

PROCEEDINGS

OF THE MERCHANT MARINE COUNCIL

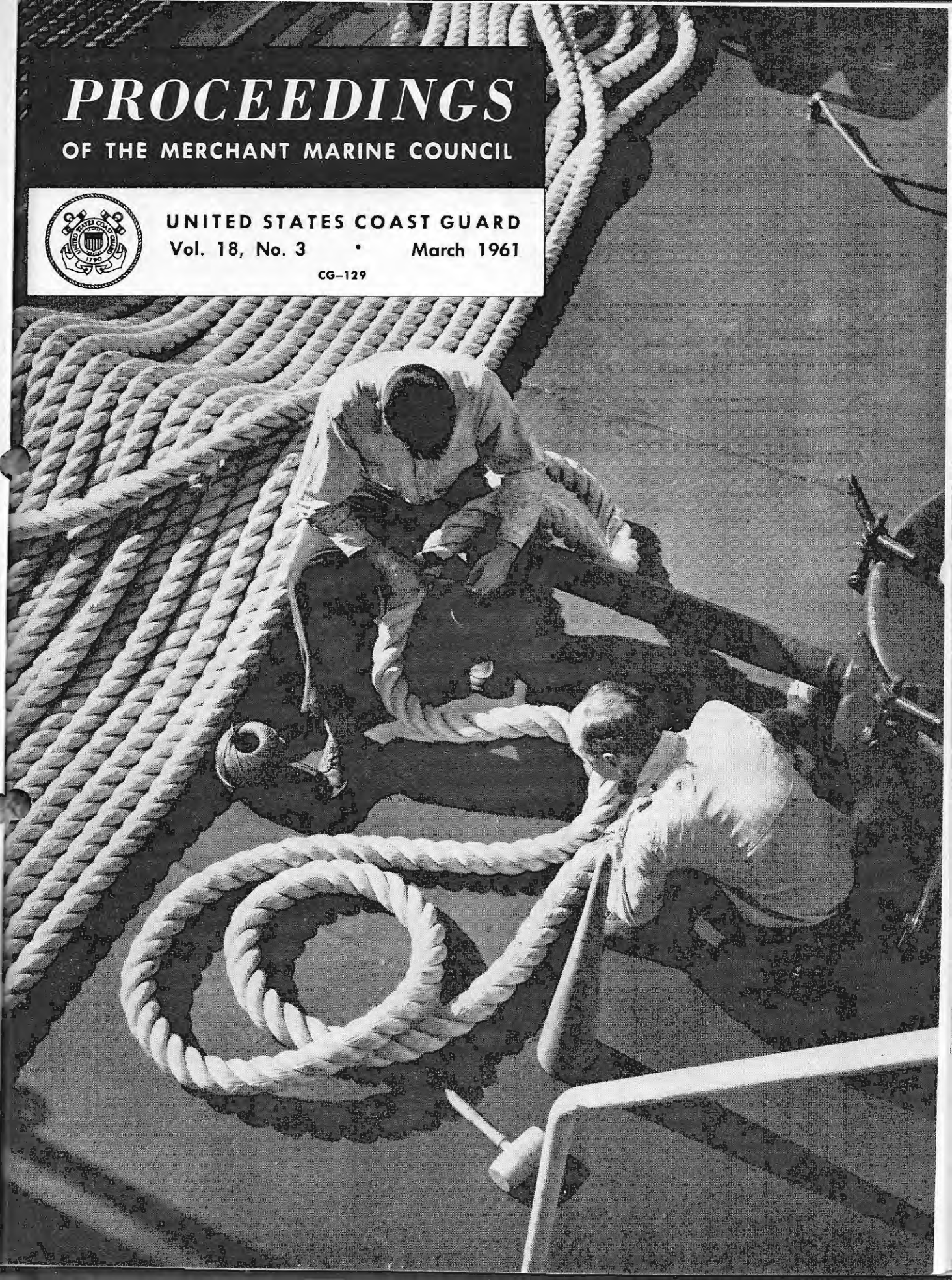


UNITED STATES COAST GUARD

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PROCEEDINGS

OF THE

MERCHANT MARINE COUNCIL

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The Merchant Marine Council of
The United States Coast Guard

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CONTENTS

FEATURES

International Ice Patrol, 1961.....	39
Maritime Sidelights.....	41
Safe Cargo Gear Regulations.....	42
Renewal of Deck Officers' Licenses.....	46
Merchant Marine Personnel Statistics.....	49
Amendments to Regulations.....	50
Articles of Ships' Stores and Supplies.....	51

FRONT COVER

Members of the deck gang prepare to splice an eye in a manila hawser on the deck of the *Idaho Falls* (now the *Idaho Standard*). Photo courtesy *Standard Oil Co. of Calif.*

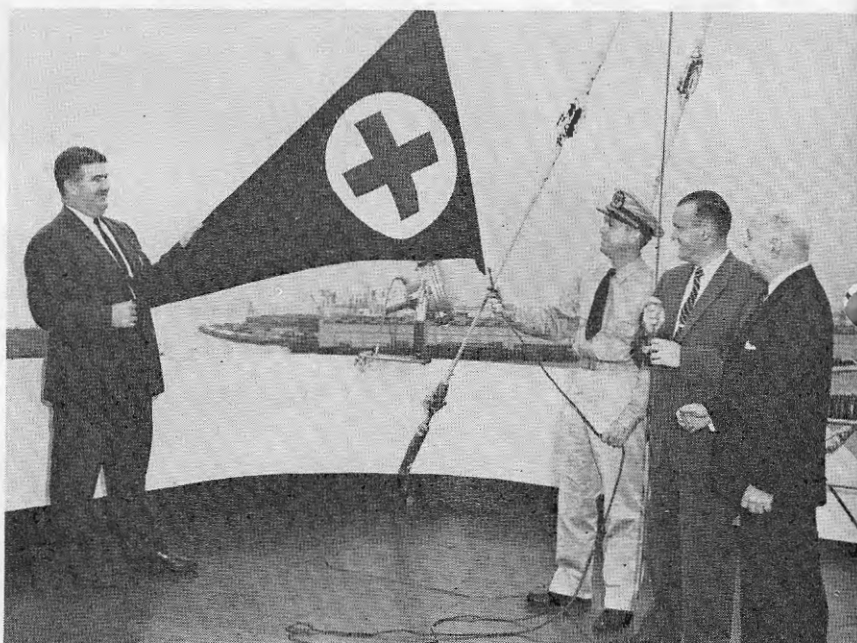
BACK COVER

"Show Me the Way to Go Home (in four parts)" depicting one act dramas in the lives of three men who are "accidents looking for a place to happen" plus one with common safety sense. Courtesy *Fleet News of the Imperial Oil Co., Ltd.*

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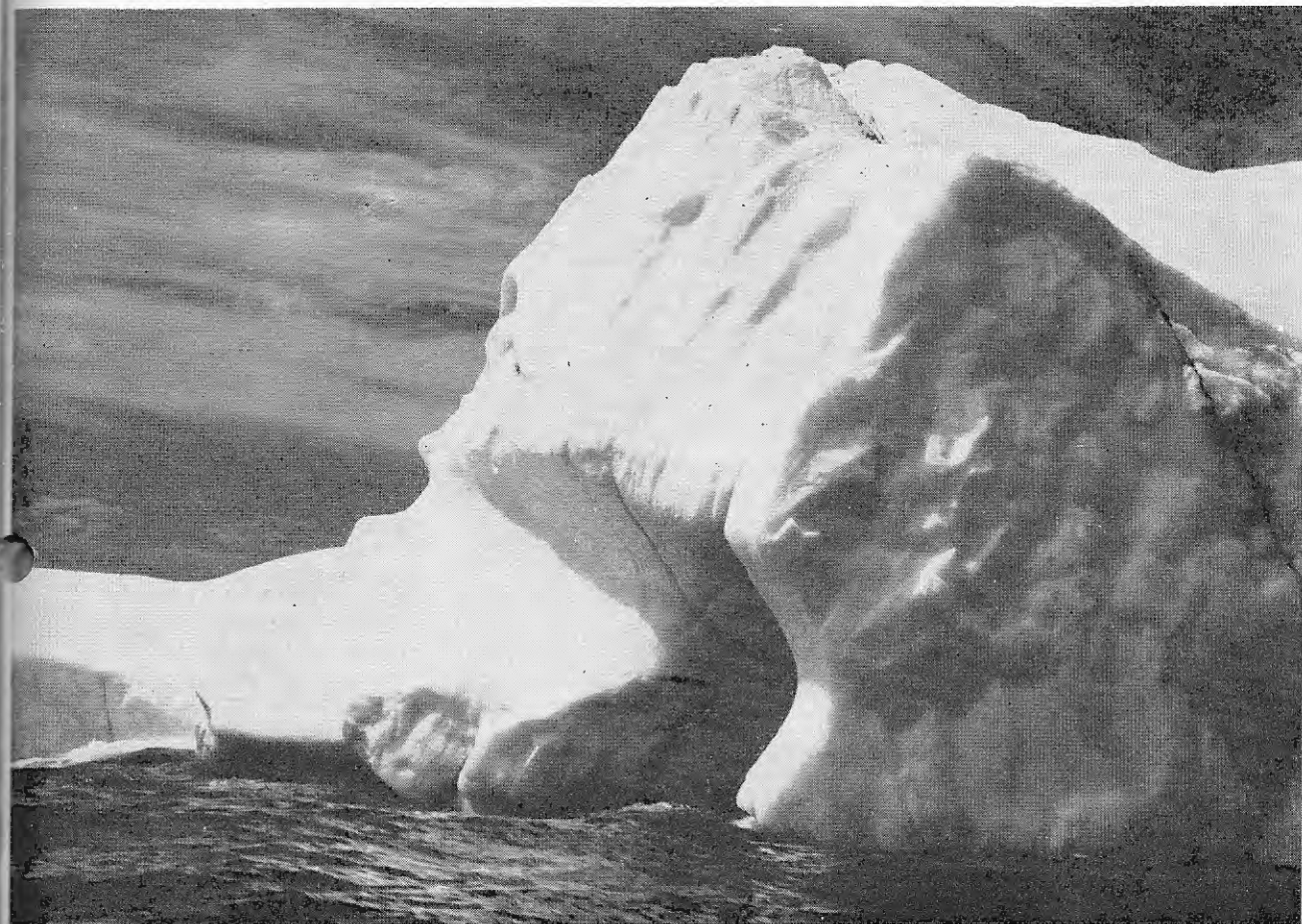
SS MORMACTEAL RECEIVES SAFETY PENNANT



THE SS MORMACTEAL, a Moore-McCormack Lines freighter, was awarded a safety pennant for the achievements of her Master, Captain H. McDermid, and crew in bringing the vessel safely through Hurricane Hannah.

In the above picture Chief Officer Henry Wilson and Robert E. O'Brien, Vice President, Operations, Moore-McCormack Lines, man the halyards as CDR Steward R. Bross, AMMI's Chairman of the Ship Safety Award Arrangements Committee (extreme right), makes the award to Captain McDermid.

INTERNATIONAL ICE PATROL, 1961



THIS ICEBERG was spotted drifting southeast of Newfoundland during the past "Ice Season." The distinctive lines in the berg are clear blue (fresh water) ice. The monster is about 200 feet high above water and 500 feet long. As much as 85 percent of this berg is invisible beneath the water, with long jagged prongs extending out to trap the unwary.

GENERAL INFORMATION

THE UNITED STATES Coast Guard will resume operations and services of the International Ice Patrol for the 1961 ice season at such time as ice conditions make it advisable, normally in February or March.

The primary objective of the International Ice Patrol is to ascertain the position and drift of icebergs and field ice which endanger, or soon may endanger shipping in the vicinity of the Grand Banks of Newfoundland, to determine the southeastern, southern, and southwestern limits of that ice and to disseminate this information for the guidance and warning of shipping.

To accomplish this objective, International Ice Patrol employs aircraft based at Argentia, Newfoundland for aerial ice observation, a vessel for surface patrol when necessary, and an oceanographic vessel for the mapping of ocean currents. The Ice Patrol col-

lects ice, weather and sea temperature reports from shipping and aircraft traversing the Ice Patrol area, evaluates all ice information in the light of meteorologic and oceanographic conditions, and by means of U.S. Coast Guard Radio Argentia (NIK) communicates to shipping the ice situation in the Grand Banks area.

IMPORTANCE OF ICE, VISIBILITY, SEA TEMPERATURE AND WEATHER REPORTS FROM SHIPPING

Each ice bulletin by NIK will contain a request for all ships to report any ice sighted, and when in the area between latitudes 39° N. and 49° N. and longitudes 42° W. and 60° W. to report every four hours ship's position, course, speed, visibility, sea temperature and weather conditions. These reports by shipping are of the utmost importance to the International Ice Patrol. During periods of low visibility or low ceilings when aerial ice observation is rendered in-

effective, ice reports by shipping are invaluable in aiding the Ice Patrol to relocate drifting ice and to keep the position of that ice, as reported in the ice bulletins, up-to-date. The visibility reports are of considerable value in planning ice observation flights to avoid areas where poor visibility precludes effective air scouting and to concentrate on other areas. Visibility reports are also useful in deciding whether or not special warning on ice conditions should be broadcast. Sea temperatures reported to the Ice Patrol are used to construct isotherm charts employed in estimating ice melting rates and detecting shifts in the branches of the Labrador Current. Wind data is useful in estimating set and drift of ice, especially field ice, and in forecasting weather for the purpose of planning ice observation flights.

In reporting ice to NIK, it is important that certain information be

furnished in order that the report be evaluated correctly, especially from the standpoint of ruling out occasional erroneous reports and obviating unnecessary searches and warnings to shipping. The information desired is (1) the type of ice sighted, i.e., berg, growler or field ice (Note: if a radar target is reported which is believed to be ice but is not actually sighted visually, it should be reported as a radar target, NOT as berg, growler or field ice), (2) the position of the ice (not the position of the reporting ship), (3) the sea temperature at point of closest approach to the ice and (4) weather and visibility conditions.

In view of the heavy reliance placed by Commander, International Ice Patrol on reports of ice, visibility, sea temperatures and weather from shipping all shipmasters are strongly urged to make these reports. It is realized that ships with but one radio operator may find it impracticable to report every four hours as requested. It is therefore suggested that these ships prepare four hourly reports but delay transmitting them until the radio operator comes on watch. A late report is much better than no report.

COMMUNICATIONS

Ice bulletins will be broadcast twice daily, at 0048 and 1248 GMT, by U.S. Coast Guard Radio Argentina (NIK) on 155, 5320 and 8502 Kc/s. Each broadcast will be preceded by the general call CQ on 500 Kc/s. with instructions to shift to receive on 155, 5320 or 8502 Kc/s. After shifting to these frequencies, NIK will transmit test signal and the International Ice Patrol radio call sign NIK for about two minutes to facilitate tuning. Transmission of the bulletin will then follow immediately at 15 words per minute and repeated at 25 words per minute. Prescribed radio silent periods will be observed.

When deemed advisable, special ice bulletins may be broadcast in addition to those regularly scheduled. Such special ice bulletins will be preceded by the International Safety Signal TTT.

During the 1961 season, International Ice Patrol contemplates daily transmission of ice conditions by facsimile for test purposes. The time and frequency will be indicated in the regular twice daily ice bulletins. All ships receiving these transmissions are requested to mail the facsimile chart copied, to the Commander, International Ice Patrol, Navy 103, FPO, New York, N.Y., together with their comments and suggestions for evaluation.

Duplex operation will be used between NIK and merchant ships for

general radio communications such as requests for special information, reports made by merchant ships of ice sighted, sea temperatures, visibility and weather conditions.

Merchant ships may call NIK on 500 Kc/s. and 8 Mc. maritime calling band at any time; also 12 Mc. band during daylight hours. Ships work 425, 448, 454, 468 or 480 Kc/s. or their assigned working frequency. NIK will work 432 Kc/s., 8734 Kc/s. or 12718.5 Kc/s. The surface patrol vessel, radio call sign NIDK, when on station will relay between NIK and ships when necessary. There is no charge for these services.

Throughout the ice season, U.S. Navy Radio Washington (NSS) will broadcast twice daily ice reports as furnished by Commander, International Ice Patrol at 0430 and 1630 GMT.

Further notice will be given as to the exact date when the broadcast of ice bulletins and operations of the International Ice Patrol will commence.

Until the inauguration of International Ice Patrol services, all reports of ice sightings should be addressed to the U.S. Navy Hydrograph Office, Washington, D.C., and thereafter to Commander, International Ice Patrol (NIK).

MERCHANT VESSEL POSITION REPORTS

In accordance with the provisions of the Atlantic Merchant Vessel Reporting Program, U.S. Coast Guard Radio Argentina (NIK) will accept Merchant Vessel Position Reports for relay to U.S. Coast Guard, New York. These reports should be separate from the ice and sea temperature reports addressed to Commander, International Ice Patrol.

WARNING

Carefully conducted tests by the International Ice Patrol during the 1959 season showed that radar cannot provide positive assurance for iceberg detection. An iceberg is only one-sixtieth as good a radar reflector as a comparable sized ship. Sea water is a better reflector than ice. The latter statement means that unless a berg or growler is observed on radar outside the area of sea "return" or "clutter" on the scope, it will not be detected by the radar. Furthermore, the average maximum range of radar detection of a dangerous size growler is 4 miles.

Radar is a valuable aid but its use cannot replace the traditional caution exercised in a passage across the Grand Banks during the ice season.





MARITIME SIDELIGHTS

One of the largest floating drydocks in the world is under construction in the yard of the Sun Shipbuilding and Dry Dock Co. at Chester, Pa. The finished product will be able to lift 38,000 long tons. Thus the Delaware Valley will be provided with a ship repair facility which can accommodate practically any merchant ship afloat. The structure will be 755 feet long with a usable width between wing walls of 140 feet. The height will be 56 feet from keel to top of wing wall. The pontoon depth will be 15 feet 8½ inches. The wing walls will be 16 feet thick and will support cranes, winches, and all of the latest type of equipment for the repair and conversion of ships.

◆ ◆ ◆

The *Floridian* and *New Yorker*, Erie and St. Lawrence's new container-ships, which operate between New York and Florida, are proving to be highly successful vessels from an operational point of view according to Harry N. Moore, President of the Line, as reported in the *Journal of Commerce*.

◆ ◆ ◆

A new Alaskan port is in the making at the hamlet of Mikiski, 11 miles from Kenai on the eastern shore of Cook Inlet.

A 900-foot deep water wharf of structural steel and reinforced concrete has been constructed in an area known for its 27-foot tides and other unusual marine conditions.

◆ ◆ ◆

Ship pilots in the Delaware River and Bay Area now are using portable radiotelephones as an aid to improved and safe navigation.

The Pilots' Association for the Bay and River Delaware has received, under a lease signed with the Radio Corporation of America, a total of 90 portable VHF radiotelephone units which were developed especially to meet the pilots' specifications. The sets are compact, weigh about six pounds, and have a range of some ten miles.

A contract for building of six new cargo vessels for the U.S. Merchant Marine was recently signed by the United States Lines Co., of N.Y., the Bethlehem Steel Co., Quincy, Mass. Shipyard, and the Federal Maritime Board. Bethlehem-Quincy was low among eight bidders for the ships, at a price of \$9,797,000 for each ship, including national defense features, on a fixed price basis.

The new cargo ships are to be operated in United States Lines' services on Essential U.S. Foreign Trade Routes 5, 7, and 9, U.S. Atlantic ports to the United Kingdom and Europe. They constitute the second group of ships ordered by the company in its long-range replacement program of 45 cargo ships. The first group of five vessels was awarded to the Newport News S.B. & D.D. Co.

The ships are to have the following characteristics:

Design	C4-S-57a
Length overall	560 feet 6 inches
Beam	75 feet
Design draft	28 feet 6 inches
Service speed	20 knots
Total deadweight	10,714 tons
Machinery	Geared turbine

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Isbrandtsen Lines' second Mobile Trade Fair, made up of exhibits of U.S. housewares and appliances, has begun its round-the-world journey

BEST SAFETY RECORD

The best ship's safety record ever reported on the Great Lakes won for the Steamer *Benjamin F. Fairless* of Pittsburgh Steamship Division a Safety Council Award in September.

The Steamer *Fairless*, one of Pittsburgh's fleet of 57 ore carriers, ran up a remarkable record of 12 years without a disabling injury. The Safety Council said this was the longest period aboard a Great Lakes vessel without a lost-time injury ever to come to its attention in all its years of recordkeeping.

aboard the freighter *Flying Cloud*.

More than 30 manufacturers—some with huge sales organizations already functioning abroad, others venturing into overseas markets for the first time—are represented at the traveling fair, which will be set up at ports in ten different countries.

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The world's merchant marine now aggregates 129,769,500 gross tons, a 4,834,000 ton increase over 1959 and an all-time high, according to Lloyd's Register of Shipping.

◆ ◆ ◆

The tug *Island Mariner* with its controversial "continental look" arrived in New York recently en route to Vancouver, B.C. The vessel is a twin-screw craft of hydroconic design.

In the hydroconic design, which has become increasingly popular in Europe, rounded plates are not used at the vessel's stern. The hull design feeds water to the propellers from under the vessel as it moves, giving the wheels "a good bite of debris-free stream," according to an article by Edward R. Morrow. Hydroconic is a patented word without any special meaning.

◆ ◆ ◆

The nuclear servicing vessel *Atomic Servant* has been delivered to the New York Shipbuilding Corp., Camden, N.J. She will be used in maintenance, refueling and waste handling operations for the first atomic-powered ship, the *NS Savannah*, and other nuclear-powered vessels of the future. The 760-ton vessel was built by the Houston plant of Todd Shipyards Corp. under contract awarded by the Maritime Administration, U.S. Department of Commerce and the Atomic Energy Commission. She was designed by the Electric Boat Division of General Dynamics Corp. The *Atomic Servant* is equipped to receive, process, package and dispose of radioactive wastes produced by the *Savannah*. The vessel's compartments include a personnel decontamination room, a laboratory, and an operations room with controls and alarms.

SAFE CARGO GEAR REGULATIONS

By CDR Thomas N. Kelley, USCG



Photo courtesy American President Lines.

COAST GUARD REGULATIONS for the inspection, examination, and testing of ship board cargo gear will be presented for public consideration and comment at the Public Hearing of the Merchant Marine Council on March 27, 1961. These proposed regulations will apply to all inspected dry cargo, passenger, miscellaneous, and tank vessels using such gear. These regulations have been formulated from standards and procedures now employed by cargo gear certifying agencies having the Commandant's approval. They are comparable to those presently in effect in other countries or contemplated by other countries. The purpose of the cargo gear proposals and regulations is to provide information, safety, and uniformity of standards.

INTEREST IN CARGO GEAR

As the official agency responsible for safety aboard United States merchant vessels, the Coast Guard has

closely attended the growing interest in ship board cargo gear. It may appear that a disproportionate amount of attention is being directed toward a particular part of a vessel's hull equipment, particularly in view of the extremely low casualty frequency due to cargo gear failures on Coast Guard inspected vessels. The movement toward greater safety in cargo handling engendered by the International Labor Organization is receiving greater support and attention from several foreign governments, as well as trade associations, classification societies, and governmental agencies. A need for specific regulations is indicated by the actions of other governments in their adoption of cargo gear regulations and their interest in and desire to give consideration to U.S. standards. This is coupled with the introduction of novel methods of cargo handling and innovations in types of cargo gear.

Since the first draft of cargo was

hoisted over a ship's deck, her cargo gear has been regarded as part of her rigging. Before the age of steam, identical gear was used for both sailing and cargo handling—only a small modification converted a sail-carrying yard to a cargo boom and a halyard to a cargo whip. Cargo handling was a relatively simple operation within the province of the deck force as long as the motive power at the end of a cargo whip was one or more brawny seamen.

In the transition from sail to steam the masts no longer carried sail but supported cargo booms instead; the manila cargo whip became a steel cargo runner, and the powered winch replaced the muscle of the sailor. An increased amount of attention was now given to cargo gear since the vessel's earning capacity could be increased by accelerating the loading and discharge of cargo. Older seamen had never dreamed of the increased stresses induced in the com-

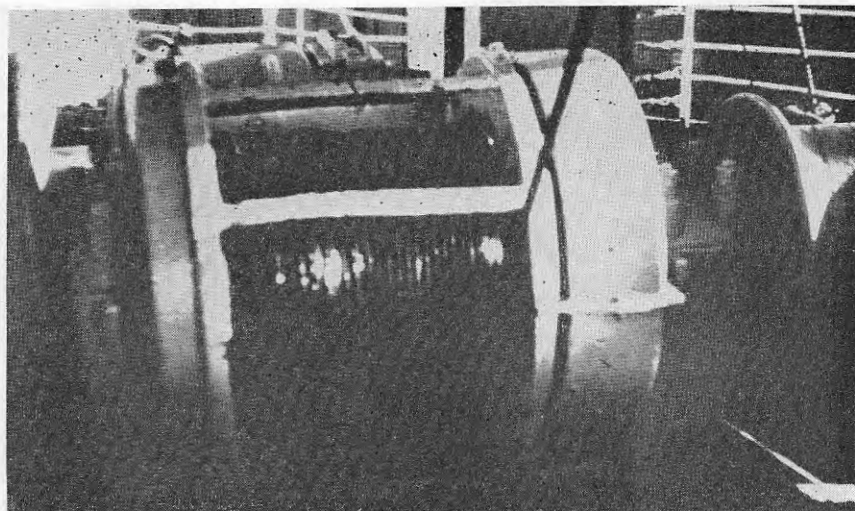
ponent parts by the powered winch. Those concerned with accident frequencies became aware of the fact that the increased wear and tear of the cargo gear required close supervision before and during its use.

APPROACHES TO SAFER GEAR

Several major maritime nations considered the problem of safety induced by these changing conditions. Individual approaches were made to the problem of safer gear and working conditions. It became obvious, however, that because of the very nature of maritime trade only an international solution would suffice. A more advanced nation seeking greater safety for its workers could be penalized by higher costs if other nations did not follow suit. Attempts to solve these and similar problems led to the creation of the International Labor Organization.

INTERNATIONAL LABOR ORGANIZATION

The ILO was formed for the purpose of studying and recommending improvement in working conditions on an international level. Official recognition of the organization was confirmed by the Treaty of Versailles which followed World War I. When formally organized, the ILO became a permanent agency of the League of Nations and later an agency of the United Nations. The United States did not seek membership in the ILO until 1936 but the American labor leader, Samuel Gompers, was ILO's first committee chairman.



A WELL SPOOLED cargo fall should look like this continuously during operations. Photo courtesy U.S. Department of Labor, Bureau of Labor Standards.

The working committees of the ILO made recommendations for improvement of working conditions in many industries, and offered these recommendations to its member nations for ratification. These various subjects are separated into "conventions" and assigned numbers. Membership in the ILO does not require or contemplate ratification of each convention. Two of these recommendations, or conventions, which appeared in 1929, affected the shipping industry; one, No. 28, required that the gross weight be marked on all heavy packages for shipment by sea; the other, No. 29,

the "Convention for the Protection Against Accidents of Workers Employed in Loading and Unloading Ships," contained the first international standards and requirements or recommendations for safe cargo gear in its Article 9.

CONVENTION 32 OF THE INTERNATIONAL LABOR ORGANIZATION

Under ILO procedure, conventions require ratification by a certain number of member nations before they become effective. During the interim between the proposed convention of 1929 and the year 1931, a supplement of recommended practices was added to the original convention. Republished with the addenda approved by the International Labor Conference of 1932, under the title "Protection Against Accidents (Dockers) Convention (Revised)," the Convention was resubmitted for ratification. ILO 32, as this Convention became popularly known, was ratified by 16 nations. The United States has not ratified it because certain of its provisions apply to shoreside operations and facilities and thereby infringe or conflict with existing United States laws on matters reserved for the several States. However the Safety Standards for shipboard cargo gear have been informally recognized and generally applied.

A committee of experts, including representatives from the United States, reviewed ILO 32 at Geneva in 1956 in the light of 25 years of its application. The delegates concluded that no essential changes were required in the convention, but they added other recognized practices. The results of their efforts are con-

ABOUT THE AUTHOR

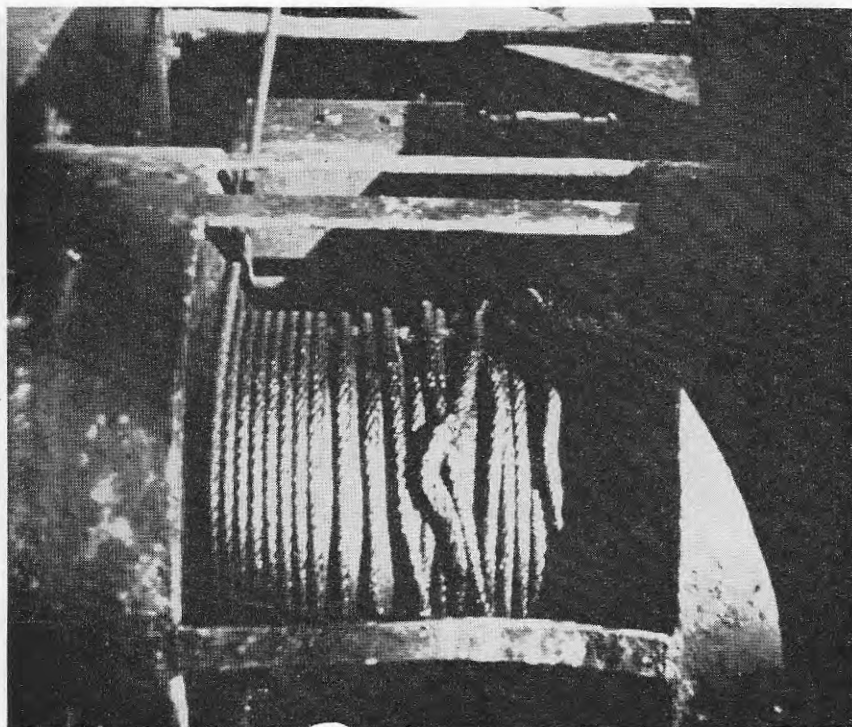
COMMANDER THOMAS N. Kelley entered the U.S. Coast Guard in 1942 following extensive service in the former U.S. Lighthouse Service and on board U.S. merchant ships.

In 1943 he was assigned as Commanding Officer of LST (Landing Ship Tank) 170 and one year later, he commanded LST 202. Both vessels were part of the Seventh Amphibious Force in the southwest Pacific and saw action in New Guinea and the Philippines. It was for this action that he was awarded the Bronze Star with Combat V.

In 1945 he was assigned to the Coast Guard's New York Marine Inspection Office as an investigating officer. One year later, he began a four-year assignment as Officer in Charge of the Coast Guard's Merchant Marine Detail in the Free Territory of Trieste, Italy. Returning to the United States in 1950, he was assigned as Senior Investigating Officer of the Marine Inspection Office in Philadelphia, Pa. Three years later, he became Officer in Charge of the Marine Inspection Office in New London, Conn. In September of 1958



he was assigned to the Office of Merchant Marine Safety at Coast Guard Headquarters in Washington, D.C. as a Headquarter's Marine Inspector. Included in this assignment has been liaison duty in connection with the development of the regulations for safety and health for longshoring by the U.S. Department of Labor and the proposed Coast Guard regulations described in this article.



IF IT HAS started to wicker or show signs of extreme wear, is frayed, has kinks, or other conditions which may make it unsafe to use, it should be reported immediately to his foreman, walking boss, or other employer representative. Photo courtesy U.S. Department of Labor, Bureau of Labor Standards.

tained in ILO publication "Safety and Health in Dock Work." Chapter VIII of this publication contains the almost universally accepted standards for safe shipboard cargo handling gear.

CARGO GEAR EXAMINATION

Whenever a vessel of a nonsignatory power calls at a port where the ILO Convention is in full effect, her cargo gear may be subjected to examinations, tests, and certification unless her national authority certifies that the vessel's gear is in essential compliance with ILO 32. Fees for these services are assessed against the vessel, but the expense may be insignificant when compared to the possible delay incident to gear testing.

Vessels of nonsignatory countries have been frequently placed in an awkward position by lacking evidence of safe cargo gear acceptable to the increased number of nations which have ratified ILO 32. Longshoremen have not been permitted to work cargo when this evidence was lacking. Several years ago the American Bureau of Shipping was encouraged to develop cargo gear standards for U.S. inspected vessels looking toward preventing a United States vessel being

involved in such an inopportune circumstance. Although the American Bureau of Shipping standards lacked the force of direct national authority, they were accepted by most ILO signatory countries.

DEPARTMENT OF LABOR

The U.S. Department of Labor, under the authority conferred in an amendment to the Longshoremen's and Harbor Workers' Compensation Act, became a law enforcement agency empowered to enforce the provisions of that law for the safety of those subject to the Act. To this end regulations under the title "Safety and Health Longshoring" were promulgated. This amendment to the law, which enlarged the Labor Department's authority, also limited its jurisdiction to those vessels not subject to matters regulated under Title 52 U.S.C., or to those covered by offshore drilling and dangerous cargo laws and regulations. The Labor Department's jurisdiction, in effect, was extended to all uninspected vessels and to foreign-flag vessels in U.S. ports in so far as the safety of longshoremen and the gear they used was concerned.

ORGANIZATIONS APPROVED BY THE COAST GUARD FOR SHIP BOARD CARGO GEAR CERTIFICATION

Other than the American Bureau of Shipping, the Commandant has approved the following organizations for the certification of cargo gear on inspected vessels: The International Cargo Gear Bureau, the Universal Cargo Gear Survey and Certification Bureau, and the National Cargo Bureau. All are incorporated as non-profit organizations under the laws of the State of New York and each maintains a principal office in New York City. All four have also received the approval of the U.S. Department of Labor.

The International Cargo Gear Bureau is the first private organization created solely for the purpose of testing, examining and certifying shipboard cargo gear and has been officially recognized in these premises by thirty maritime nations, including those which ratified ILO 32. The National Cargo Bureau has added shipboard cargo gear certification to those other services it has offered the shipping industry for over a century. Coast Guard Marine inspectors are authorized to accept certificates issued by any of the four approved agencies as prima facie evidence of the suitability and condition of the cargo gear.

All the factors relative to the establishment of cargo gear regulations from its many aspects were considered by the Coast Guard in reaching its conclusions that specific cargo gear regulations were necessary. Precisely formulated standards and requirements were also needed in light of the shipping industry's pursuit of lower cargo handling costs through the development of new methods of cargo handling and of cargo gear.

PROPOSED REGULATIONS

In simple terms the proposed regulations establish United States standards and provide for the inspection, proof testing and examination of cargo gear on all vessels subject to Coast Guard inspection. The safe working load of all component parts must be known. Manufacturers' certificates will, in some instances, be accepted to establish this factor. In all cases, after the proof-loading test based on the safe working loads have been completed for a unit of cargo gear, the entire assembly must be dismantled for examination of its components for distortion or other damage. The gear may then be reassembled and the safe working load marked on designated components.

New vessels' gear must be tested as a unit with a swinging load. The

same provision applies to cranes and hoists. Gear that has been in use may be tested with a swinging load or with certified scales. All cargo gear must be proof-tested at least once every four years.

CARGO GEAR REGISTERS AND CERTIFICATES ISSUED BY APPROVED ORGANIZATIONS

A cargo gear register which identifies the cargo handling machinery and accessory gear must be currently maintained. It must include certificates which cover the details of tests of the winches, booms or derricks and their accessory gear; cranes and hoists; chains, hooks, rings, swivels, shackles, and wire rope blocks; heat treatment for gear required, etc. The Coast Guard will not issue either the registers or certificates, but will accept as prima facie evidence of compliance with the proposed regulations all such documents issued by Coast Guard approved agencies or organizations.

SHIP'S GEAR INSPECTIONS

Each vessel's cargo gear must be inspected at frequent intervals by a

ship's officer designated for such purpose by the Master, and the notation of such inspection must be logged.

Timely notice that cargo gear inspection by the Coast Guard is desired must be given the cognizant Officer in Charge, Marine Inspection in whose zone the vessel will be available. All material, instruments, and personnel necessary to conduct the tests and examinations must be provided by the vessel.

Those familiar with cargo gear testing and certification will recognize the source material of the proposed regulations as either from standards of the American Bureau of Shipping or ILO 32. It was not found necessary to exceed the requirements of either one. The added requirements are for:

1. Plans showing a stress diagram for the principal details of the gear and
2. Plans containing a diagram which shows the arrangement of the assembled gear, and indicating the safe working load for each component part.

These requirements appearing in the Coast Guard proposals are necessary

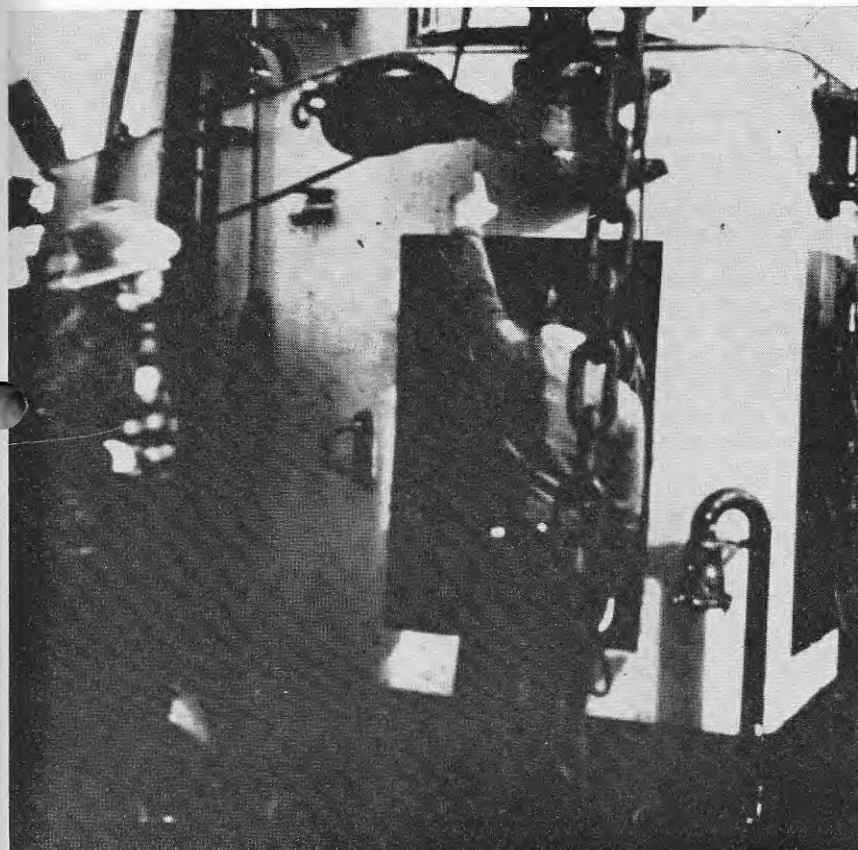
to establish safety factors, safe working loads, and procedures for proof-testing.

In any event, when promulgated, certification of compliance with the proposed regulations will be accepted as evidence of satisfactory and safe cargo gear. It also follows that cargo gear registers and certificates issued by approved agencies will have the force of national recognition and authority since they will be based on published U.S. Government minimum standards. Compliance with the proposed Coast Guard regulations will signify conformity with the standards set forth in ILO 32, since all ILO 32 requirements are encompassed in published Coast Guard regulations.

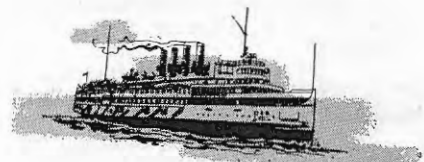
AMVER

The AMVER system, operated by the U.S. Coast Guard, plots ship positions from data voluntarily sent by a large number of merchant vessels, to provide rapidly, at any time, a list of vessels currently located in a given area. Such lists are called "surface pictures"; this information is important to ships and aircraft which need help, and to those who coordinate SEARCH AND RESCUE. The AMVER system covers the Atlantic Ocean north of the equator, including the Gulf of Mexico and the Caribbean Sea. Merchant vessels of any flag need send relatively few and simple reports, as described in AMVER instructions, to any of the 17 U.S. Government radio stations which pass them, without charge, to the AMVER Center in New York. Under Commander Eastern Area, U.S. Coast Guard, the AMVER Center uses an electronic computer to handle the heavy volume of information and to enter current ship positions in the magnetic "memory" section of the electronic computer.

Information concerning the AMVER system may be obtained from Commander Eastern Area, U.S. Coast Guard, Custom House, New York 4, N.Y. or Commandant (OFU), U.S. Coast Guard, Washington 25, D.C.



CHECK THE HEEL blocks to determine whether or not they are working freely and sheaves are not frozen. Photo courtesy U.S. Department of Labor, Bureau of Labor Standards.



RENEWAL OF DECK OFFICERS' LICENSES

RULES OF THE ROAD EXERCISE

The procedure whereby deck officers actually engaged in their profession will renew their licenses was explained in the November issue of the PROCEEDINGS and in Navigation and Vessel Inspection Circular 7-60. The multiple-choice-type questions, which are to be answered as a demonstration of the deck officers' knowledge of the Rules of the Road, will be reprinted here until all of the questions contained in the exercise have been used.

INTERNATIONAL RULES OF THE ROAD

17. Approaching an anchorage in fog, you hear one short, one prolonged, and one short blast in that sequence on a ship's whistle. This indicates:

- (a) A vessel towing
- (b) A vessel not under command
- (c) An anchored vessel warning you of her position
- (d) A vessel just getting under way from the anchorage
- (e) A vessel stopped

(See Rule 15)

18. Vessels towed make fog signals on:

- (a) Foghorn or whistle
- (b) Whistle only
- (c) Foghorn only
- (d) Bell
- (e) Gong

(See Rule 15)

19. Match each fog signal with the vessel which would sound it:

Signals:

- (a) One prolonged blast on whistle
- (b) A blast consisting of a series of several alternate notes of higher and lower pitch
- (c) Three blasts on the foghorn
- (d) Two prolonged blasts on the whistle
- (e) One prolonged and three short blasts on the whistle
- (f) One prolonged and two short blasts on the whistle

Ships:

- A. Vessel towing
- B. Fishing vessel
- C. Sailing vessel, wind abaft the beam
- D. Power-driven vessel under way
- E. Vessel towed
- F. Power-driven vessel under way but stopped and making no way through the water

(See Rule 15)

20. Match each fog signal with the vessel which would sound it:

Signals:

- (a) Two blasts on the foghorn
- (b) One prolonged and two short blasts on the whistle
- (c) A rapid ringing of a bell followed by the sounding of a gong

(d) One blast on the whistle followed by the ringing of a bell

(e) One blast on the foghorn

(f) A rapid ringing of the bell preceded and followed by three strokes on the bell

Ships:

A. A sailing vessel on the starboard tack

B. A fishing vessel of 20 tons or upward

C. A vessel aground

D. An anchored vessel over 350' in length

E. A vessel picking up a navigation mark

F. A sailing vessel on the port tack

(See Rule 15)

21. A vessel displacing a tricolored lantern above a white light is:

- (a) Working on submarine construction
- (b) Trawling
- (c) Not under command
- (d) On pilot duty

(See Rule 9)

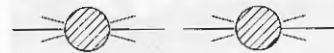
22. Match each of the sound signals given with its proper meaning:

Sound Signal:

- (a) One short blast on the whistle
- (b) Two short blasts on the whistle
- (c) Three short blasts on the whistle
- (d) Five or more short and rapid blasts on the whistle

Meaning:

- A. I am altering course to port
- B. My engines are going astern



"A"

"B"

(a) Cable layer

(See Rule 4)

(b) Power-driven pilot vessel

(See Rule 8)

C. I am altering course to starboard

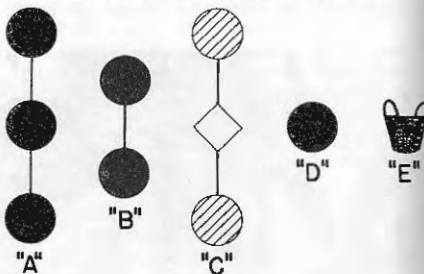
D. I am in doubt whether you are taking sufficient action to avert collision

(See Rule 28)

23. Which of the circles shown has a red sector which best shows the arc of visibility of the red side light?



24. Match the day signals sketched with the class of vessel denoted:



(a) Trawler

(See Rule 9)

(b) Vessel aground

(See Rule 11)

(c) Vessel at anchor

(See Rule 11)

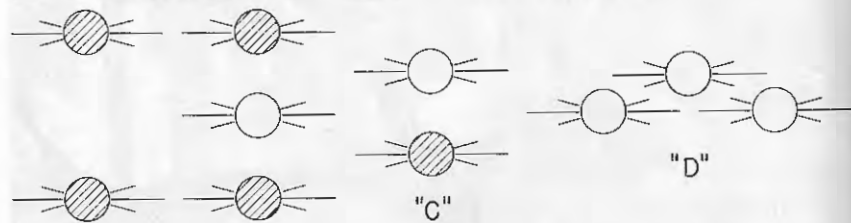
(d) Vessel not under command

(See Rule 4)

(e) Vessel tending a navigational aid

(See Rule 4)

25. Match the lights sketched with the class denoted:



(c) Fishing vessel

(See Rule 9)

(d) Not under command

(See Rule 4)

INLAND RULES OF THE ROAD

15. If you were in charge of navigation of "A," you should:



- Blow one blast
- Blow two blasts
- Hold course and speed, letting "B" take avoiding action
- Stop in all cases

(See Article 18, Rule 1)

16. Whistle signals to indicate course changes have a duration of:

- One second
- Two seconds
- Three seconds
- Four seconds

(See Pilot Rule 80.03)

17. The Rule of Special Circumstance would apply when meeting *all* but *one* of the following—To which one would it *not* apply?

- When meeting several vessels at one time.
- When meeting a tug with tow bound downstream in a heavy current
- When meeting a vessel unable to maneuver in accordance with the Rules
- When encountering a vessel engaged in laying cable
- When meeting a vessel end on or nearly end on

(See Article 27)

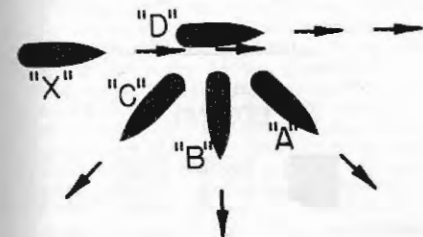
18. The two white lights displayed as sketched would indicate at night that:



- The vessel is not under command
- The vessel is over 150 feet in length and is at anchor
- The vessel is fishing
- The vessel is under 150 feet and is at anchor

(See Article 11)

19. At different times, vessel "X" was navigated with respect to the four vessels sketched. Which one was she obligated to give way to?



- "A" ("A" is overtaking "X")
- "B"
- "C"
- "D" ("X" is overtaking "D")

(See Article 24)

20. Match the fog signals listed with the class of vessel denoted:

- A prolonged blast of the whistle every minute
 - A blast of the fog horn every minute
 - A rapid ringing of the bell for 5 seconds every minute
 - Two blasts of the fog horn every minute
 - Three blasts of the fog horn
 - One prolonged blast followed by two short blasts on the whistle
- A. A steam vessel towing
B. A sailing vessel on the starboard tack
C. A sailing vessel on the port tack
D. A sailing vessel with the wind abaft the beam
E. A steam vessel under way
F. A vessel at anchor

(See Article 15)

21. The two vessels sketched are governed by the _____ rule:



- Overtaking
- Meeting end on
- Crossing
- Approaching

22. Nearing a bend where the channel around the bend is obscured a vessel should blow on the whistle:

- A short blast
- A long blast
- Two long blasts
- Three long blasts

(See Article 18, Rule 5)

23. The vessel with lights shown as sketched seen in inland waters would be:



- Dredging
- Laying mats
- Fishing
- Not under command
- A pilot vessel

(See Article 9)

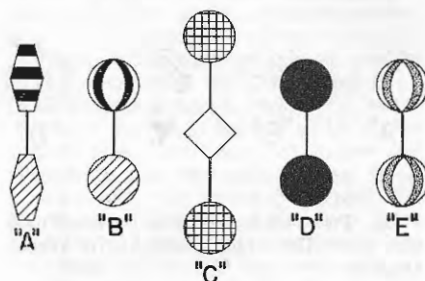
24. The vessel showing lights as sketched would be:



- Towing a submerged object
- Not under command
- A self-propelled suction dredge
- Laying telegraph cable

(See Pilot Rule 80.21)

25. Match the signals sketched with the class of vessel denoted:



- Suction dredge underway and engaged in dredging (See Pilot Rule 80.21)
- Engaged in hydrographic survey (See Pilot Rule 80.33)
- Towing a submerged object (See Pilot Rule 80.18)
- Handling navigation aid (See Pilot Rule 80.33a)
- Laying cables or pipes (See Pilot Rule 80.22)

GREAT LAKES RULES OF THE ROAD

21. A vessel of 600 feet in length is at anchor. She must display in addition to four anchor lights a white light at least every _____ feet along the deck.

- 50
- 75
- 100
- 125

(See Rule 9)

22. The passing signal when two steam vessels are meeting in a narrow channel with a current should first be sounded by:

- The ascending steamer
- The descending steamer
- Either vessel
- The faster steamer

(See Rule 24, Pilot Rule 90.5)

LEGEND



23. In fog, a steam vessel underway, excepting only a steam vessel with raft in tow, shall sound at intervals of not more than _____ minute(s) _____ distinct blast(s) of her whistle.

- (a) one, one
- (b) two, one
- (c) one, two
- (d) one, three

(See Rule 14)

24. Which of the circles shown has a red sector which best shows the arc of visibility of the red side light?



25. Two red lights in a vertical line one over the other indicate a vessel that is:



- (a) Not under command
- (b) In distress
- (c) Fishing
- (d) Servicing aids to navigation

(See Rule 30)

WESTERN RIVERS RULES OF THE ROAD

14. The two vessels sketched are governed by the _____ rule:



- (a) Overtaking
- (b) Meeting end on
- (c) Crossing
- (d) Approaching

(See Rule Numbered 19)

15. If an overtaking vessel blows two distinct blasts and you think it dangerous for her to pass you:

- (a) Blow one short blast
- (b) Blow two short blasts
- (c) Blow four or more short and rapid blasts
- (d) Do not answer

(See Rule Numbered 22)

16. If your one blast signal was answered with two blasts, you should:

- (a) Again blow one blast
- (b) Reply with two blasts
- (c) Blow the danger signal
- (d) Blow three short blasts

(See Western Rivers Pilot Rule 95.09)

17. Incorrectly answering a two-blast signal with one blast, or incorrectly answering a one-blast signal with two blasts is known as:

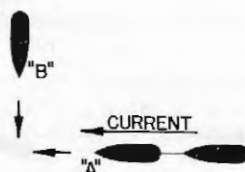
- (a) Reverse signals
- (b) Reciprocal signals
- (c) Cross signals
- (d) Danger signals

(See Western Rivers Pilot Rule 95.09)

18. Which of the circles sketched has a white sector showing the arc of visibility of a stern light as described in Rule Numbered 10?



19. Steam vessel "A," towing with the current has the right of way, and intends to cross the bow of "B." "A" should blow:



- (a) One distinct blast of her whistle
- (b) Two distinct blasts of her whistle
- (c) Three distinct blasts of her whistle
- (d) Four short and rapid blasts of her whistle

(See Rule Numbered 19)

20. If the pilot of a descending steam vessel deems it unsafe to take the side indicated by a two blast signal given by an approaching, ascending steam vessel, he shall immediately signify that fact by sounding:

- (a) One distinct blast
- (b) Two distinct blasts
- (c) Three distinct blasts
- (d) Four or more short and rapid blasts

(See Rule Numbered 18)

21. When temporarily moored to the right bank in fog, a steamer hears a fog signal of an approaching vessel. The temporarily moored vessel should sound at intervals not to exceed 1 minute:

- (a) One blast of the whistle
- (b) Two blasts of the whistle
- (c) One tap of the bell
- (d) Two taps of the bell

(See Rule Numbered 15)

22. In fog, a steam vessel underway *without* a tow, sounds at intervals not more than 1 minute:

- (a) One long blast
- (b) Three distinct blasts
- (c) Two blasts of equal length, followed by a longer blast
- (d) A longer blast followed by two blasts of equal length

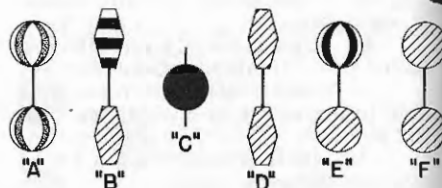
(See Rule Numbered 15)

23. In fog, a steam vessel underway and towing another vessel or vessels sounds at intervals of not more than 1 minute:

- (a) One distinct blast of the whistle
- (b) Two distinct blasts of the whistle
- (c) Three distinct blasts of the whistle
- (d) Four short and rapid blasts of the whistle

(See Rule Numbered 15)

24. Match the day signal sketched with the vessel that would display it:



- (a) Anchored vessel over 65' in length in a fairway or channel (See Rule 95.59)
- (b) Derrick boat moored over a wreck (See Rule 95.53)
- (c) Dredge held in stationary position by spuds (See Rule 95.54)
- (d) Coast Guard vessel handling buoys (See Rule 95.26)
- (e) Vessel moored and laying pipe (See Rule 95.56)
- (f) Vessel towing a submerged object (See Rule 95.52)

25. Which of the circles shown has a red sector which best shows the arc of visibility of the red side light described in Rule Numbered 3?



LEGEND



MERCHANT MARINE PERSONNEL STATISTICS

MERCHANT MARINE OFFICER LICENSES ISSUED

QUARTER ENDING 31 DECEMBER 1960

DECK

Grade	Original	Renewal	Grade	Original	Renewal
Master:			Third mate:		
Ocean.....	41	448	Ocean.....	9	65
Coastwise.....	4	26	Coastwise.....		
Great Lakes.....	5	30	Pilots:		
B.S. & L.....	10	90	Great Lakes.....	2	22
Rivers.....	10	65	B.S. & L.....	92	28
Radio Officer Licenses issued:	6	67	Rivers.....	73	31
Chief mate:			Master: Uninspected Vessels.....	10	13
Ocean.....	23	109	Mate: Uninspected Vessels.....	1	1
Coastwise.....		3	Motorboat Operators.....	144	371
Mate:			Total.....	459	1,494
Great Lakes.....	2				
B.S. & L.....	1	8	Grand Total.....	1,953	
Rivers.....	5	41			
Second mate:					
Ocean.....	21	75			
Coastwise.....		1			

ENGINEER

Grade	Original	Renewal	Grade	Original	Renewal
STEAM			First assistant engineer:		
Chief engineer:			Unlimited.....	8	31
Unlimited.....	26	523	Limited.....	17	21
Limited.....	5	97	Second assistant engineer:		
First assistant engineer:			Unlimited.....	2	14
Unlimited.....	29	150	Limited.....	2	2
Limited.....	3	19	Third assistant engineer:		
Second assistant engineer:			Unlimited.....	4	311
Unlimited.....	36	224	Limited.....		1
Limited.....	2	2	Chief engineer: Uninspected		
Third assistant engineer:			Vessels.....	8	10
Unlimited.....	26	259	Assistant Engineer: Uninspected Vessels.....	8	1
Limited.....		1	Total.....	202	1,913
MOTOR			Grand Total.....	2,115	
Chief engineer:					
Unlimited.....	3	122			
Limited.....	23	125			

WAIVER OF MANNING REQUIREMENTS

Waivers	Atlantic Coast	Gulf Coast	Pacific Coast	Great Lakes	Total
Deck officers substituted for higher ratings.....			1		1
Engineer officers substituted for higher ratings.....			4		4
Ordinary Seamen for Able Seamen.....					
Wiper or coal passers for qualified member engine dept.....	1				1
Total Waivers.....	1		5		6
Number of vessels.....	1		5		6

INVESTIGATING UNITS

Coast Guard Merchant Marine Investigating Units and Merchant Marine Details investigated a total of 3,461 cases during the fourth quarter of 1960. From this number, hearings before Examiners resulted involving 52 officers and 201 unlicensed men. In the case of officers, 3 licenses were revoked, 3 were suspended without probation granted, 15 were suspended with probation granted, 6 cases were dismissed after hearing, and 1 hearing was closed with admonition. Of the unlicensed personnel, 15 documents were

ORIGINAL SEAMEN'S DOCUMENTS ISSUED

Type of document	Atlantic Coast	Gulf Coast	Pacific Coast	Great Lakes and rivers	Total
Staff Officer.....	31	2	31	2	66
Continuous Discharge Book.....	1	6			7
Merchant Mariner's Documents.....	1,013	523	635	364	2,535
AB any waters, unlimited.....	61	50	47	53	211
AB any waters, 12 months.....	37	14	11	25	87
AB Great Lakes, 18 months.....	1		1	18	20
AB Tugs and Towboats, any waters.....	1	2	3		6
AB Days and Sounds.....	2				2
AB Seagoing Barges.....	1	1			2
Lifeboatman.....	44	11	74	4	133
QMED.....	108	44	74	51	277
Radio officer.....	2	1	1		4
Certificate of service.....	933	484	585	282	2,284
Tankerman.....	25	52	6	68	151
Total.....	2,260	1,190	1,468	867	5,785

revoked, 4 were suspended without probation granted, 26 cases were dismissed after hearing, and 17 hearings were closed with admonition. Twenty-one licenses and 87 documents were voluntarily surrendered.

MERCHANT MARINE STATISTICS

There were 957 vessels of 1,000 gross tons and over in the active ocean-going U.S. merchant fleet on January 1, 1961, 17 more than the number active on December 1, 1960, and 18 more than the number active on January 1, 1960, according to the Maritime Administration, U.S. Department of Commerce.

There were 34 Government-owned and 923 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 include 26 vessels in the custody of the Departments of Defense, State, and Interior.

There was an increase of 18 active vessels and a decrease of 15 inactive vessels in the privately owned fleet. One tanker, the *Texas Sun*, and the cargo ship *Export Adventurer* were delivered from construction. One freighter and one tanker were redocumented under U.S. flag from foreign flag registry, and a tanker was sold foreign for scrapping. The privately owned fleet increased by 3 to 1,008, which was 15 less than the number privately owned on January 1, 1960. Of the 85 privately owned inactive vessels, 33 dry cargo, 3 combination passenger-cargo ships, and 40 tankers were laid up for lack of employment, 6 less than on December 1. Most of the others were undergoing repair or conversion.

The Maritime Administration's active fleet decreased by one ship, while its inactive fleet decreased by 11. Eighteen Liberty ships were sold for scrap. Six Navy-owned ships were placed in Reserve Fleet custody. This decreased the Administration's fleet by 12 to a total of 2,038, 17 less than a year ago. The total U.S. merchant fleet decreased by 9 to 3,046, or 32 less than on January 1, 1960.

One conversion contract was placed during the month of December. One tanker and a cargo ship were completed. The total of large merchant ships on order or under construction in U.S. shipyards dropped by 1 to 68, which was one more than the total under construction on January 1, 1960.

Seafaring jobs on active ocean-going U.S.-flag ships of 1,000 gross tons and over, excluding civilian seamen manning Military Sea Transportation Service ships, were 47,848. Prospective officers in training in Federal and state nautical schools numbered 2,226.



AMENDMENTS TO REGULATIONS

TITLE 46—SHIPPING

Chapter I—Coast Guard Department of the Treasury

SUBCHAPTER B—MERCHANT MARINE OFFICERS AND SEAMEN

[CGFR 60-80]

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

Subpart 10.05—Professional Requirements for Deck Officers' Licenses (Inspected Vessels)

STATE UNIVERSITY OF NEW YORK, MARITIME COLLEGE, FORT SCHUYLER, NEW YORK, N.Y., COURSE AS "RADAR OBSERVER"; NOTICE OF APPROVAL

The course of instruction in the proper operation and utilization of maritime radar equipment at the State University of New York, Maritime College, Fort Schuyler, New York 65, New York, was reviewed after receipt of a letter dated October 4, 1960 from the President of the Maritime College. It was also requested that the Coast Guard accept the certificates issued to those deck cadets who on or after November 17, 1960, successfully complete such a course of instruction.

The regulation designated 46 CFR 10.05-46(d) (4) is added by this document in order to inform all persons concerned that the course of instruction in the proper operation and utilization of maritime radar equipment is approved as given at the State University of New York, Maritime College, Fort Schuyler, New York 65, New York. The holders of the New York Maritime College's certificates which attest to the successful completion on or after November 17, 1960, of the course of instruction in the proper operation and utilization of maritime radar equipment may present such certificates as evidence of qualifica-

tion as "radar observer" and be exempt from taking the examination specified in 46 CFR 10.05-46(b).

By virtue of the authority vested in me as Commandant, United States Coast Guard, by Treasury Department Orders 120, dated July 31, 1950 (15 F.R. 6521), 167-14, dated November 26, 1954 (19 F.R. 8026), 167-20, dated June 18, 1956 (21 F.R. 4894), and CGFR 56-28, dated July 24, 1956 (21 F.R. 5659), to promulgate regulations in accordance with the statutes cited with the regulation below, the following amendment designated § 10.05-46(d) (4) is prescribed and shall become effective upon the date set forth therein:

§ 10.05-46 Radar observer.

* * * * *

(d) * * * (4) The course of instruction in the proper operation and utilization of marine radar equipment is approved as given at the State University of New York, Maritime College, Fort Schuyler, New York 65, N.Y. This approval shall be effective for all certificates issued to the deck cadets of the New York Maritime College which attest to the successful completion of the course in the proper operation and utilization of marine radar equipment on or after November 17, 1960, and will continue in effect until this approval is suspended, cancelled or modified by proper authority.

(R.S. 4405, as amended, 4462, as amended; 46 U.S.C. 375, 416. Interpret or apply R.S. 4417a, as amended, 4426, as amended, 4438, as amended, 4439, as amended, 4440, as amended, 4442, as amended, secs. 1, 2, 49 Stat. 1544, 1545, as amended, sec. 3, 54 Stat. 347, as amended, sec. 2, 68 Stat. 484, sec. 3, 68 Stat. 676, sec. 3, 70 Stat. 152; 46 U.S.C. 391a, 404, 224, 226, 228, 214, 367, 1333, 239b, 390b, 50 U.S.C. 198)

Dated: December 28, 1960.

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

[F.R. Doc 61-32; Filed, Jan. 3, 1961;
8:49 a.m.]

NAVIGATION AND VESSEL INSPECTION CIRCULAR NO. 10-60

December 30, 1960

Subj: Placards, forms, and instructions required to be posted aboard vessels; alternate materials and methods

1. *Purpose.* The purpose of this circular is to expand previous policy regarding acceptance of alternate materials and methods of posting the subject forms, etc.

2. *Circular canceled.* Navigation and Vessel Inspection Circular No. 2-54; dated 5 August 1954, is canceled.

3. *Discussion.* Placards, forms, and instructions in laminated acetate or framed under clear plastic have previously been acceptable in lieu of framing under glass as required by the regulations. However, no policy has been established previously with respect to acceptable alternate methods or materials for placards, forms, and instructions not required to be framed under glass. Because of the wide variety of methods for making and posting such forms, it is considered desirable to also set forth a policy for those forms, etc., in this category.

4. *Action.* The following policy will be followed in accepting placards, forms, and instructions required to be posted aboard vessels:

a. *Acceptable alternates for forms, etc., required to be framed under glass:*

i. Printed placard forms may be laminated in clear plastic or framed under clear sheet plastic.

ii. Forms which must be removed from framing for entries or signature may be framed under clear sheet plastic.

b. *Acceptable alternates for forms, etc., not required to be framed under glass:*

i. Framed under glass.

ii. Laminated in clear plastic or framed under clear sheet plastic.

ACCEPTABLE COVERED STEEL ARC WELDING ELECTRODES

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

Distributors and/or manufacturers	Brand	AWS Class	Operating positions and electrode sizes (inch)				
			$\frac{5}{16}$ and smaller	$\frac{3}{16}$	$\frac{7}{16}$	$\frac{1}{4}$	$\frac{5}{16}$
Shober Sales, Inc., 900 West Weber St., Stockton, Calif.	Shober No. 11	E6011	1	1		2	
Pacific Welding Alloys Mfg. Co., 310 North Ave., Los Angeles 21, Calif. (Shober Sales, Inc., Manufacturer).	Pacific E6011	E6011	1	1		2	

iii. Those with pressure sensitive adhesive backing suitable for direct application to bulkheads with clear plastic protective film over face of form.

iv. Other materials or methods which in the opinion of the OCMI provide adequate legibility and are otherwise suitable for the purpose.

c. Break-glass type boxes.

i. Where break-glass type boxes are installed, plastics shall not be used in lieu of glass.

5. Effective date. Upon receipt.

H. T. JEWELL,
Rear Admiral, USCG Chief,
Office of Merchant Marine
Safety.

By direction of the Commandant

ARTICLES OF SHIPS' STORES AND SUPPLIES

Articles of ships' stores and supplies certificated from 1 January to January 1961, inclusive, for use on board such 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

Dearborn Chemical Co., Merchandise Mart Plaza, Chicago 54, Ill., Certificate No. 467, dated January 4, 1961, DEARSOL 92.

Trio Chemical Works, Inc., 341-347 Scholes St., Brooklyn 6, N.Y., Certificate No. 468, dated January 4, 1961, TRIO METAL POLISH.

Octagon Process, Inc., 596 River Rd., Edgewater, N.J., Certificate No. 469, dated January 4, 1961, MIGHTY MULSE 570.

Tect, Inc., Northvale, N.J., Certificate No. 470, dated January 4, 1961, CLENE MARINE.

AFFIDAVITS

The following affidavits were accepted during the period from 15 December 1960 to 15 January 1961:

Frick Co., Waynesboro, Pa., CASTINGS.

B.K.L. Alloys Ltd., Birmingham Factory Centre, Kings Norton, Birmingham 30, England, FITTINGS.

Changes Published During January 1961

The following publication has been modified by Federal Register:

CG-191, Federal Register, January 4, 1961.

MARINE SAFETY PUBLICATIONS AND PAMPHLETS

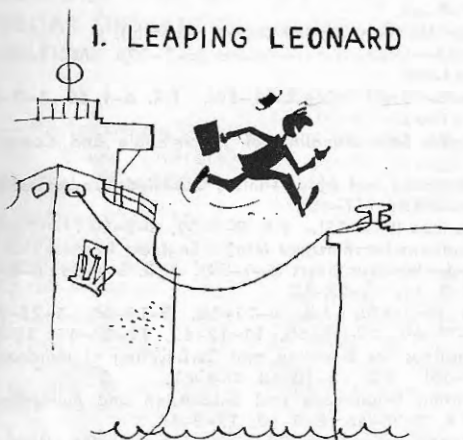
The following publications and pamphlets are available and may be obtained upon request from the nearest Marine Inspection Office of the United States Coast Guard. The date of each publication is indicated in parenthesis following its title. The dates of the Federal Registers affecting each publication 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, 10-25-60, 11-5-60, 12-8-60.
123	Rules and Regulations for Tank Vessels (12-1-59). F.R. 3-30-60, 10-25-60, 11-5-60, 12-8-60.
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, 5-20-60, 9-21-60.
172	Rules of the Road—Great Lakes (5-1-59). F.R. 6-1-59, 1-7-60, 3-17-60, 5-20-60, 9-21-60.
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 (9-1-60).
176	Load Line Regulations (9-2-58). F.R. 9-5-59, 8-2-60, 11-17-60.
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, 5-20-60, 9-21-60, 10-8-60, 12-23-60.
190	Equipment Lists (4-1-60). F.R. 6-21-60, 8-16-60, 8-25-60, 8-31-60, 9-21-60, 9-28-60, 10-25-60, 11-17-60, 12-23-60, 12-24-60.
191	Rules and Regulations for Licensing and Certifying of Merchant Marine Personnel (11-1-60). F.R. 11-30-60, 1-4-61.
200	Marine Investigation Regulations and Suspension and Revocation Proceedings (7-1-58). F.R. 3-30-60, 5-6-60, 12-8-60.
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, 7-29-60.
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, 5-6-60, 8-18-60, 10-25-60, 11-5-60, 11-17-60, 12-8-60, 12-24-60, 12-29-60.
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, 5-6-60, 5-12-60, 10-25-60, 11-5-60, 11-17-60, 12-8-60, 12-24-60.
258	Rules and Regulations for Uninspected Vessels (9-1-59). F.R. 3-17-60, 11-5-60, 12-8-60, 12-29-60.
259	Electrical Engineering Regulations (9-2-58). F.R. 6-20-59, 7-21-59, 9-5-59, 1-8-60, 11-5-60, 12-8-60.
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, 5-6-60, 5-11-60, 6-25-60, 6-29-60, 7-14-60, 7-29-60, 10-25-60, 12-8-60.
268	Rules and Regulations for Manning of Vessels (9-1-60).
269	Rules and Regulations for Nautical Schools (3-1-60). F.R. 3-30-60, 8-18-60, 11-5-60.
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 (3-7-60).
320	Rules and Regulations for Artificial Islands and Fixed Structures on the Outer Continental Shelf (10-1-59). F.R. 10-25-60.
323	Rules and Regulations for Small Passenger Vessels (Not More Than 65 Feet in Length) (6-1-58). F.R. 9-29-60.
329	Fire Fighting Manual for Tank Vessels (4-1-58).

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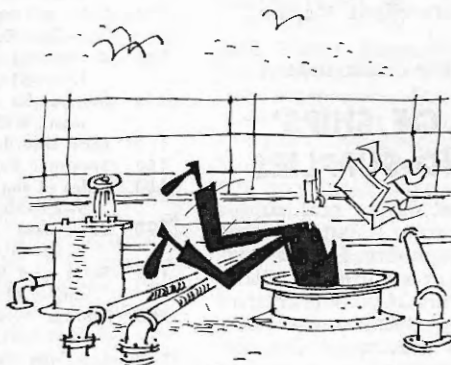
SHOW ME THE WAY TO GO HOME (IN 4 PARTS)

1. LEAPING LEONARD



HE LEAPED ASHORE (?) TO WIN A BET
ENDED UP BOTH BRUISED AND WET

2. STUMBLING SAM



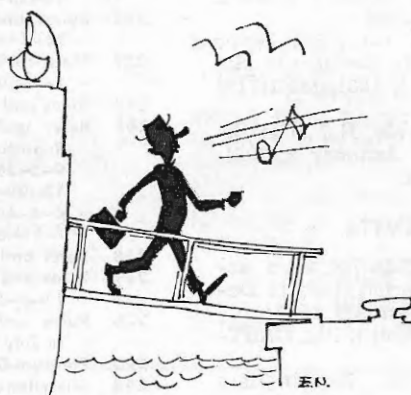
OUR HERO CUT ACROSS THE DECK
AND WENT ON LEAVE WITH BROKEN NECK

3. ALF THE ACROBAT



TRIED TO SWING FROM SHIP TO DOCK--
HE'S HEADED FOR A NASTY KNOCK!

4. CAREFUL CHARLIE



USING CATWALK AND GANGWAY TOO
HE'LL BE SAFE--AND SO WILL YOU!

BE CAREFUL!