floral Ave., Cincinnati 42, Ohio, VALVES.

Narragansett Gray Iron Foundry, Inc., 130 West River St., Providence, R.I., CASTINGS.

FUSIBLE PLUGS

The regulations prescribed in Subpart 162.014, Subchapter Q Specifications, require that manufacturers submit samples from each heat of fusible plugs for test prior to plugs manufactured from the heat being used on vessels subject to inspection by the Coast Guard. A list of approved heats which have been tested and found acceptable during the period from 15 March 1960 to 15 April 1960 is as follows:

H. B. Sherman Manufacturing Co., Battle Creek, Mich., Heat Nos. 824 and 825.

Lunkenheimer Co., Cincinnati 14, Ohio, Heat Nos. 623, 624 and 625.

NOTICE

It is now possible to keep your Coast Guard publications up to date by using the column entitled "Marine Safety Publications and Pamphlets" as a ready reference. Following the title of each publication are the dates of the Federal Registers which amend it. With the use of the proper Federal Register, each pamphlet can be kept up to date until a new issue is available.

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. The date of each publication is indicated in parenthesis following its title. The dates of the Federal Registers affecting each publication are noted after the date of each edition.

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). F.R. 5-10-58, 4-25-59, 9-5-59, 3-17-60.
123	Rules and Regulations for Tank Vessels (12-1-59). F.R. 3-30-60.
129	Proceedings of the Merchant Marine Council (Monthly).
169	Rules of the Road—International—Inland (5-1-59). F.R. 5-21-59, 6-6-59.
172	Rules of the Road—Great Lakes (5-1-59). F.R. 6-1-59, 1-7-60, 3-17-60.
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). F.R. 9-5-59.
182	Specimen Examinations for Merchant Marine Engineer Licenses (12-1-59).
184	Rules of the Road—Western Rivers (5-1-59). F.R. 6-1-59, 6-6-59.
190	Equipment Lists (4-1-58). F.R. 6-3-58, 7-4-58, 9-27-58, 12-31-58, 3-14-59, 6-20-59, 7-28-59, 9-3-59, 12-17-59, 3-16-60.
191	Rules and Regulations for Licensing and Certifying of Merchant Marine Personnel (5-1-59). F.R. 5-26-59, 6-20-59, 7-21-59, 8-15-59, 9-5-59, 1-8-60, 3-17-60, 3-30-60.
200	Marine Investigation Regulations and Suspension and Revocation Proceedings (7-1-58). F.R. 3-30-60.
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). F.R. 11-1-58, 12-18-58, 12-30-58, 9-19-59, 2-24-60, 3-30-60.
249	Merchant Marine Council Public Hearing Agenda (Annually).
256	Rules and Regulations for Passenger Vessels (3-2-59). F.R. 4-25-59, 6-18-59, 6-20-59, 7-9-59, 7-21-59, 9-5-59, 1-8-60.
257	Rules and Regulations for Cargo and Miscellaneous Vessels (3-2-59). F.R. 4-25-59, 6-18-59, 6-20-59, 7-9-59, 7-21-59, 9-5-59.
258	Rules and Regulations for Uninspected Vessels (9-1-59). F.R. 3-17-60.
259	Electrical Engineering Regulations (9-2-58). F.R. 6-20-59, 7-21-59, 9-5-59, 1-8-60.
266	Rules and Regulations for Bulk Grain Cargoes (5-1-59).
267	Rules and Regulations for the Numbering of Undocumented Vessels and the Reporting of Boating Accidents (5-1-59). F.R. 7-11-59, 7-18-59, 7-25-59, 9-5-59, 9-17-59, 10-2-59, 10-23-59, 11-19-59, 11-21-59, 12-5-59, 12-29-59, 1-1-60, 1-30-60, 2-13-60, 3-4-60, 3-17-60, 3-18-60, 4-6-60, 4-14-60, 4-20-60.
268	Rules and Regulations for Manning of Vessels (10-2-59). F.R. 12-18-59, 3-17-60.
269	Rules and Regulations for Nautical Schools (3-1-60). F.R. 3-30-60.
270	Rules and Regulations for Marine Engineering Installations Contracted for Prior to July 1, 1935 (11-19-52). F.R. 12-5-53, 12-28-55, 6-20-59, 3-17-60.
290	Pleasure Craft (7-1-59).
293	Miscellaneous Electrical Equipment List (3-10-59).
320	Rules and Regulations for Artificial Islands and Fixed Structures on the Outer Continental Shelf (10-1-59).
323	Rules and Regulations for Small Passenger Vessels (Not More Than 65 Feet in Length) (6-1-58). F.R. 6-28-58, 11-19-58, 1-6-59, 5-26-59, 6-18-59, 6-20-59, 7-21-59, 9-5-59, 1-8-60.
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 April 1960

The following publication has been modified by Federal Register: CG-267 Federal Register April 6, 1960, April 14, 1960 and April 20, 1960.

HAVE YOU EVER SEEN A MILLION DOLLAR SHOE?



HERE'S ONE—

THE MAN who recently wore this values it that high. Why not? It saved his foot. This is an actual photo of a safety shoe purchased by an A.B. over the slop chest counter of a west coast ship. It looks a bit different now—it has a big gash in the toe area. As he was working on the top-ping lift winch changing the wire on the jumbo boom, little did he know when he initialed the log book for these shoes a few weeks back, his purchase would prevent serious injury. True, he got a laceration but he still has all his toes. The

steel toe cap withstood the pressure when his foot slipped off the flange of the drum and got under the wire. There is nothing to be ashamed of in wearing safety shoes—they look the same as dress shoes, they take a shine—they weigh a few ounces more but you get back pounds of protection in return. Remember when something drops aboard ship it doesn't always bruise—it mutilates. For just a bit of caution this man has no use for the wheelchair in his plan for the future.

SAFETY SHOES ARE WHAT THE SMART GUY IS WEARING
THIS SEASON