PROCEEDINGS

OF THE MERCHANT MARINE COUNCIL

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PROCEEDINGS

OF THE

MERCHANT MARINE COUNCIL

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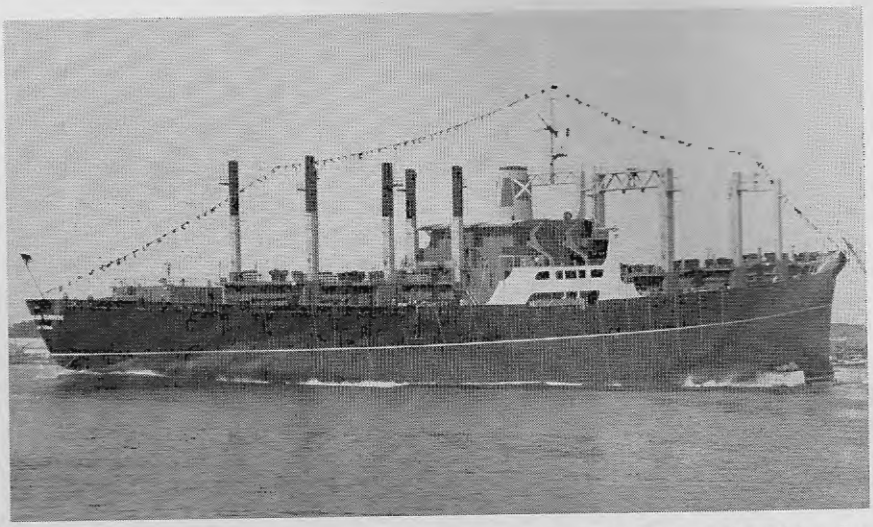

The *African Dawn* slides down the ways at Pascagoula, Miss. Built by Ingalls Shipbuilding Corp. for Farrell Lines, the *Dawn* is the last of six new freighters to be used by Farrell on their trade routes to Africa.

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CONTENTS

FRONT COVER

Coasting through its polar haunts the CGC *Bear* is silhouetted against the backdrop of a massive iceberg in this marine painting by Hunter Wood, famous artist who served as a Chief Boatswain's Mate in the Coast Guard during World War II.

BACK COVER

Shown here at the peak of her colorful career, the CGC *Bear*, anchored in jammed ice off the northern coast of Alaska, works to free herself and the trapped CGC *Corwin*. This picture was taken about 1890. The barkentine served in the Coast Guard from 1885 until 1929, and was the first vessel employed by the Coast Guard as an icebreaker.

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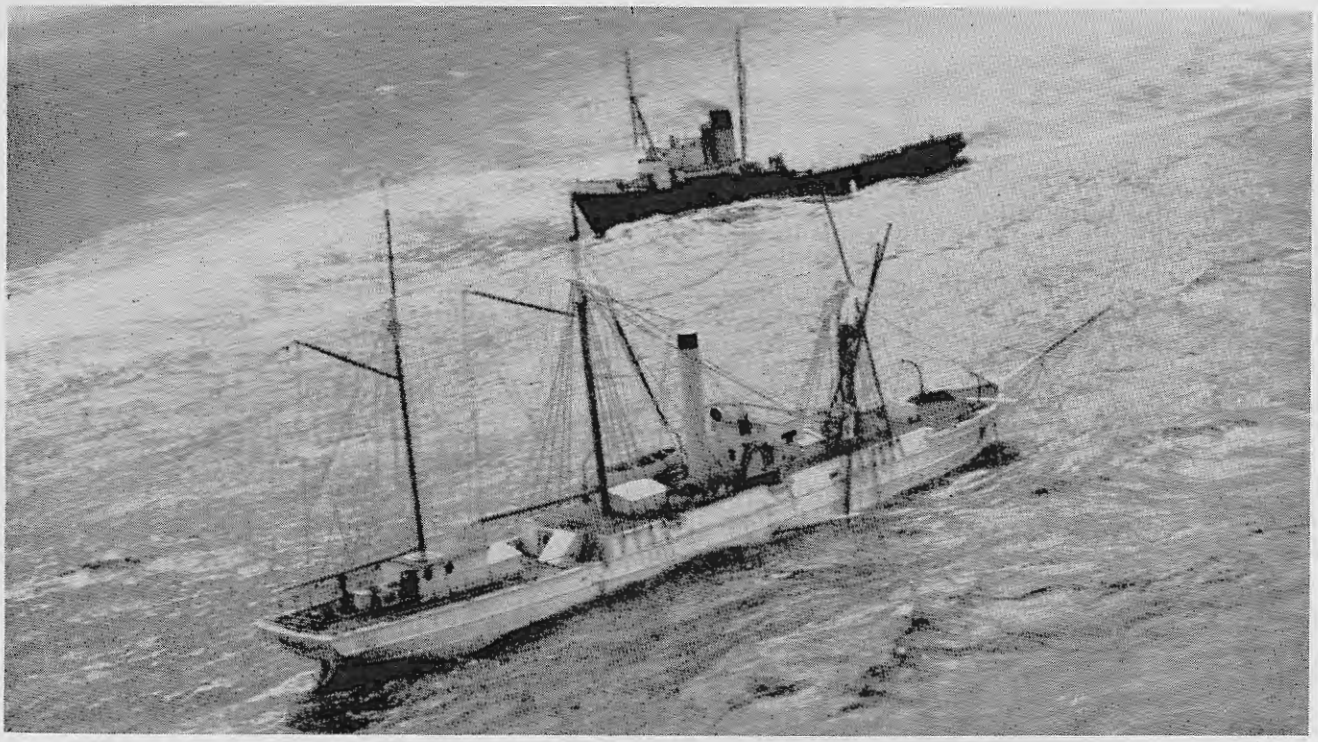

HER TOWLINE PARTED and foremast collapsed, the famous CGC *Bear*, 90-year-old Queen of the North begins her final journey to the ocean floor. The *Bear* sank at 8:15 p.m. on March 19, 1963, about 90 miles south of Cape Sable, Nova Scotia, and approximately 260 miles east of Boston.

REQUIEM FOR THE BEAR

THE FAMOUS old Coast Guard cutter *Bear*, veteran of nearly 90 years' service in the far north and participant in some of the most thrilling sea rescues of our time, has come to the end of her last voyage in the turbulent waters of the North Atlantic. On Tuesday, March 19, 1963, the gallant old ship went down off the coast of Nova Scotia during an Atlantic storm. Time and the elements have finally done what northern ice and snow failed to do.

If the *Bear* could have chosen her final resting place, and who are we to say that she didn't, it would probably have been these northern waters where she had sailed so often. It was here that she came, shortly after her launching in 1873 at the old Scottish shipyard of Dundee and Son. She spent the first ten years of her life getting her sea legs with a sailing fleet operating off Newfoundland.

World-wide fame came to the *Bear* in the early 1880's shortly after the historic Greely Expedition to the Arctic came to a disastrous end. The Expedition, under the command of the then Lieutenant Adolphus Washington Greely, was one of two groups dispatched to the Arctic to set up a series of observation stations. Despite elaborately made plans, a series of misfortunes left Greely and his party stranded in the pitiless Arctic winter without adequate food and clothing.

To assist the Greely party, the United States organized a rescue fleet of three ships, consisting of the *Bear*, *Thetis* and *Alert*. On June 22, 1884, less than two months after her departure, the *Bear* sighted the pitiful remnants of the expedition. For months they had been surviving on rock moss, leather sledding equipment, and whatever small game they could find. Many of the group had either died or gone mad from privation. Those who had survived resembled skeletons. The surgeon accompanying the expedition had committed suicide.

For a while it looked as though the *Bear's* career was over. Not long after her return from the Greely rescue, she was declared unfit for further service by the Navy. Then in 1885, she was transferred to the Treasury Department for use in Alaskan waters and the Arctic Ocean. That was the beginning of a 41-year career on the Alaskan Patrol which is unequalled in maritime history.

Her first skipper on Patrol, was colorful "Hell Roarin'" Mike Healy, a dynamo of a man with an unpredictable temper. Healy was a good skipper, and he commanded the *Bear* for more than nine years, longer than any other. In time, Healy and his ship became legend in the lusty, brawling Territory of Alaska.

The Bear's duties on the Alaskan Patrol were many. She carried mail which had accumulated at Seattle during the winter, as well as Government agents and supplies. On her trip south from Alaska, she transported Federal prisoners and others whose presence in Alaska was undesirable.

The deck of the *Bear* often served as a court where justice was dispensed swiftly but fairly. The *Bear* also conducted investigations, and undertook crime prevention and law enforcement. She and other cutters like her were often the only law in that turbulent part of the world. The *Bear*

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OFFICERS WHO MADE the actual overland expedition in 1897–1898; left to right: Bertholf, Call and Jarvis.

also conducted soundings to improve charts of Alaskan waters, and her surgeon furnished medical attention to natives, prospectors, missionaries, and whalers. (These duties are still part of today's Bering Sea Patrol.)

Not the least of Healy's accomplishments was the importation of reindeer from Siberia to provide food for the natives who were never free from the threat of famine. The initial transaction consisted of purchasing twelve deer at Seniavine Strait, Siberia in 1891 and transporting them to Unalaska. As Healy reasoned it, the reindeer would also be an excellent source of clothing and transportation. The wisdom of this measure was dramatically proved a few years later during the famous overland trek to save marooned whalers near Point Barrow.

THE ROARING TWENTIES—the *Bear*'s mascot was, naturally, a real bear; this one, photographed aboard the cutter during the 1920's, possessed a bandaged head, a cane, and a flare for drama.

Of all the *Bear's* exploits, none has captured the public imagination more than her Overland Rescue of 1897. It was in the fall of that year that Captain Tuttle, the *Bear's* new commander, learned that eight whaling vessels and their crews, totaling about 275 men, were trapped in the ice pack off remote Point Barrow, Alaska.

The *Bear* had only recently returned from her Patrol duties, but at the order of the Secretary of the Treasury she went to the rescue. This was the first time that an Arctic voyage was attempted during the winter season.

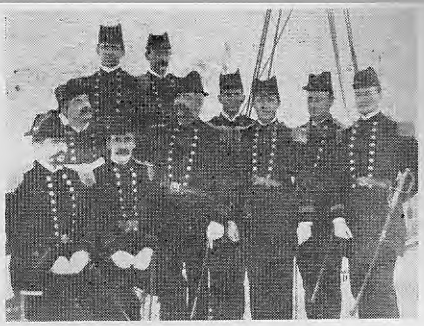
By December 14, 1897, it was clear that the *Bear* had come as far north as she could go. Approximately 85 miles off Cape Nome the ice was so thick that she was forced to turn back. But before she returned, the *Bear* landed an overland party on Nelson Island, near Cape Vancouver. It consisted of First Lieutenant D. H. Jarvis, Second Lieutenant E. P. Bertholf, and Surgeon S. J. Call, all of the Revenue Cutter Service.

Equipped with dog teams, sleds, and guides, Jarvis and his companions set out for Point Barrow. Before them lay a 1,600 mile journey through frozen, trackless wilderness. The "Overland Expedition for the Relief of the Whalers in the Arctic Ocean" as it was ponderously called, became one of the great epics of the north.

During the exhausting journey, Jarvis and Call collected a herd of nearly 450 reindeer. Driving the herd ahead of them in the face of the icy winds the party reached Point Barrow about three and one-half months after being put ashore by the *Bear*. To the despairing whalers, the arrival of the relief party was nothing short of a miracle. Healy's foresight had paid off.

The *Bear* which had been read out of service in 1885 was still around in 1917 when the United States entered World War I. For the duration of the war she served with the U.S. Navy. This, however, did not change her routine patrol of Alaskan waters.

In 1929 the *Bear* was decommissioned and turned over to the city of Oakland, California, for use as a maritime museum. The *Bear* was getting on now, but there were still great moments ahead. In the early 1930's

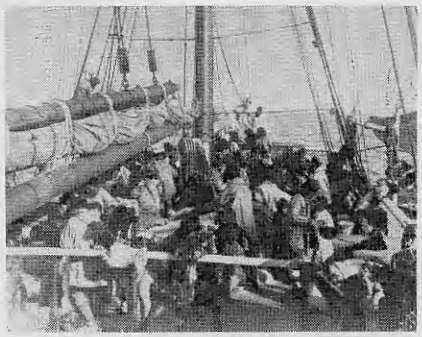


OFFICERS OF THE *Bear* on the Relief Expedition of 1897–1898; a review of the names which are listed below without their future rank will show that this was indeed an illustrious group which included several future Commandants.
Back row: Bryan, Wood.
2nd row: Berry, Tuttle, Cochran, Brown, Spencer, Hamlet.
1st row: Camden, Spear.

Admiral Richard E. Byrd was looking for a vessel suitable for operating in ice in his Second Antarctic Expedition. Hearing that the *Bear* was available, he opened negotiations with officials of the City of Oakland, California. The bargain was concluded for the incredibly low price of $1,050, one of the best buys in history. An entry in her log for June 19, 1932, reveals that she was en route to Boston for overhaul and refitting with a volunteer crew aboard.

Refitting completed, the *Bear*, on September 25, 1933 left Boston under the command of Lieutenant (j.g.) Robert A. J. English, USN. After a rugged trip, she reached the Bay of

A DEER IS SHOWN being hoisted aboard the *Bear* at Seniavine Strait, Siberia, on August 28, 1891, for "transplanting" in Alaska. This scene marks the actual beginning of domesticated deer into Alaska. On this first trip twelve deer were purchased and taken to Alaska. During the next ten or eleven years approximately 1,100 more reindeer were brought to Alaska from Siberia by Coast Guard cutters on the Bering Sea and Arctic Patrols.



ESKIMO NATIVES visit on board the *Bear* at Kozebue Sound, Alaska, around 1898.

Whales and Little America in the latter part of January 1934.

Once again in the United States Antarctic Expedition of 1939–41, Admiral Byrd called upon the *Bear's* services. This time, however, her boiler and engine were taken out and a modern diesel drive installed. Her auxiliary equipment was electrified. By May 16, 1941, she had completed her work in the Antarctic and was back at Boston.

By this time, the shadow of World War II was stretching over the United States. Shortly after her return from the Antarctic the *Bear* was assigned to the Greenland Patrol operated by the U.S. Coast Guard. She took part in the capture of the Norwegian trawler *Buskoe* which had been fitted out by the Germans to transmit weather reports and information on Allied ship movements.

The *Bear's* days of active service were now drawing to a close. In June, 1944, she was stricken from the Navy list of active vessels and turned over to the Maritime Commission for sale.

A Canadian steamship company purchased her in 1948 with the intention of converting her to her former role as a sealing vessel. Before this could be accomplished the price of seal oil and skins dropped and all work on her was stopped.

For a while it seemed as though the *Bear* would end her days in dishonor on a Nova Scotia beach; however, she was purchased for eventual use as a commercial museum and restaurant near Philadelphia, Pa. The end came for the *Bear* as she was being towed to Philadelphia.

Now the *Bear* lies in her final resting place at the bottom of the Atlantic after a legendary career which has spanned several generations. To all men who are interested in maritime lore she will remain a shining legend, and her exploits will continue to be told as long as men go down to the sea in ships.

A NOSE FOR GASOLINE

The old adage about familiarity breeding contempt was never better applied than in the case of the handling and use of gasoline. Contempt for gasoline costs Americans a great deal in dollars and suffering, merely because most of us drive our cars to service stations every week for a tank full, or use gasoline in boats . . . almost daily.

Just how familiar are we with gasoline and its vapors? We are familiar by frequent association, but probably are not familiar with gasoline in the sense that we are closely acquainted with or have intimate knowledge of its properties.

Gasoline is poisonous to the human body in rather small amounts without regard to the means of entry into the body. It can be swallowed or absorbed by the skin as well as breathed in vapor form, and it must be remembered that the vaporization increases rapidly with rise in temperature.

Inhaling a high concentration of vapor, in the order of 2 or 3 percent by volume, will prove fatal in a short time, and even a 0.1 percent concentration is hazardous. The danger of gasoline vapor, however, accrues mainly from its tendency to explode and burn. But there is one redeeming feature: The odor of the vapor can be detected at a level far below its lower explosive limit.

The lower limit for explosion of gasoline vapor or lowest concentration at which explosion will take place is about 1.3 or 1.4 percent vapor per volume of air, while the higher limit is approximately 6 percent vapor by volume.

One quart of gasoline left in an open container in an enclosed space of 520 cubic feet will make an explosive mixture throughout the entire space under ideal conditions. Given enough time, 1 cubic inch of gasoline will form an explosive mixture at any point in 9 cubic feet of air. The vapor spreads throughout an entire space but is so heavy that the concentration is much higher near the bottom of the space. It will spread and fill the bilges of a boat or the area of a compartment near the deck like any gas, but it may also travel along with a current of air. If a trail of vapor is then ignited far from the container or leak from which it originated, it will flash back to the source and start a fire some distance from the point of ignition.

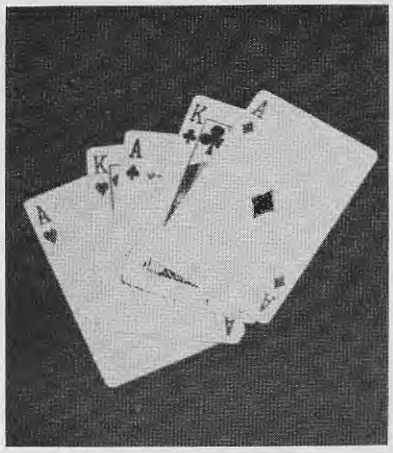
Ignition can occur for a number of reasons; minute sparks from a wrench striking metal, brushes of a motor or generator, a ground or any minor arcing in an electrical circuit, an ordinary electric switch, a rapidly moving belt, or nails in the sole of a shoe scraping across a steel deck may cause a fire. This introduces another little known property of gasoline: An induced electrical charge may accumulate because of the friction of gasoline moving within a hose. That is one of the reasons why gasoline hoses should be grounded to the tank and why metallic contact should be maintained between the tank and filling container. Particularly for handling large quantities of gasoline, a hose designed for such purpose should always be used if available, as electrical bonding wires are fabricated within the hose which permit the grounding of the hose, the connections and hose terminals.

The toxicity of heavy concentrations of the fumes is increased if the gasoline contains tetraethyl lead, added for antiknock purposes. This lead can be inhaled with the fumes or can enter the body through the mouth or by absorption through the skin; at any rate it is poisonous in almost minute quantities.

To return to the explosion hazard, let us consider the important means available for preventing explosions. This means is obviously to prevent accumulation of vapors. All the safety precautions listed should be observed, particularly those which will insure that the gasoline vapor is not allowed to become a lurking menace. Keep fuel lines tight and remove all sources of ignition when working on carburetors or the engine's gasoline supply. If vapors do form or are present the answer is ventilation, plenty of ventilation. And this ventilation must be from the bottom of the space; withdrawing air from the top of an engineroom only spreads the vapors collected in the bilges.

No gasoline explosion can occur if personnel will intelligently use their noses to check for gasoline vapors. Two points must be remembered, (1) the air which is smelled must be from the vicinity where the vapor may be ignited and also near the bottom, not the top of a compartment, and (2) persons working with gasoline or on gasoline engines become quite accustomed to the gasoline odor and may not be able to detect fumes until they reach a concentration of about 0.2 percent. It is important first to get plenty of fresh air to clear fumes from the respiratory system before checking, and it is important to smell in the right location, but if you are willing to use your nose to detect gasoline vapor you will never have an unexpected gasoline explosion.

A HAND IS A HAND—BUT,



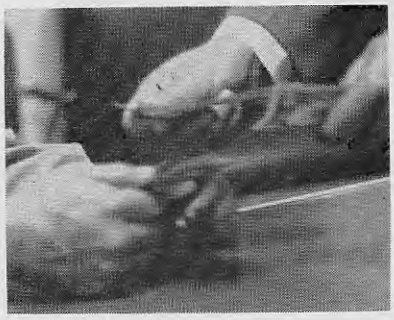
THIS IS A HAND—a poker hand. It has five cards and these are five unusually good cards. Used properly, this hand can be used to advantage by the person who possesses it.

This, too, is a hand—a human hand. Instead of five cards, it has five fingers. Used properly, the owner can perform innumerable tasks with this wonderful, human tool—a tool that can button a shirt or guide tons of steel into place to build a skyscraper or a ship.

One big difference between the two hands is that, if you are short one ace in the poker hand, there is always another deal in which you might "get lucky" and come up with the hand shown above. But, when the human hand is short one finger, the "luckiest" you can get is to keep what you have. Putting it bluntly, when a finger is lost, it is lost. There is no other deal.

Because we use them so much, we just take them for granted, forgetting the many things we can do with our hands.

For example, although some can do it with one hand, it usually takes two human hands to deal one poker hand.



And, on payday, it is much easier to count our money with two hands.

Aboard ship, there are a great many things—both personal and job-related—that we do with our hands. While performing some of these tasks, such as plotting a fix, it is quite unlikely that a severe hand injury will be sustained.

But, there are a great many jobs to be done aboard ship in which it is quite easy to suffer a painful—and, possibly, permanent—injury to the hand.

As an example, it takes more than skilled, sure hands while heaving a hawser on the gypsy-head. These hands also should belong to someone who is paying attention to what he is doing.

And, when stopping off a hawser on the bitts, the owner of these hands really cannot afford not to concentrate on what he is doing.

IS IT USEFUL OR USELESS?

For the experienced seaman, it is really no trick to put an eye-splice in a line, providing he handles the fid safely.

The proper handling of equipment is important for several reasons:

One is to insure the maximum efficiency for the equipment.

Another is to handle it safely.

This is true whether you are handling an all-purpose fire hose nozzle,

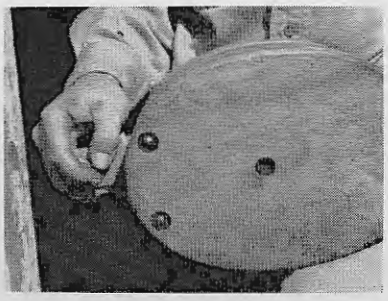
doing your personal laundry.

carving meat, or

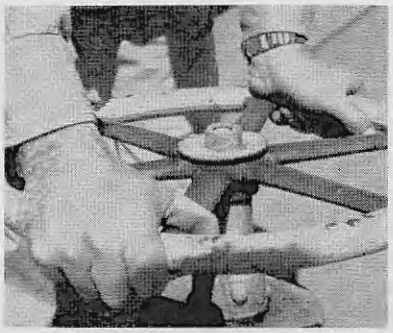
dressing a bar on an abrasive wheel.

Although doorways have contributed to a number of hand injuries aboard ship—particularly when the ship is underway—few of us, normally, think of a doorway as a safety hazard, probably because we have been opening and closing doors and walking through doorways ever since we were able to walk.

One good way to avoid a painful hand injury is, when opening a watertight door—or any door for that matter—hold onto the door until it has been secured. And, hold onto it in a manner that won't permit it to slam shut on your hand if the ship should roll suddenly.



And, don't think for a minute that quite a few thousand fingers haven't been smashed by seamen who got just a little careless when carrying something—such as a heavy cargo block—through a doorway. Make sure you don't smash your fingers between the item you are carrying and the sharp edge of the doorway!



One thing a great many seamen have learned is that it is quite easy to suffer a bruised hand when opening or closing valves.

These are just a few of the things you might do aboard ship every day that could result in a painful injury if you are careless.

If you are careless, you might find that a great many other things you do every day—personal things, such as brushing your teeth, lacing your shoes, eating, washing, shaving, or writing—can become difficult chores. You might find this wonderful tool has become virtually useless.

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MARITIME SIDELIGHTS

The Eastern Fleet of Socony Mobil Oil Co. and the Canadian Tugboat Co. of Crown Zellerbach headed a group of six tug and barge firms that were recently cited for outstanding safety records during 1962. The awards were made jointly by the American Waterways Operators Inc. and the National Safety Council at the former's spring quarterly meeting. Socony and Zellerbach were winners in the two categories of water carrier operations used in the annual barge and towing vessel industrial safety contest.

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There were 921 vessels of 1,000 gross tons and over in the active ocean-going U.S. merchant fleet on June 1, 1963, the same as the number active on May 1, 1963, according to the Maritime Administration.

There were 19 government-owned and 902 privately owned ships in active service. These figures did not include privately owned vessels temporarily inactive, or government-owned vessels employed in loading storage grain. They also exclude 23 vessels in the custody of the Departments of Defense, State, and Interior, and the Panama Canal Company.

The Maritime Administration's active fleet remained the same while the inactive fleet decreased by 12. Seven freighters were sold for scrap, 3 freighters were turned back to the Navy, and three government ships were exchanged to the private fleet, with 2 ships received from the private fleet. This made a net decrease of 11 in the total government fleet to 1,857. The total U.S. merchant fleet dropped by 12 ships to a total of 2,836.

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A new 9,500-ton Ghanaian cargo vessel, the *Lake Bosomtwe* arrived recently in New York on her maiden voyage. The 461-foot motorship is the last of eight new vessels to join Black Star Line, Ghana's national shipping company. The fifteen knot vessel carries a crew of 52 and has accommodations for twelve passengers.

AWARD

OFFICERS of the oil tanker S.S. Syosset display plaque awarded to the West Coast Division of Socony Mobil Oil Company tanker fleet for winning first place in the National Safety Council Marine Section safety contest for 1962. The Syosset's accident-free record now is nearing the eight-year mark. Seen here are (left to right) W. E. Morris, Chief Mate; Captain M. C. McGalis, Master; J. B. Wedgeworth, 2nd Mate; L. F. Snyder, 3rd Mate; Stephen Kankol, Chief Engineer; and V. L. McDonald, 3rd Mate.

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A chain-reaction ship collision reportedly occurred recently in the English Channel involving the Panamanian ship *Carmen*, the Turkish-flag *Sadikzade*, the Greek-flag *Leandros*, and the British motortanker *Clyde Sergeant*. The collision occurred in heavy fog when the *Sadikzade* and *Leandros* rammed each other. When the former pulled clear it collided with the *Carmen* which sank in a matter of minutes, with at least two crewmen missing. The *Leandros* sheered off into the fog and promptly ran into the *Sergeant*.

The deep sea cable laying vessel *Long Lines* arrived on the east coast recently on her maiden voyage from a West German builder's yard. The first of her type to be operated under U.S. flag, the 511-foot-vessel carries a variety of electronic equipment and special gear to handle the laying of plastic-coated telephone lines across the ocean floors of the world. The ship is capable of stowing about 2,000 miles of cable in three main cable tanks. A special helicopter landing platform aft is also provided for use in Arctic cable-laying operations.

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Sun Shipbuilding recently laid the keel for the first of five freighters to be built for United States Lines. The vessels will be dry cargo ships 534-feet in length and approximately 13,-340-deadweight tonnage. The vessels are expected to cruise in excess of 20 knots and will be used between Atlantic and Gulf Coast ports and Australia. The first ship is scheduled for delivery in late 1964.

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The first of a series of Coast Guard cutters of advanced design—the *Reliance*—was christened at Todd Shipyard, Houston, Tex., recently. The vessels will make up the Coast Guard's modernized fleet.

The ship is the first of its type built by the Coast Guard since World War II. She will be commissioned late this fall. The *Reliance* will have a sustained speed of 18 knots and a cruising radius of 5,000 miles at 15 knots.

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Ships moving through the Montreal-Lake Ontario stretch of the St. Lawrence Seaway carried 25,593,600 tons of cargo last year, a record.

Cargo on the Canadian-operated Welland Canal totaled almost 10 million tons more than that on the Montreal-Lake Ontario section because of heavy traffic just between the lakes.

nautical queries

DECK

Q. What precautions should be taken with respect to men working over the side or in unprotected and hazardous positions aloft?

A. Men working over the side, or in unprotected and hazardous positions aloft, should always use safety belts or bowlines without slack in the safety lines. These lines should be made fast, independent of the staging, etc.

A safety belt should be put on before going over the side or aloft and should not be removed until the return on deck.

Q. Does the heeling magnet, once adjusted, require change as the vessel sails from one magnetic latitude into another? Explain your answer.

A. The heeling magnet, even though once adjusted, requires change as the vessel sails from one magnetic latitude to another because the heeling magnet corrects not only for the permanent vertical magnetism of the vessel but also for the vertical induced magnetism as well.

Q. In adjusting the magnetic compass, is it best to place fewer magnets very close to the compass or more magnets farther away from the compass? Explain your answer.

A. It is best to provide more magnets farther away as this gives a more symmetrical field at the compass.

(From H.O. 226, *Handbook of Magnetic Compass Adjustment and Compensation*)

ENGINE

Q. Describe the construction of a water gage (manometer) and explain its use.

A. The water gage is simple in construction, and consists of a metal tube, one end of which is connected to one branch of a glass tube bent to a U shape. The other end of the glass tube is open to the atmosphere. The branches of the tube are partly filled with a fluid and between the branches is placed a scale which is graduated in inches and parts of an inch, with zero at the middle of the scale. When both the open end of the metal tube and the glass tube are open to the atmosphere, the water should be at the same level in both tubes. If the metal tube is attached to a vessel or area in which the pressure is to be found, the level of the water in the two branches will change, depending on the difference in pressure within the vessel and that of the atmosphere.

Q. Assuming that a boiler is operating at a steam pressure of 180 pounds and the safety valve installed on the boiler is of just sufficient area (by calculation) will the same safety valve take care of the boiler if it is decided to reduce the pressure to 120 ponds? Explain.

A. If the safety valve was just large enough to relieve the boiler at 180 pounds pressure, it would not have sufficient relieving capacity to relieve the boiler operating at 120 pounds pressure for the reason that steam at a higher pressure has a greater velocity, and would relieve a certain volume in a given time quicker than at a lower pressure.

Q. Why does a safety valve continue to blow off after the boiler pressure has dropped below the pressure for which the valve is set? What would cause a safety valve to chatter or rumble when blowing off?

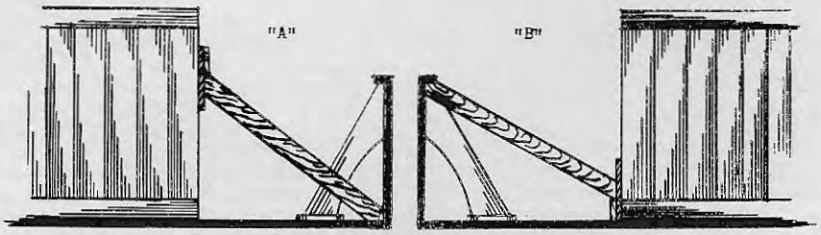
A. Blowing off continues after the boiler pressure is reduced below the "pop" pressure because the discharge passages guide the escaping steam in such a manner that it helps the boiler pressure to hold the valve away from its seat. The greater this assistance while the valve is open the lower the boiler pressure will be reduced below the "pop" pressure before the valve will be closed. The reduction in boiler pressure below the "pop" pressure is called the "blowdown" and most direct spring loaded safety valves are provided with an adjustable "blowdown ring" or other means for varying the amount of blowdown. When the valve is raised from its seat the pressure exerted by the spring is greater than when the valve is closed. Hence, when the valve opens, unless the escaping steam exerts enough force to overcome the greater spring resistance, for continuance of a little more than pop pressure in the boiler there are rapid alternations of partial openings and closings, due to the ricocheting of the spring and small sudden changes of boiler pressure that give rise to chattering of the valve with intermittances of discharge, causing vibrations of the atmosphere that produce a chattering or rumbling sound.

Q. Why should indiscriminate welding of hangers or fittings on a vessel's structure not be permitted, even though no fire hazard may be involved?

A. Indiscriminate welding of hangers or other fittings on a ship's structure should be avoided because such weldments may form notches or geometric discontinuities in the ship's structure which may become stress concentration points that increase the likelihood of fracture.

DECK CARGO

Q. In securing deck cargo, why is tomming as shown at "B" preferable to shoring as shown at "A"?



A. "Tomming" is preferable to "shoring" for deck cargo because shoring has a lifting effect when the vessel rolls. "Tomming" resists any upward motion due to buoyancy of cargo when boarding seas are on deck.

NAVIGATION AND VESSEL INSPECTION CIRCULAR NO. 7–63

MARCH 8, 1963

Subj: Kapok and fibrous glass life preservers, buoyant vests, and buoyant cushions which do not have plastic covered pad inserts

PURPOSE

To announce the policy permitting Officers in Charge, Marine Inspection, marine inspectors and boarding officers to accept under specified conditions until January 1, 1965, unprotected kapok and fibrous glass lifesaving devices.

REGULATIONS

The provisions in 46 CFR 25.25–5, 33.35–15, 75.40–5, 94.40–5, 167.35–1, 180.25–1, and 33 CFR 144.01–20 provide that formerly approved unprotected kapok and fibrous glass lifesaving devices are not acceptable in service after July 1, 1963.

POLICY

This circular will permit in certain cases an extension of acceptability of the subject devices for a limited period until not later than January 1, 1965. All acceptances of the above lifesaving devices for a limited extension of time will be subject to determinations that they are in good and serviceable condition. These determinations will be based on visual examinations, inspections, and tests to the satisfaction of Officers in Charge, Marine Inspection, marine inspectors and boarding officers. Details have been furnished to these officers separately.

ACTION

a. *For inspected vessels,* other than tank vessels or vessels subject to the International Convention for Safety of Life at Sea, 1948, owners or operators who have the subject type devices on board, which they believe are in good and serviceable condition, should address their requests for a limited extension of acceptability to an Officer in Charge, Marine Inspection.

b. *For uninspected vessels,* including motorboats, owners or operators who have the subject type devices on board, which they believe are in good and serviceable condition, should make their request for a limited extension of acceptability to the boarding officer orally at the time of boarding.

c. *For artificial islands and fixed structures on the outer continental shelf,* owners or operators who have the subject type devices on board, which they believe are in good and serviceable condition, should make their request for a limited extension of acceptability to the boarding officer orally at the time of boarding.

Effective Date. Upon receipt.

Cancellation. This circular is canceled effective January 1, 1965.

NAVIGATION AND VESSEL INSPECTION CIRCULAR NO. 8–63

APRIL 1, 1963

Subject: Seagoing barges such as dump scows of 100 gross tons or over making short voyages on the high seas

PURPOSE

To promulgate instructions concerning the application of 46 CFR 90.05–25(a) as amended by the Federal Register of March 13, 1963 to seagoing barges such as dump scows that make short voyages on the high seas.

BACKGROUND

Item III, pp. 145–146 of the 1962 Merchant Marine Council Public Hearing Agenda proposed a change in regulations pertaining to the inspection of seagoing barges. The regulation change has been adopted as proposed and was published in the Federal Register of March 13, 1963. One group of vessels affected by this regulation change is seagoing barges such as dump scows when proceeding on the high seas to dumping areas. Representatives of industry that operate this type of vessel have expressed concern over the application of these regulations to their existing vessels.

INSTRUCTIONS

a. *Plan Approval.* Complete plan approval will not necessarily be a prerequisite to certification for existing vessels. The Officer in Charge, Marine Inspection, may accept specifications, sketches, photographs, line drawings or written descriptions in lieu of any or all of the required drawings provided the required information is adequately detailed thereon. Vessels contracted for on and after January 1, 1964 will be required to submit all plans required by CG–257.

b. *Inspections.* The basic regulations for inspection of subject vessels are the Rules and Regulations for Cargo and Miscellaneous Vessels, CG–257. It is the Commandant's policy that in applying the regulations the Officer in Charge, Marine Inspection will liberally construe the intent expressed therein while bearing in mind the overall responsibility to assure that the vessel can be navigated with safety. Any unusual condition or feature of the vessel which is found to be acceptable by the Officer in Charge, Marine Inspection at the initial or subsequent inspection should be made a matter of record so that once having been accepted it will not be rejected at a later date.

c. *Load Line.* The requirement of a load line assignment, as provided in 46 CFR 43.01–1(d)(4), will not be imposed upon subject vessels which do not go more than 20 miles to sea from a port or place and then return to that same port or place. In lieu thereof, draft limitations may be imposed as a prerequisite to obtaining Certificates of Inspection if in the opinion of the Officer in Charge, Marine Inspection such draft limitations are necessary in the interest of safety of life and property.

d. *Lifesaving Equipment.* When subject barges are operated as manned barges, whether required or permitted, the requirements of 46 CFR Part 94—Lifesaving Equipment—apply. The regulations permitting substitution of inflatable liferafts may be utilized. However, subject barges that do not go more than 20 miles to sea from a harbor of refuge and then return to that same harbor may be equipped with lifefloats or buoyant apparatus in lieu of lifeboats or inflatable liferafts.

e. *Manning.*

(1) *Required.* Subject barges may be unmanned if so authorized by the Officer in Charge, Marine Inspec-

tion. However, if a crew is required by the Officer in Charge, Marine Inspection, the following is applicable:

(a) 75% of the crew must be citizens of the United States;

(b) 65% of the deck department, exclusive of licensed personnel, must be Able Seamen;

(c) All crew members must possess a Merchant Mariners Document bearing a special validation endorsement for emergency service;

(d) Watch system applies.

(2) *Permitted.* Where the Officer in Charge, Marine Inspection does not deem it necessary to require a crew on subject barges, a crew may still be permitted and in such cases the following is applicable:

(a) Barges may carry a person or persons as maintenance men with no duties connected with the navigation of the vessel. A sample endorsement that may be used on the Certificate of Inspection by the Officer in Charge, Marine Inspection might be:

"Certificated without a navigating crew. The vessel may carry one person as maintenance man and operator of the dumping mechanism, with no duties connected with the navigation of the vessel."

(b) 75% of the personnel of this "permitted" crew must be U.S. citizens.

(c) All crew members must be in possession of a Merchant Mariners Document bearing a special validation endorsement for emergency service.

Effective Date. Upon receipt. However, it is recognized that compliance cannot be had at once but deliberate progress must be made starting immediately. In all cases full compliance with these instructions shall be not later than January 1, 1964.

NAVIGATION AND VESSEL INSPECTION CIRCULAR NO. 9–63

APRIL 1, 1963

Subject: Non-Self-Propelled Inland Dredges, Barges and Similar Non-Self-Propelled Craft of 100 Gross Tons and Over; inspection of as seagoing barges when on voyages on the high seas for change of place of employment

PURPOSE

To promulgate instructions concerning the application of 46 CFR 90.05–25(a) and 46 CFR 91.01–10(c) as amended by Federal Register of March 13, 1963 to subject vessels.

BACKGROUND

Item III, pp. 145–147 of the 1962 Merchant Marine Council Public Hearing Agenda proposed a change in regulations pertaining to the inspection of seagoing barges. These regulation changes have been adopted and were published in the Federal Register of March 13, 1963. Included in the vessels that are affected by this regulation change are non-self-propelled inland dredges, barges and other similar non-self-propelled inland craft that proceed on voyages on the high seas for the sole purpose of changing place of employment. 46 CFR 91.01–10(c) provides for a limited or short term certificate for such voyages. The comments received at the Public Hearing in regard to this proposal were favorable. The intent of this proposal was to permit such voyages with barges either manned or unmanned. In those cases where the barges are manned the intent was to require a more thorough inspection than if they were operated unmanned.

INSTRUCTIONS

a. *Plan Approval.* Plan approval is not a prerequisite to certification of subject vessels.

b. *Inspections.* The basic regulations for inspection of subject vessels are Rules and Regulations for Cargo and Miscellaneous Vessels, CG–257. It is the Commandant's policy that in applying the regulations the Officer in Charge, Marine Inspection shall liberally construe the intent expressed therein while bearing in mind the overall responsibility to assure that the vessel can be navigated with safety.

c. *Load Line.*

Foreign Voyage. Subject vessels making a foreign voyage via the high seas shall be in possession of a suitable load line certificate and be clearly marked with a load line if of 150 gross tons or over unless they are carrying neither passengers nor cargo. Non-self-propelled dredges to be used in operations in foreign ports may be permitted to carry spare parts for their own machinery without having such spare parts considered as cargo, if, in the opinion of the Officer in Charge, Marine Inspection having jurisdiction, the quantity and weight of these spare parts are reasonable.

In the case of subject vessels which are making a voyage on the high seas and which are exempt from the foreign load line act, the Officer in Charge, Marine Inspection shall assure himself that there are adequate closures to maintain watertight integrity for the duration of the voyage. Draft limitations may be imposed as a prerequisite to obtaining Certificates of Inspection, if, in the opinion of the Officer in Charge, Marine Inspection such draft limitations are necessary in the interest of safety of life and property.

Domestic Voyage. Subject vessels which are of 150 gross tons and over are required to comply with the Coastwise Load Line Act (46 USC 88), unless they are carrying neither passengers nor cargo.

In the case of subject vessels carrying neither passengers nor cargo, which are making a coastwise voyage by sea, the Officer in Charge, Marine Inspection shall assure himself that there are adequate closures to maintain watertight integrity for the duration of the voyage. In lieu of a load line assignment, draft limitations may be imposed as a prerequisite to obtaining Certificates of Inspection, if, in the opinion of the Officer in Charge, Marine Inspection such draft limitations are necessary in the interest of safety of life or property.

d. *Lifesaving Equipment.* When subject vessels are operated as manned barges the requirements of 46 CFR Part 94—Lifesaving Equipment—apply. The regulations permitting substitution of inflatable liferafts may be utilized.

e. *Boilers.* In some cases subject vessels will be equipped with boilers. In those cases where the boilers will be used during the voyage the boilers shall be given such operating tests and examinations as the Officer in Charge, Marine Inspection deems necessary to assure proper functioning throughout the voyage. On the other hand, where these boilers will not be utilized during any part of the voyage on the high seas for change of place of employment, the boiler will not be subject to inspection. In either case, any unsafe or unsatisfactory conditions observed during the course of inspection should be made a matter of record and the owner of the vessel so advised in writing by the Officer in Charge, Marine Inspection.

f. *Wiring.* Only that electric wiring that will be energized during any part of a voyage on the high seas for change of place of employment will be subject to inspection. Any unsafe or unsatisfactory condition observed during the course of inspection should be made a matter of record and the owner of the vessel so advised in writing by the Officer in Charge, Marine Inspection.

g. *Drydocking.*

Foreign Voyage. An examination in drydock of the underwater body and outboard fittings of subject vessels shall be a prerequisite to the issuance of a Certificate of Inspection, unless there is a record of a satisfactory drydock examination within the preceding 18 months.

Domestic Voyage. The Officer in Charge, Marine Inspection will normally require a drydocking unless there is acceptable evidence presented of a drydocking and satisfactory condition reported within the past 3 years.

h. *Manning.*

(1) *Required.* Subject vessels may be towed unmanned if so authorized by the Officer in Charge, Marine Inspection. However, if a crew is required by the Officer in Charge, Marine Inspection the following is applicable on subject vessels:

(a) 75% of the crew must be citizens of the United States;

(b) 65% of the deck department, exclusive of licensed personnel, must be Able Seamen;

(c) All crew members must possess a Merchant Mariners Document bearing a special validation endorsement for emergency service;

(d) Watch system applies. On voyages up to 600 miles only 2-watch system necessary.

(2) *Permitted.* Where the Officer in Charge, Marine Inspection does not deem it necessary to require a crew on subject vessels, a crew may still be permitted and in such cases the following is applicable:

(a) Subject vessels may carry a person or persons as maintenance men with no duties connected with the navigation of the vessel. A sample endorsement that may be used on the Certificate of Inspection by the Officer in Charge, Marine Inspection might be:

"Certificated without a navigating crew. The vessel may carry persons as maintenance men with no duties connected with the duties of the navigation of the vessel."

(b) 75% of the personnel of this "permitted" crew must be U.S. citizens.

(c) All crew members must be in possession of a Merchant Mariners Document bearing a special validation endorsement for emergency service.

Effective Date. Upon receipt. However, it is recognized that compliance cannot be had at once but deliberate progress must be made starting immediately. In all cases full compliance with these instructions shall be not later than January 1, 1964.

U.S. ARMY ENGINEER DISTRICT, NEW ORLEANS CORPS OF ENGINEERS

SPECIAL NOTICE

There has been an increasing number of incidents in which petroleum, petrochemicals, and/or refuse matter have been discharged into navigable waters of the United States under the jurisdiction of this office in violation of section 3 of the Oil Pollution Act of 1924 and section 13 of the River and Harbor Act of March 3, 1899.

The incidents of pollution have created serious hazards to navigation and could have resulted in explosions, conflagrations, loss of life, extensive damage to public and private property, and extended delays to waterway traffic. Polluted waters also contaminate industrial and municipal water supplies, hamper recreational activities, and are deleterious to fish and wildlife.

During the past year there have been two known fires resulting from petroleum spills (other than collisions) into navigable waters: One in Berwick Bay, Berwick, La., which charred a dock facility and one in the Mississippi River, New Orleans Harbor, which temporarily threatened to explode a partially filled barge of benzene that would certainly have resulted in a loss of life.

Very recently an extensive oil pollution occurred on the Mississippi River which, in addition to being a hazard to navigation, seriously threatened industrial and municipal water supplies between Baton Rouge and New Orleans.

Other than in the New Orleans, Baton Rouge, and Berwick-Morgan City areas, pollutions have occurred in the Mississippi River between New Orleans and the Gulf of Mexico, throughout the Gulf Intracoastal Waterway system, Calcasieu River, Chefuncte River, and various bayous, bays, and sounds.

All concerned are cautioned against pumping bilges, overloading oil-carrying equipment, operating faulty or leaking equipment, making improper connections at oil terminals, bunkering ship without first closing scuppers, or in any manner whatsoever throwing, discharging, or depositing oil or refuse of any kind (including oily ballast) either from or out of any ship, barge, or other floating craft of any kind into any navigable waterway or into any tributary of any navigable waterway from which the same shall float or be washed into any navigable waterway. All concerned are also cautioned against unlawfully depositing material of any kind, including oil, in any place along the bank of any navigable waterway, or on the bank of any tributary of any navigable water, where the same shall be liable to be washed into any navigable water, either by ordinary or high tides, or by storms or floods. All violations of the aforecited acts will be reported to the U.S. district attorney for appropriate action. Penalties prescribed by Federal statutes provide for a fine from $500 to $2,500 and/or imprisonment from 30 days to 1 year for each offense in the discretion of the court.

KEEP YOUR MIND ON YOUR WORK
NO JOB IS SO URGENT THAT IT CAN'T BE PERFORMED SAFELY

AMENDMENTS TO REGULATIONS

[EDITOR'S NOTE.—The following regulations have been promulgated or amended since the last issue of the PROCEEDINGS. A complete text of the regulations may be found in the Federal Register indicated at the end of each article. Copies of the Federal Register containing the material referred to may be obtained from the Superintendent of Documents, Government Printing Office, Washington, D.C. 20402.]

TITLE 33—NAVIGATION AND NAVIGABLE WATERS

Chapter I—Coast Guard, Department of the Treasury

SUBCHAPTER A—GENERAL

[CGFR 63-27]

PART 3—COAST GUARD DISTRICTS, MARINE INSPECTION ZONES AND CAPTAIN OF THE PORT AREAS

Changes in Boundary Descriptions

The purpose for this document is to publish approved changes in the boundary descriptions of the Ludington and St. Ignace Marine Inspection Zones and the Ludington and Sault Ste. Marie Captain of the Port Areas in the Ninth Coast Guard District, and the Portland (Oregon) and Seattle Captain of the Port Areas in the Thirteenth Coast Guard District, which are in 33 CFR 3.45-30, 3.45-45, 3.45-80, 3.45-95, 3.65-55 and 3.65-60.

Subpart 3.45—Ninth Coast Guard District

1. Section 3.45-30(b) is amended to read as follows:

§ 3.45-30 Ludington Marine Inspection Zone.

* * * * *

(b) The Ludington marine inspection zone boundary starts at 42°30′ N. latitude, 87° W. longitude; thence due east to 84°45′ W. longitude; thence due north to 45° N. latitude; thence northwesterly to 45°22.5′ N. latitude, 86°07.5′ W. longitude; thence southwesterly to 44°30′ N. latitude, 87° W. longitude; thence due south to starting point.

2. Section 3.45-45(b) is amended to read as follows:

§ 3.45-45 St. Ignace Marine Inspection Zone.

* * * * *

(b) The St. Ignace marine inspection zone boundary starts on the International Boundary in Lake Huron at 45° N. latitude; thence along this boundary to 86°50′ W. longitude; thence southwesterly to 46°20′ N. latitude, 88° W. longitude; thence due south to 45°33′ N. latitude; thence due east to 85°56′ W. longitude; thence southwesterly to 45°22.5′ N. latitude, 86°07.5′ W. longitude; thence southeasterly to 45° N. latitude, 84°45′ W. longitude; thence due east to starting point.

(Federal Register of June 4, 1963.)

TITLE 46—SHIPPING

Chapter I—Coast Guard, Department of the Treasury

SUBCHAPTER B—MERCHANT MARINE OFFICERS AND SEAMEN

[CGFR 63-32]

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

Sea Service Aboard Inspected Vessels of Limited Tonnage and Route, Removal of Restrictions as to Waters on Engineers' Licenses, and Transcripts of Sea Service

The Officer in Charge, Marine Inspection, specifies in the manning of certain inspected vessels of limited tonnage and route a deck officer complement, which consists of one master, one chief mate and one mate. In order to recognize experience gained on inspected vessels of limited tonnage and route while serving in the capacity of "mate," a new provision is added and designated as 46 CFR 10.05-25(a)(8) to allow the holders of unlimited third mate's licenses to be examined for a limited chief mate's license based on such service as "mate."

The amendment to 46 CFR 10.10-5 clarifies the requirements with respect to the removal of "restriction as to waters" on certain engineers' licenses. This regulation was interpreted so that the removal of "restriction as to waters" would be made only at the time of the renewal of the license. It is desired to permit the removal of "restriction as to waters" upon request of the license holder.

The Coast Guard issued "transcripts of sea service" are no longer maintained at Coast Guard Headquarters. Therefore, the second sentences in 46 CFR 10.02-5(g)(1) and 10.02-7(f)(2) are amended by deleting the phrase "transcripts of sea service."

The changes in the regulations by the amendments set forth in this document will in no way adversely affect the rights of license holders, nor do they impose additional requirements on applicants for licenses. Therefore, it is found that compliance with the Administrative Procedure Act (respecting notice of proposed rule making, public rule-making procedures thereon and effective date requirements) is impracticable and unnecessary and therefore exempted by specific provision in section 4 of subject Act (5 U.S.C. 1003).

SUBCHAPTER E—LOAD LINES

[CGFR 63-31]

PART 43—FOREIGN OR COASTWISE VOYAGE

Subpart 43.05—General Rules for Determining Maximum Load Lines of Merchant Vessels

Subpart 43.15—Load Lines for Steamers

PART 45 — MERCHANT VESSELS WHEN ENGAGED IN A VOYAGE ON THE GREAT LAKES

Subpart 45.01—Administration

COASTLINE AND GREAT LAKES LOAD LINES

In the administration of the load line regulations since the passage of the Act of August 31, 1962 (Public Law 87-620), questions have been asked concerning the intent and application of certain regulations published in the FEDERAL REGISTER November 14, 1962 (27 F.R. 11230-11237). The requirements in 46 CFR 43.05-15, 43.15-87 and 43.15-90 may be literally interpreted to require load line markings which in some cases are unnecessary and which, in fact, were never intended. In consultation with the American Bureau of Shipping the vessel operators in a number of instances have been already advised with respect to the actual intent of the regulations. Therefore, this document amends 46 CFR 43.05-15(d), 43.15-87(b) and 43.15-90(b) so that the regu-

D-ANGER

When you get "sore" at your neighbor, your work, or yourself, look out! You'll be ripe for an accident.

"Anger" is only one letter short of "Danger."

—National Safety Council

lations will express the intent of the changes published, which is to require the application of additional coastwise load line marks only when such marks are actually needed.

The amendment to 46 CFR 45.01–75 (c) in this document is intended to change the dates from "between September 16 and May 15, inclusive" to "between October 1 and April 30, inclusive" so that it will agree with the dates used in paragraph (a) in the same section. This change is intended to more accurately and clearly express the intent of this regulation.

Because the amendments in this document are editorial revisions for clarification of requirements, 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) is unnecessary and exempted by section 4 of such act (5 U.S.C. 1003).

By virtue of the authority vested in me as Commandant, United States Coast Guard, by Treasury Department Orders 120 dated July 31, 1950 (15 F.R. 6521) and 167–48 dated October 19, 1962 (27 F.R. 10504), and the authority in Title 46, U.S. Code, sections 85a and 88a, the following amendments are prescribed and shall be in effect on the date of publication of this document in the Federal Register.

In Part 43, Subpart 43.05:

1. Section 43.05–15 is amended by revising the written text of paragraph (d) (but not Figure 43.05–15 (d)) to read as follows:

§ 43.05–15 Lines Used With Disk.

* * * * *

(d) Domestic vessels eligible for operation at the freeboards indicated by § 43.15–87(b), 43.15–90(b) or 43.30–1(b) shall have the related winter, summer, tropical, fresh, and tropical fresh water marks located abaft the disk and surmounted by the letter "C." (See Figure 43.05–15(d).) While a complete set of additional marks are shown by this Figure, vessels also marked forward of the disk in accordance with § 43.05–5(a) need show abaft the disk only those additional marks which are necessary. Vessels departing on foreign voyages shall only bear the load line marks forward of the disk marked in accordance with § 43.05–5(a).

In Subpart 43.15:

2. Section 43.15–87(b) is amended to read as follows:

§ 43.15–87 Tropical Freeboard.

* * * * *

(b) For vessels 400 feet and above in length engaged in coastwise voyages, the area on the west coast of the United States eastward of a rhumb line from the point 30° N. latitude, 120° W. longitude to the point 33° N. latitude, 123° longitude, and a line thence along the meridian 123° W. longitude to its intersection with land at 38° N. latitude shall be considered an extension of the seasonal tropical zone as defined in § 43.40–1(f)(5)(ii), and the minimum freeboard is determined as in § 43.15–87(a). For vessels above 300 feet and up to 400 feet in length engaged in coastwise voyages the minimum freeboard in this area during the tropical seasons is the freeboard obtained by deduction from the summer freeboard of $\left(\frac{L}{400} - 0.75\right)$ inch per foot of summer draft, and it shall be noted on the coastwise load line certificate when this provision has been applied. The freeboard in salt water measured from the intersection of the upper surface of the freeboard deck with the outer surface of the shell is not to be less than 2 inches.

3. Section 43.15–90(b) is amended to read as follows:

§ 43.15–90 Winter freeboard.

* * * * *

(b) For vessels 400 feet and above in length engaged in coastwise voyages, the area on the east coast of the United States west of a line drawn south along the meridian at 68°30′ W. longitude from where it intersects the coast to 40° N. latitude, thence along a rhumb line to the point 36° N. latitude, 73° W. longitude shall be considered an extension of the summer zone and the minimum freeboard shall be the summer freeboard. For vessels above 300 feet and up to 400 feet in length engaged in coastwise voyages the minimum freeboard, when in this area, in winter, is the freeboard obtained by an addition to the summer freeboard of $\left(1.00 - \frac{L}{400}\right)$ inch per foot of summer draft, and it shall be noted on the coastwise load line certificate when this provision has been applied.

In Part 45, Subpart 45.01:

4. Section 45.01–75(c) is amended to read as follows:

§ 45.01–75 Seasonal load lines.

* * * * *

(c) When engaged on voyages between the limits of Toledo Harbor and Port Huron, Michigan, cargo and tank vessels above 300 feet in length may load to their intermediate marks between October 1 and April 30, inclusive. Such vessels above 400 feet in length may load to their summer marks between September 16 and May 15, inclusive.

(Federal Register of June 11, 1963.)

EQUIPMENT APPROVED BY THE COMMANDANT

[EDITOR'S NOTE.—Due to space limitations, it is not possible to publish the documents regarding approvals and terminations of approvals of equipment published in the Federal Registers dated June 11, 1963 (CGFR 63–29), June 15, 1963 (CGFR 63–28), June 22, 1963 (CGFR 63–36) and June 28, 1963 (CGFR 63–33). Copies of these documents may be obtained from the Superintendent of Documents, Government Printing Office, Washington, D.C. 20402.]

ARTICLES OF SHIPS' STORES AND SUPPLIES

Articles of ships' stores and supplies certificated from June 1 to June 30, 1963, 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

The Perolin Co., Inc., 350 Fifth Ave., New York 1, N.Y., No. 564, dated June 24, 1963, PERO-KLEAN MARINE CLEANER NO. 818.

AFFIDAVITS

The following affidavits were accepted during the period from May 15, 1963 to June 15, 1963:

Armco Steel Corp., P.O. Box 209, Ambridge, Pa., PIPE AND TUBING.

The United States Air Compressor Co., AFCO Fitting Div., 5300 Harvard Ave., Cleveland 5, Ohio, FITTINGS.

The Rosaen Filter Co., 1776 East Nine Mile Rd., Hazel Park, Mich., FITTINGS AND FLANGES.

NOTE: The following change will be made in the revised edition of CG–190: On page 58 under *Harnischfeger Corp.* DH–6 . . E6024 Change to: DH–6 . . 6027.

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 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 May 15, 1963 to June 15, 1963, is as follows:

The Lunkenheimer Co., Cincinnati 14, Ohio, HEAT NOS. 669, 670, 671 & 672.

MERCHANT MARINE SAFETY PUBLICATIONS

The following publications that are directly applicable to the Merchant Marine 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 parentheses 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 Examination for Merchant Marine Deck Officers (7–1–58).
108	Rules and Regulations for Military Explosives and Hazardous Munitions (8–1–62).
115	Marine Engineering Regulations and Material Specifications (2–1–61). F.R. 9–30–61, 9–11–62, 12–28–62, 4–4–63.
123	Rules and Regulations for Tank Vessels (1–2–62). F.R. 5–2–62, 9–11–62, 2–6–63, 4–4–63, 5–30–63.
129	Proceedings of the Merchant Marine Council (Monthly).
169	Rules of the Road—International—Inland (6–1–62), F.R. 1–18–63, 5–23–63, 5–29–63.
172	Rules of the Road—Great Lakes (6–1–62). F.R. 8–31–62, 5–11–63, 5–23–63, 5–29–63.
174	A Manual for the Safe Handling of Inflammable and Combustible Liquids (7–2–51).
175	Manual for Lifeboatmen, Able Seamen, and Qualified Members of Engine Department (9–1–60).
176	Load Line Regulation (9–1–61). F.R. 7–27–62, 11–14–62, 2–2–63, 6–11–63.
182	Specimen Examinations for Merchant Marine Engineer Licenses (12–1–59).
184	Rules of the Road—Western Rivers (6–1–62). F.R. 1–18–63, 5–23–63, 5–29–63.
190	Equipment Lists (4–2–62). F.R. 5–17–62, 5–25–62, 7–24–62, 8–4–62, 8–11–62, 9–11–62, 10–4–62, 10–30–62, 11–22–62, 11–24–62, 12–29–62, 1–4–63, 1–8–63, 2–7–63, 2–27–63, 3–20–63, 4–24–63, 6–11–63, 6–15–63, 6–22–63, 6–28–63.
191	Rules and Regulations for Licensing and Certificating of Merchant Marine Personnel (6–1–62). F.R. 10–4–62, 12–28–62, 1–22–63, 5–15–63, 6–11–63.
200	Marine Investigation Regulations and Suspension and Revocation Proceedings (7–1–58). F.R. 3–30–60, 5–6–60, 12–8–60, 7–4–61, 5–2–62, 10–5–62.
220	Specimen Examination Questions for Licenses as Master, Mate, and Pilot of Central Western Rivers Vessels (4–1–57).
227	Laws Governing Marine Inspection (6–1–62).
239	Security of Vessels and Waterfront Facilities (8–1–61). F.R. 11–3–61, 12–12–61, 8–8–62, 8–31–62, 11–15–62, 1–30–63, 3–27–63, 5–29–63, 6–4–63.
249	Merchant Marine Council Public Hearing Agenda (Annually).
256	Rules and Regulations for Passenger Vessels (1–2–62). F.R. 5–2–62, 9–11–62, 12–28–62, 4–4–63, 5–30–63.
257	Rules and Regulations for Cargo and Miscellaneous Vessels (11–1–62). F.R. 2–1–63, 2–6–63, 3–13–63, 4–4–63, 5–30–63.
258	Rules and Regulations for Uninspected Vessels (9–1–61). F.R. 1–20–62, 4–24–62, 5–2–62, 9–11–62, 5–14–63.
259	Electrical Engineering Regulations (12–1–60). F.R. 9–30–61, 9–23–61, 5–2–62, 9–11–62.
266	Rules and Regulations for Bulk Grain Cargoes (5–1–62). F.R. 9–11–62.
268	Rules and Regulations for Manning of Vessels (2–1–63).
269	Rules and Regulations for Nautical Schools (5–1–63).
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.
293	Miscellaneous Electrical Equipment List (6–1–62).
320	Rules and Regulations for Artificial Islands and Fixed Structures on the Outer Continental Shelf (10–1–59). F.R. 10–25–60, 11–3–61, 4–10–62, 4–24–63.
323	Rules and Regulations for Small Passenger Vessels (Not More Than 65 Feet in Length) (6–1–61). F.R. 9–11–62, 10–5–62, 12–28–62, 1–22–63.
329	Fire Fighting Manual for Tank Vessels (4–1–58).

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CHANGES PUBLISHED DURING JUNE 1963

The following have been modified by Federal Registers:
CG–239 Federal Register, June 4, 1963.
CG–176, CG–190 and CG–191 Federal Register, June 11, 1963.
CG–190 Federal Registers, June 15, June 22, and June 28, 1963.

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