PROCEEDINGS

of the

MERCHANT MARINE COUNCIL

UNITED STATES COAST GUARD

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MERCHANT MARINE COUNCIL

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A MESSAGE FROM THE COMMANDANT

IT is elementary that however well conceived the laws which regulate the operations of an industry may be, the manner in which such laws are administered has a direct bearing upon the ability of the industry to function effectively and efficiently. The importance of the American Merchant Marine to the success of the war effort has been amply demonstrated since Pearl Harbor. And, although it is impossible at this time definitely to state the part which the maritime industry will play in the world economy after the victory has been won, it is obvious to me, and I believe all informed persons will agree, that no program of post-war economic adjustment can succeed without the efficient utilization of the American merchant fleet.

These considerations make it incumbent upon the Coast Guard, as the agency of the Federal Government charged with administration of the laws governing navigation and vessel inspection in the interest of safety at sea, to discharge its responsibility in this regard intelligently, fairly, and openly to the end that there may be a proper balancing of the public interest and the interests of all branches of the industry with the least possible interference with normal operations.

It was with this objective in view that the Merchant Marine Council, with its panels representing all elements of the industry, was created to advise and assist the Commandant on matters relating to navigation and maritime safety, and to provide a forum in which all interested parties may express their views on actions taken or contemplated. This new publication, Proceedings of the Merchant Marine Council, represents another step toward cooperation and collaboration in administration. It will bring each month to the members of the industry and other interested persons information in convenient form concerning action taken by the Coast Guard on matters within the cognizance of the Council. Items of interest on other matters relating to ships and shipping will also be included from time to time. It is hoped that the "Proceedings" will prove to be of value to the maritime fraternity.

R. R. WAESCHE,
Vice Admiral, U. S. C. G.,
Commandant.

THE MERCHANT MARINE COUNCIL

of the

UNITED STATES COAST GUARD

Vice Admiral R. R. WAESCHE, U. S. C. G.
Commandant of the Coast Guard

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Chief Counsel, United States Coast Guard.

ACTIVITIES OF THE MERCHANT MARINE COUNCIL

During December the Merchant Marine Council gave consideration to various items of safety equipment submitted for its approval and to certain changes in regulations, all of which are given in full in following pages in this issue. In addition it discussed a number of matters, some of which justify mention here.

Commander Raymond F. Farwell, U. S. N. R., widely known authority on Pilot Rules, and a special member of the Council, has undertaken a survey of the pilot rules on interior rivers and on the intracoastal canal, at the direction of the Commandant. The question of conflict of rules on these waterways was raised by the River Panel of the Council, composed of representatives of the maritime industry using the western rivers. Commander Farwell is superbly qualified to make this survey.

At the request of Mr. Telfair Knight of the War Shipping Administration the Council considered the matter of licensed officers who were serving as instructors at officer candidate schools of the United States Maritime Service. Mr. Knight felt that some credit should be given for such instructional service, in lieu of sea time. The Council accordingly recommended for the Commandant's approval that 6 months' service as instructor at a Maritime Service officer candidate school plus 3 months' service at sea in the grade for which licensed, should be the equivalent of 6 months' sea service.

The Council continued its study of a draft of revised navigation laws, intended to eliminate obsolete provisions and to simplify and modernize the patchwork of legislation governing merchant marine personnel and the inspection of merchant vessels. Satisfactory progress is being made and it is believed that a suggested draft will be ready for discussion with the industry and with maritime labor interests in the near future.

In the Commandant's statement, on page 3, he points out that the Merchant Marine Council, with its special panels, is his advisor on all matters relating to merchant shipping. With the inauguration of this publication the Coast Guard is, in some measure, reestablishing what was once issued in the Department of Commerce as the Merchant Marine Bulletin. The scope, however, will not be limited to the Marine Inspection activities of the Coast Guard, but will cover other functions affecting safety of navigation, such as aids to navigation, port security, rescue facilities, and the like. It is hoped to include herein matters of information and interest which, by their dissemination, will make for greater safety at sea.

The Merchant Marine Council will particularly welcome safety suggestions or short accounts of any unusual and effective safety procedure from the shipping industry, including its seafaring personnel. These can be submitted, in any form, to the Secretary, Merchant Marine Council, Coast Guard Headquarters, Washington, D. C., who will, if necessary, edit them. With the large number of ships now being manned by relatively less experienced personnel, the sharing of the knowledge gained by long, practical experience is most desirable.

PRESENT REQUIREMENTS FOR LIFESAVING SUITS ON MERCHANT SHIPS

NEOPRENE SUITS NOW REQUIRED ON VESSELS OVER 1000 TONS

From recent reports and other communications to headquarters, it appears that there is considerable confusion existing among ship owners and operators, marine inspection field personnel, and officers of ocean-going cargo and tank vessels relative to the present requirements regarding lifesaving suits aboard such vessels of 1,000 gross tons or over. This state of uncertainty seems to have been brought about by two factors:

(1) The recommendation put forth by the office of the Emergency Rescue Equipment Section about 6 months ago to the effect that certain rubber lifesaving suits were dangerous and should be removed in favor of a proposed lightweight "exposure suit" for wear only in boats or on rafts; and

(2) The withdrawal of approval on all existing rubber suits by the Coast Guard, published in the Federal Register on July 16, 1943.

The facts of the matter are simply these: Ever since April 18, 1942, ocean and coastwise cargo and tank vessels of over 1,000 gross tons have been required to be equipped with one approved lifesaving suit for each person employed thereon by the operator of the vessel. Such suits, of a type approved by the Commandant, are still required under the provisions of section 153.12 of subchapter 0.

Approval was withdrawn on all of the then existing rubber suits in July 1943 for two reasons, namely:

(1) The scarcity of rubber, of which all the original suits were composed, making it obligatory to withdraw approval for their manufacture.

(2) The final development and availability of a single standard synthetic rubber (Neoprene) suit, comprising various improvements gained as a result of 18 months' use of the former suits, and on the whole a vastly superior lifesaving appliance, embodying the utmost in protective qualities.

Lately, reports have indicated the existence aboard ship of an increasing number of defective old-type suits. It has been found that several suits have torn or ripped when subjected to hard usage, and for this reason it is believed that these suits may have been stowed adjacent to radiators or steam pipes, or that they may have come in contact with oil or grease, either of which conditions would tend to cause deterioration of the material. The suits referred to were some of the earliest manufactured. It is therefore important that all lifesaving suits on ocean-going vessels be carefully examined before the start of a voyage to insure their being in good condition and properly stowed. Any suits then considered to be defective or in any way unserviceable should be replaced by new standard Neoprene suits.

To summarize: The regulation requiring lifesaving suits aboard merchant ships of over 1,000 gross tons is still in effect as formerly, the only difference being that all replacements must be with the present standard Neoprene suit (September 1943 specification). Suits of other types previously approved and on which the approval has been withdrawn may be continued in use so long as they are still in good and serviceable condition.

ICE-BREAKING ACTIVITIES, WINTER OF 1943–44

The month of December marked the closing of navigation on the Great Lakes and the upper rivers for the season and also marked the beginning of preparations to keep open harbors and waterways on the Atlantic coast. A brief review of the Coast Guard's activities in these two directions may be appropriate.

On the Great Lakes extensive preparations were made to maintain traffic as long as possible. Three new ice-breaking cutters of the tender class were stationed in the Cleveland district with 7 smaller cutters. In Lake Michigan, 3 former car ferries and 2 small cutters, 1 of them especially equipped for ice-breaking, were available. In addition, the Coast Guard had under charter and available on call 2 large ice-breaking car ferries and 11 tugs. Conditions at the ore-loading docks were such that traffic ceased before ice conditions in the Lakes became severe and, as a consequence, the preparations made by the Coast Guard were not called upon to any substantial extent. This equipment, however, will be available in the spring by which time it will be supplemented by at least 3 new 180-foot ice-breaking cutters of the tender class, now under construction at Duluth.

On the Illinois River a Coast Guard ice breaker, assisted as necessary by two chartered towboats, is stationed at Peoria and will keep navigation open on the river between Chicago and Grafton. On the Mississippi River a new cutter equipped with the standard Coast Guard ice plow will operate as far north as Quincy so as to keep the river open for new construction at that place. If it is necessary, one of the vessels from the Illinois River will assist this cutter. Alternatively, should there be ice difficulty on the Ohio River, one or more of the Illinois River ice breakers will be diverted to that section.

On the Atlantic coast a number of ice-breaking craft have been provided. In New England two new 180-foot ice-breaking cutters of the tender class are stationed at Boston together with two other tenders having ability to operate under ice conditions. By mid-winter, when ice conditions may become severe, two 110-foot ice-breaking tugs will be added to the group and an additional similar tug will be stationed in Portland. Two 64-foot ice tugs are permanently stationed at the Cape Cod Canal.

In New York two of the 110-foot tugs and one ice-breaking tender are now available together with six 64-foot ice-breaking tugs. Two additional 110-foot tugs will be added by mid-winter. At Philadelphia one 180-foot ice breaker, two 110-foot ice-breaking tugs, and two 64-foot tugs will be available for the Delaware River and for the Chesapeake & Delaware Canal as necessary.

Based on Norfolk and available for use in the Chesapeake are one 180-foot ice-breaker and one ice-breaking tender, with a probable future assignment of two 64-foot tugs. Stationed at Baltimore are two 110-foot ice-breaking tugs.

The equipment listed in the foregoing includes only Coast Guard vessels specifically built for ice breaking and does not have reference to other Coast Guard craft not so constructed. It is believed that this distribution of equipment will go far toward maintaining navigation under ice conditions nominally experienced in the waters indicated.

VAPOR EXPLOSION ON TANKER

On 26 July 1943, a tanker of foreign registry was berthed at the Phillips Petroleum Co. wharf, Indiana Harbor, Ind., completing the loading of a cargo of casing-head gasoline of 22 pounds Reid vapor pressure. This, of course, is one of the most hazardous of the petroleum products, and, although the hazard was fully realized by the personnel of the ship and of the terminal and considerable precaution taken, the ship's equipment was defective in certain directions.

Just as the vessel was about to depart an explosion occurred on board which fatally burned the master and three of the crew. This explosion was apparently due to the operation of an electric connection which was not of the explosion-proof type. Following the explosion the vessel caught fire.

The wharf at which the tanker was berthed was difficult of access for fire apparatus from the land side. However, a nearby Coast Guard fireboat saw the flash and reached the tanker in less than a minute, followed shortly by two more. These three boats, with some assistance from the municipal fire department, succeeded in extinguishing the blaze before it had done serious damage, other than the loss of life.

However, the basin in which the vessel lay receives the condenser discharge from large power plants in the immediate vicinity. This fact, together with the summer heat, caused the water in the basin to be in excess of 90° F., or more than the boiling point of casing-head gasoline. The volatile cargo in the ruptured ship therefore began to give off large quantities of explosive vapors which spread over the surrounding area and constituted a serious hazard to ships, industrial plants, and waterfront facilities in the vicinity.

Prompt action was taken by Coast Guard forces to prevent a major disaster. The entire area was closed to land and water traffic and steps were taken to extinguish all open fires or other possible sources of ignition nearby. Continuous patrol of the area was made by men equipped with explosimeters, these patrols being continued for several days until oil company's officials had succeeded in emptying the tanks of the vessel. As a matter of interest, explosive atmospheres were detected as far distant as 1,000 feet from the vessel. There is little doubt that only the prompt and effective action of the port security forces prevented a disastrous explosion in an important industrial area.

COAST GUARD ACTIONS AFFECTING MERCHANT MARINE PERSONNEL

On page 19 of this issue is tabulated the number of licenses and certificates issued during the month of November, broken down by regions and grades, and, in the case of officers, showing whether original license or renewal. There is also tabulated the deviations from prescribed manning scales necessary to avoid delays and authorized under Navigation and Vessel Inspection Circulars No. 31 and 34.

Coast Guard Merchant Marine Hearing Units, during November, handled cases involving 199 licensed officers and 1,493 unlicensed men. In the case of the officers, 6 licenses were revoked, 66 were suspended, 50 admonitions were given, and 69 cases were dismissed. Of the unlicensed men, 18 certificates were revoked, 544 were suspended, 471 admonitions were given, and 460 cases were dismissed.

TEMPORARY PERMITS NOW ISSUED

Temporary permits are now issued by the Coast Guard to professionally qualified men to act in the capacity of licensed officer or registered staff officer, in the American Merchant Marine. These temporary certificates carry the same authority and responsibility as the usual license or certificate form which is withheld pending favorable result of the character check now required.

These temporary permits are now issued because of the delay in checking applications for Headquarters approval, required before the licenses or certificates of registry are issued.

When an applicant for an original license or certificate of registry is qualified in all respects for the issuance of such license or certificate of registry as staff officer with the exception that Headquarters action on the application is pending, a temporary permit will be issued to the applicant in lieu of the regular form of license or certificate of registry as staff officer.

The holder of a temporary permit is subject to the same penalties in cases of incompetence, negligence, or misconduct. The holder of a temporary permit is entitled to full credit for service obtained thereunder, when applying in the future for a raise of grade or license.

BLACK-OUT PRACTICE ON SHIPBOARD

A complete black-out on ships traveling under wartime conditions is absolutely essential to protect the ship from enemy attack. The vital importance of a complete black-out has been proved time and time again since the outbreak of war. When it is borne in mind that even the glow from a cigarette may be seen as far as a half-mile distant on a clear, dark night, the reasons for utmost precaution become even more obvious. An imperfectly blacked-out ship is an invitation to torpedo attack if traveling alone, and, if in convoy, is a menace not only to herself but to the entire convoy as well.

Since the concentrated warfare waged by the United Nations against enemy subs has resulted in fewer Allied sinkings, apparently some masters and deck officers have been exercising less caution in the enforcing and policing of black-outs aboard ship. Reports, both written and word-of-mouth, have come in of crew members smoking on deck after sundown, of officers walking through the blacked-out wheelhouse with lighted cigarettes, and of lights flashed into ports opened by the men when retiring. These are, of course, all direct violations of regulations. Carelessness about lights is equally prevalent. Weak and faulty construction of black-out screens for ports often leaves a ring of light visible around the edge; on excessive number of lights in quarters reflects into blacked-out alleyways and passages; black-out curtains supposed to be placed over exits in addition to the screen are often absent and light is reflected around the baffle.

Instructions for proper darkening of the ship are supplied to each master before departure, in a booklet entitled "Wartime Instructions for U. S. Merchant Vessels," compiled by the office of the Commander in Chief of the United States Fleet. Some pertinent excerpts from this pamphlet on the subject are given below:

(1) Navigation lights are not to be exhibited except in areas explicitly designated in routing instructions. When lit, sidelights should be visible approximately 1 mile distant; a masthead light, 2 miles.

(2) The pilot house must be blacked out, and instruments with illuminated faces or dials must be shaded.

(3) All windows or ports of cabins, smoking rooms, alleyways, etc., opening on side or deck of ship must be fitted with shutters or painted solid black.

(4) Crew's and officers' quarters and stairways from the upper deck must have low candlepower bulbs, giving only a dim light and placed down near the deck so as not to give general illumination.

(5) All cabins, etc., with doors opening directly onto the main decks must have screens or curtains to form a "light lock" and/or switches that operate automatically by closing or opening the door.

(6) Engine and fireroom hatches and ventilators must be fitted with screens or baffles to prevent any light from showing upward.

(7) The use of hand flashlights on open decks is strictly prohibited.

In addition to a black-out of light, there is the further need for a "black-out" of sound, as well. With the recent perfecting of all types of sound-detecting devices, the importance of a silent ship is almost as great as that of a darkened ship. To insure against excess noise, especially at night, loud bells or gongs in the engine room should not be struck, popping of safety valves should be avoided insofar as possible, and the use of the directional fathometer reduced to a minimum.

The reasons behind these regulations become all the more cogent when one realizes that a single ray of light, or even its reflection on a light-colored surface, will betray the whereabouts of the ship to the enemy. To maintain scrupulous conformity to these black-out rules, it is customary for the armed guard officer to make the rounds of the ship at sundown with the chief mate, and a patrol of the merchant

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crew (usually accompanied by one of the gun crew) must make the complete rounds of the ship at least once during each watch, and preferably once an hour, to see that no infraction occurs, however slight.

The necessity for the strictest adherence to accepted blackout principles aboard ships in war zones should require no emphasis, for carelessness in this respect places in jeopardy the life of each person on the ship, as well as the safety of the ship herself. However, these general remarks are intended only to highlight certain aspects of light and sound black-outs and should not be taken to alter or countermand any other instructions issued previously or subsequently by competent authority. It is the duty of ship masters and officers to be fully acquainted with the most recent instructions at all times and to act in accordance with them.

EMERGENCY RESCUE EQUIPMENT

An exhibit of emergency rescue equipment including items used in the Merchant Marine is maintained in Washington at Room 2500, Temporary Building A, Second and T Streets SW. This exhibit is not open to the public generally but is available to officers in any of the services and others interested, on request, which may be made by telephone to DIstrict 8132. Although no attempt is made to maintain a complete exhibit of every approved item, there is a representative showing of merchant marine articles. Items of equipment adapted to use on planes, items being developed, and items of British, Canadian, and other foreign design and manufacture are also on view.

The Emergency Rescue Equipment Section provides the exhibit, maintains an information exchange, and coordinates research and development of emergency rescue equipment for all services and interested Government agencies. This section operates under the Coordinator of Research and Development, United States Navy, with the assistance of a Liaison Committee from other services and agencies. A broad directive makes it possible to staff the section with officers from all services to receive information on this subject from all American, British, and other sources, and to disseminate it to all interested agencies. Naturally the Coast Guard, with its interest in this field, has furnished its share of personnel and assistance in this activity. Operators and others in the marine industry interested should find the exhibit and section well worth a visit in spite of its not too accessible location.

APPENDIX

AMENDMENTS TO SUBCHAPTER O—REGULATIONS APPLICABLE TO CERTAIN VESSELS AND SHIPPING DURING EMERGENCY

PART 153—BOATS, RAFTS, AND LIFESAVING APPLIANCES: REGULATIONS DURING EMERGENCY

Section 153.4a is amended by changing paragraphs (c) (2), (d) (1), (d) (2), and (d) (8), and figures 1 and 2 respectively to read as follows:

153.4a *Construction of life floats.* * * *

(c) *Factory inspection.* * * *

(2) One float of each size and type manufactured shall be selected at random from each group of approximately 30 completed floats and drop-tested from a height of 60 feet. The first one selected from the first group is to be drop-tested flat, the one selected from the second group is to be drop-tested sidewise, and the one selected from the third group is to be drop-tested endwise, so that out of 90 floats manufactured, 3 floats will have been drop-tested from a height of 60 feet, 1 flat, 1 endwise, and 1 sidewise; after the drop-test, the float shall be subjected to a 2-hour buoyancy test of 40 pounds downward gravitational pull for each person of capacity: *Provided*, That in cases where the volume of production and excellence of workmanship are such that the above number of tests are deemed unnecessary in the opinion of the inspector, 1 shall be picked at random from each group of 100 completed floats and given a complete series of drop-tests, i. e., sidewise, endwise, and flat as well as the initial 48-hour buoyancy test. One float out of each 100 shall be given this buoyancy test regardless of the number drop-tested.

* * * * *

(d) *Standard type balsa wood life floats.* (1) *Types and capacities.* Balsa wood life floats shall be of the elliptical or rectangular types as illustrated by figure 1 and figure 2, Alteration 1, dated 15 November 1943, respectively, and shall be furnished in 10-, 15-, 25-, 40-, or 60-person capacities.

(2) *Balsa wood.* Balsa wood shall be of the genus Ochroma; weight not more than 14 pounds nor less than 8½ pounds per cubic foot when thoroughly dry; thickness, 2 inches and over, to average not less than 2½ inches, with not more than 50 percent of 2 inches thickness admitted; width, 3 inches and over, to average not less than 5 inches; length, 3 feet and over, to average not less than 5 feet, with not more than 40 percent of 3-foot lengths admitted. Pieces less than 2 inches in thickness but not less than 1 inch may be used, provided they are fabricated into blocks complying with the above dimensions prior to their being incorporated in the body construction. In assembling the various pieces, they are to be treated in the same manner as that specified for the gluing of the float body, the requirements for which are covered under paragraph (d) (4) of this section. It shall be sound, square edge, kiln dried to a moisture content not exceeding 12 percent, and shall be free from rot, dote, large or unsound knots, wormholes, and other injurious defects; except that one sound, tight knot, not over 1¼ inches in diameter and 150 scattered pin wormholes or their equivalent, will be allowed in every 5 square feet, surface measure, provided the pin wormholes do not exceed 1/32 inch in diameter and that there shall be no concentrations of more than 40 pin wormholes in any square foot of surface area. Pith which does not exceed 1 inch in diameter and which does not appear on the surface of the piece shall not be considered a defect. Boxed pith less than 1 inch in diameter shall not be considered a defect. * * *

(8) *Covering.* The body shall be covered with a spirally wound covering of No. 10 cotton canvas having a width of 8 inches wrapped in waterproof glue with an overlap of 4 inches on each wrap. The canvas cover shall be given one coat of light gray canvas preservative paint. Alternate methods of covering may be submitted for consideration by the Commandant.

(Approved by the Commandant December 16, 1943.) (8 F. R., December 22, 1943.)

Section 153.6 (e) is hereby deleted and the following substituted instead:

§ 153.6 *Additional equipment for lifeboats on self-propelled ocean and coastwise vessels.* * * *

(e) *First-aid kit.* (1) First-aid kits in all lifeboats constructed on and after January 1, 1944, shall be of an approved 24-unit type.

(2) All first-aid kits procured for use in lifeboats prior to January 1, 1944, which complied with the applicable regulations, need not be replaced, and may be continued in use, provided such first-aid kits are complete and in good and serviceable condition.

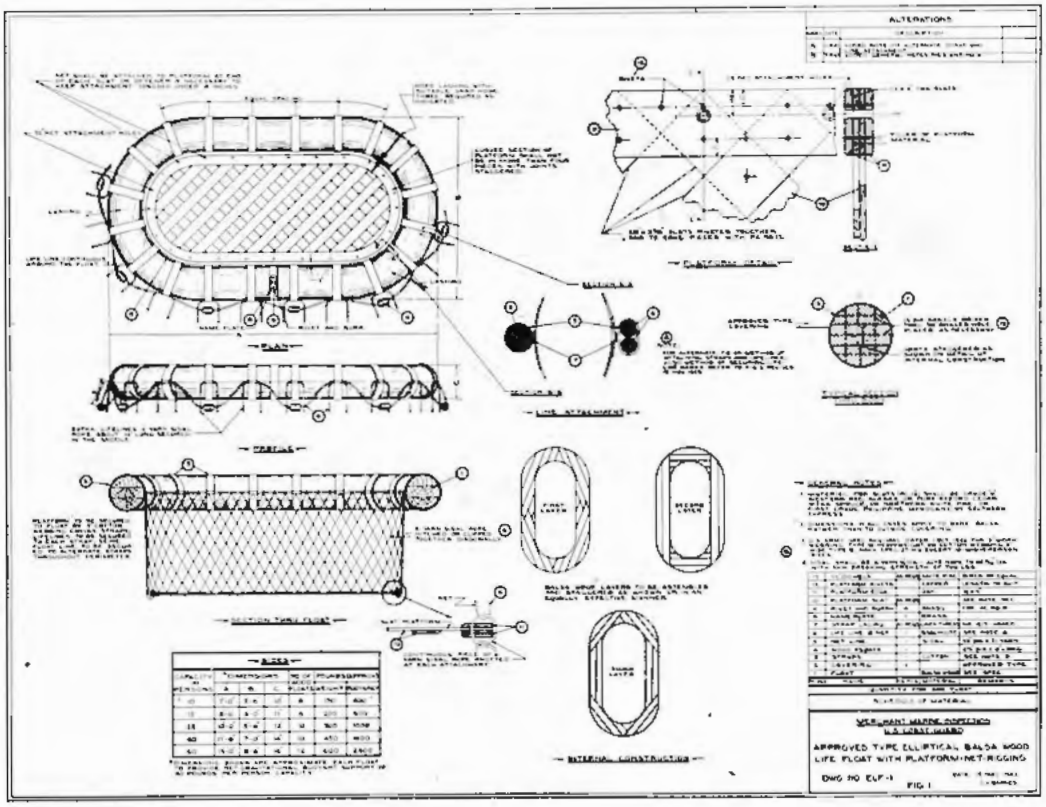
(3) Replacements of first-aid kits in all lifeboats subsequent to January 1, 1944, shall be of an approved 24-unit type.

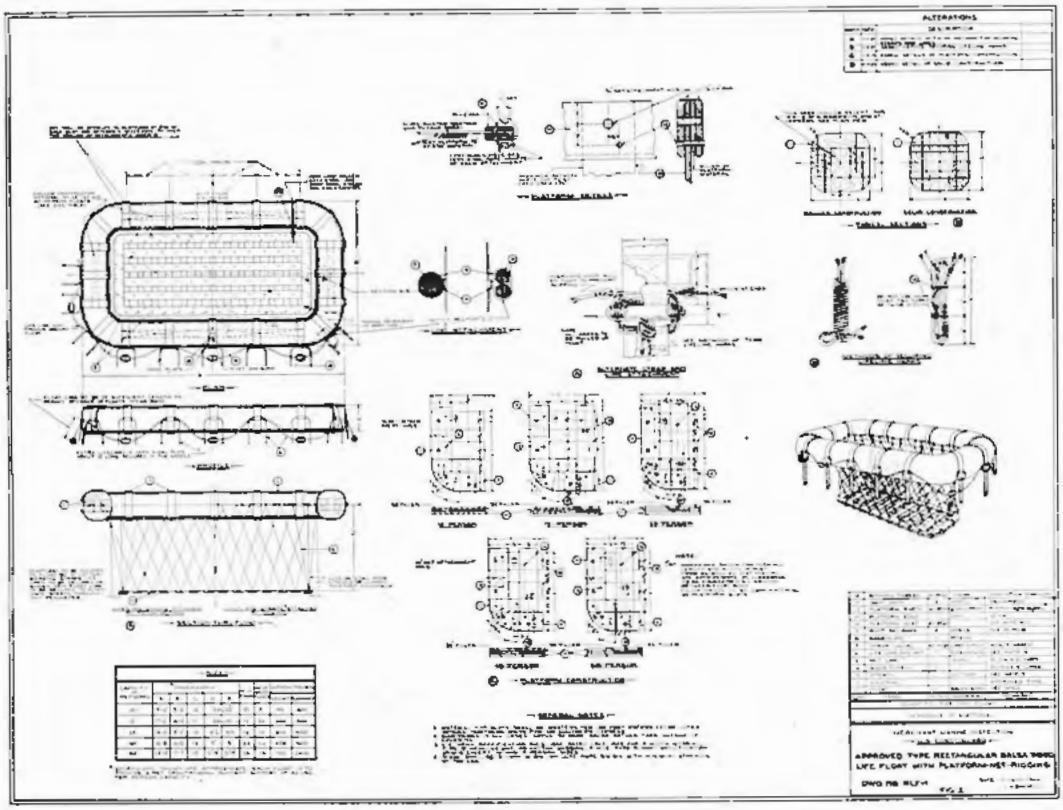
Section 153.6a (a) (4) is hereby deleted and the following substituted instead:

§ 153.6a *Additional equipment for lifeboats on seagoing barges of 100 gross tons or over.* (a) * * *

(4) *First-aid kit.* (i) First-aid kits in all lifeboats constructed on and after January 1, 1944, shall be of an approved 24-unit type.

(ii) All first-aid kits procured for use in lifeboats


ALTERATIONS
APPROVED TYPE ELLIPTICAL BALSA WOOD LIFE FLOAT WITH PLATFORM-NET-RIGGING
DWG NO ELF-1
FIG 1


ALTERATIONS
APPROVED TYPE RECTANGULAR BALSA WOOD LIFE FLOAT WITH PLATFORM-NET-RIGGING

prior to January 1, 1944, which complied with the applicable regulations, need not be replaced, and may be continued in use, provided such first-aid kits are complete and in good and serviceable condition.

(iii) Replacements of first-aid kits in all lifeboats subsequent to January 1, 1944, shall be of an approved 24-unit type.

Section 153.7 (h) is hereby deleted and the following substituted instead.

§ 153.7 *Additional equipment for life rafts approved prior to 15 March 1943, for ocean and coastwise vessels.* * * *

(h) *First-aid kit.* (1) First-aid kits in all life rafts constructed on and after January 1, 1944, shall be of an approved 24-unit type.

(2) All first-aid kits procured for use in life rafts prior to January 1, 1944, which complied with the applicable regulations, need not be replaced, and may be continued in use, provided such first-aid kits are complete and in good and serviceable condition.

(3) Replacements of first-aid kits in all life rafts subsequent to January 1, 1944, shall be of an approved 24-unit type.

Section 153.7a (m) is hereby deleted and the following substituted instead:

§ 153.7a *Equipment for life rafts approved on and after 15 March 1943.* * * *

(m) *First-aid kit.* (1) First-aid kits in all life rafts constructed on and after January 1, 1944, shall be of an approved 24-unit type.

(2) All first-aid kits procured for use in life rafts prior to January 1, 1944, which complied with the applicable regulations, need not be replaced, and may be continued in use, provided such first-aid kits are complete and in good and serviceable condition.

(3) Replacements of first-aid kits in all life rafts subsequent to January 1, 1944, shall be of an approved 24-unit type.

Section 153.14 is amended to read as follows:

§ 153.14 *Whistles and jackknives.* On all ocean and coastwise vessels of over 1,000 gross tons, each person employed thereon by the operator of the vessel shall be equipped with a police whistle and a sailor's jackknife of rugged construction, the blade of which shall be about 3 inches in length, with a sheepfoot point. The handle of the jackknife shall be fitted with a shackle for attaching a lanyard. Such knives and whistles shall be carried, when practicable, attached to life jackets or lifesaving suits. All whistles and jackknives provided for use on merchant vessels on and after January 1, 1944, shall be of an approved, type. Such equipment procured prior to January 1, 1944, may be continued in service provided it is in good and serviceable condition.

PART 160—HULL—CONSTRUCTION, ALTERATIONS

Part 160 is amended by the addition of a new § 160.5 reading as follows:

§ 160.5 *Vent lines for cargo tanks on ocean and coastwise vessels.* During the emergency, ocean and coastwise tank vessels subject to §§ 32.7–4, 32.7–5, 32.7–6, and 32.7–9 of this chapter may be fitted with means for closing off the vent lines for salvage purposes consisting of valves, cocks, or blanks. Such valves, cocks, or blanks shall remain in the open position until required to be closed for salvage purposes.

(Approved by the Commandant December 6, 1943) (8 F. R., December 9, 1943.)

CORRECTION

Section 153.7a of F. R. Doc. 43–9252, appearing on page 7777 of the issue for Thursday, June 30, 1943, should read as follows:

§ 153.7a *Equipment for life rafts approved on and after 15 March 1943.* The provisions of § 59.52 of this chapter, with respect to equipment for life rafts on ocean and coastwise vessels, are suspended for the duration of the emergency insofar as they were applicable to life rafts approved on and after 15 March, 1943. Life rafts approved on and after 15 March, 1943, shall be equipped as follows: (8 F. R. December 21, 1943.)

MISCELLANEOUS ITEMS OF EQUIPMENT APPROVED

BUOYANT CUSHION. 15" x 15" x 2" Typha buoyant cushion (Approval No. B–205), manufactured by Elvin Salow Co., Boston, Mass. (Approved by the Commandant Dec. 16, 1943.) (8 F. R., December 22, 1943.)

CLEANING PROCESS FOR LIFE PRESERVERS. Filter-Vac cleaning process for approved kapok life preservers, Rug Renovating Co., Inc., Long Island City, N. Y. (Approved by the Commandant December 6, 1943.) (8 F. R. December 9, 1943.)

DAVIT. Welin gravity davit, Type 30–V (General Arrangement Dwg. No. 2649, revised 30 October 1943) (Maximum working load of 6,500 pounds per arm), manufactured by the Welin Davit & Boat Corporation, Perth Amboy, N. J. (This supersedes the listing of the Welin gravity davit, Type 30–V, published in 8 F. R. 16038 on 26 November, 1943.) (Approved by the Commandant December 6, 1943.) (8 F. R. December 9, 1943.)

FIRE EXTINGUISHER. "Fyr-Tank," 2½-gallon pump tank extinguisher (Dwg. No. 42–1, dated 3 December 1943), manufactured by the Fyr-Fyter Co., Dayton, Ohio. (Approved by the Commandant December 21, 1943.) (8 F. R. December 23, 1943.)

FLEXIBLE EMBARKATION-DEBARKATION LADDER. Flexible embarkation-debarkation ladder (Dwg. No. 1741, dated 1 October 1943, revised), submitted by L. A. Young Spring & Wire Corporation, Oakland, Calif. (Approved by the Commandant December 6, 1943.) (8 F. R. December 9, 1943.)

GAS MASK. MSA Model "S" All-Service Gas Mask, for use against carbon monoxide and other toxic industrial gases including ammonia or any other refrigerant (Catalog No. EA–42021) (Bureau of Mines

Approval No. 1434; consisting of BM–1434 canister, BM–1403 timer, BM–1403 or BM-1409 harness, and BM–1403 BM–1403E, BM–1901, BM 1901E, or BM–1905A facepiece), manufactured by Mine Safety Appliances Co., Pittsburgh, Pa. (Approved by the Commandant December 16, 1943.) (8 F. R. December 22, 1943.)

HAND DISTRESS SIGNAL. Red Hand Distress Signal, submitted by the Day & Night Manufacturing Co., Monrovia, Calif. (Approved by the Commandant December 16, 1943.) (8 F. R. December 22, 1943.)

CHEMICAL HEATING PAD. Raymond chemical heating pad, manufactured by Raymond Laboratories, Inc., St. Paul, Minn. (Approved by the Commandant December 16, 1943.) (8 F. R. December 22, 1943.)

LIFEBOAT. 24′ x 8′ x 3′ 8¾″ metallic motor-propelled lifeboat with independent air tanks (436 cu. ft. gross) (Construction and arrangement Dwg. No. 2628 2, dated 30 October 1943, and specifications dated 30 June 1943, revised 8 November 1943), submitted by Welin Davit & Boat Corporation, Perth Amboy, N. J. (Approved by the Commandant December 6, 1943.) (8 F. R. December 9, 1943.)

LIFEBOAT. 24′ x 8′ x 3′ 8¾″ metallic oar-propelled lifeboat with independent air tanks (436 cu. ft. capacity) (Construction and arrangement Dwg. No. 2628 4, dated 28 September, 1943, and specifications dated 29 June, 1943, revised 6 November, 1943), submitted by Welin Davit & Boat Corporation, Perth Amboy, N. J. (Approved by the Commandant December 6, 1943.) (8 F. R. December 9, 1943.)

LIFE FLOAT. 10-, 15-, 25-, and 40-person rectangular solid balsa wood life float (Dwg. No. 11-1–43, dated 1 November 1943), manufactured by the Atlantic-Pacific Manufacturing Corporation, Brooklyn, N. Y. (Approved by the Commandant December 21, 1943.) (8 F. R., December 23, 1943.)

LIFE FLOAT. 25-person, reversible rectangular solid balsa wood life float (Dwg. No. F. 2, dated 15 November 1943), manufactured by Walter Siebje, Richmond Hill, Long Island, N. Y., in conjunction with Mayer Lumber & Millwork Corporation, Richmond Hill, Long Island, N. Y. (Approved by the Commandant December 21, 1943.) (8 F. R., December 23, 1943.)

LIFE FLOAT. 25-person elliptical balsa wood life float (Dwg. No. E–100, dated 10 September 1943), manufactured by The Eclut Co., Farmingdale, N. Y. (Approved by the Commandant December 6, 1943.) (8 F. R. December 9, 1943.)

LIFE PRESERVER. Adult Navy type kapok life preserver No. 23-P-12 (Dwg. No. C-166, dated 1 January 1943, revised 26 July 1943, and accompanying specification) (Approval No. B–200), manufactured by The American Pad & Textile Company, Greenfield, Ohio. (Approved by the Commandant December 6, 1943.) (8 F. R. December 9, 1943.)

LIFE PRESERVER. Adult kapok life preserver, standard Navy type (Dwg. Nos. BU 83927, Alt. H, and 83928, Alt. G), and Bureau of Ships Ad Interim Specification 23–P–12 (INT) (Approval No. B-201), manufactured by Standard Handbags, Inc., Plainfield, N. J. (Approved by the Commandant December 6, 1943.) (8 F. R. December 9, 1943.)

LIFE PRESERVER. Style 20A adult kapok life preserver (Dwg. dated 19 October 1943, and specification dated 16 November 1943) (for general use), Approval No. B–206, manufactured by Elvin Salow Co., Boston, Mass. (Approved by the Commandant December 16, 1943.) (8 F. R. December 22, 1943.)

LIFE PRESERVER. Style 20B adult kapok life preserver (Dwg. dated 19 October 1943) (for general use), Approval No. B–207, manufactured by Elvin Salow Co., Boston, Mass. (Approved by the Commandant December 16, 1943.) (8 F. R. December 22, 1943.)

LIFE PRESERVER. Adult quilted type kapok life preserver (Dwg. No. 8, dated 9 November 1943) (for general use and for use with rubber lifesaving suits), Approval No. B–202, manufactured by Grand Novelty Co., Brooklyn, N. Y. (Approved by the Commandant December 16, 1943.) (8 F. R. December 22, 1943.)

LIFE PRESERVER. Adult quilted type kapok life preserver (Dwg. No. 1, dated 16 November 1943) (for general use and for use with rubber lifesaving suits), Approval No. B-203, manufactured by Merit Manufacturing Corporation, Brooklyn, N. Y. (Approved by the Commandant December 16, 1943.) (8 F. R. December 22, 1943.)

LIFE PRESERVER. Adult kapok life preserver (Dwg. No. 2, dated 19 November 1943) (for general use and for use with rubber lifesaving suits), Approval No. B 204, manufactured by Merit Manufacturing Corporation, Brooklyn, N. Y. (Approved by the Commandant December 16, 1943.) (8 F. R. December 22, 1943.)

LIFE RAFT. 20-person, Young's Steel Truss life raft, model No. 5 (Dwg. No. 1749, dated 5 November 1943), submitted by L. A. Young Spring & Wire Corporation, Oakland, Calif. (Approved by the Commandant December 21, 1943.) (8 F. R., December 23, 1943.)

LIFE RAFT. 20-person, improved type life raft (Dwg. Plan, sheet 1 of 4, Job #10207), submitted by Michael Hallward, Inc., Swampscott, Mass. (Approved by the Commandant December 16, 1943.) (8 F. R. December 22, 1943.)

LIFE RAFT. 10-person, type "CSS," life raft (Dwg. No. 506, dated 22 July 1942), designed by the Tregoning Boat Company, Seattle, Wash., and manufactured by The Hutchison Engineering Co., Portland, Oreg. (Approved by the Commandant December 6, 1943.) (8 F. R. December 9, 1943.)

LIFE RAFT. 20-person, Taylor model No. 2, improved type life raft (Plan No. R 102, dated 11 April 1943), manufactured by Peterson Manufacturing Co., Portland, Oreg., and arrangement with E. D. Taylor, Pasadena, Calif. (Approved by the Commandant December 6, 1943.) (8 F. R. December 9, 1943.)

PORTABLE ELECTRIC MEGAPHONE. Galbraith portable electric megaphone and amplifier unit (Dwg. Nos. E–452, dated 10 August 1943; E–453, dated 31 August 1943; and E–454, dated 17 November 1943), manufactured by C. C. Galbraith & Son, Inc., New York, N. Y. (Approved by the Commandant December 16, 1943.) (8 F. R. December 22, 1943.)

SAFETY VALVES. Consolidated type 1515–B safety valve for marine service (assembly of 2½″ type 1515–B

welded steam safety valve Dwg. No. S–6343, dated 27 September 1943) (maximum working pressure of 600 pounds per square inch and maximum temperature of 750° F.), manufactured by the Consolidated Safety Valve Division of the Manning, Maxwell & Moore, Inc., Bridgeport, Conn. (Approved by the Commandant December 6, 1943.) (8 F. R. December 9, 1943.)

SAFETY VALVE. Consolidated type 1515–C safety valve for marine service (assembly of 2½" type 1515–B welded steam safety valve Dwg. No. S–6343, dated 27 September 1943) (maximum working pressure of 600 pounds for square inch and maximum temperature of 900° F.), manufactured by the Consolidated Safety Valve Division of the Manning, Maxwell & Moore, Inc., Bridgeport, Conn. (Approved by the Commandant December 6, 1943.) (8 F. R. December 9, 1943.)

SEA ANCHORS. Sea anchor, type E (Dwg. No. 449, dated 12 November 1943), submitted by Kent Marine Products Corporation, West Babylon, N. Y. (Approved by the Commandant December 6, 1943.) (8 F. R. December 9, 1943.)

SEA ANCHORS. Sea anchor (Coast Guard specification and Dwg. No. MMI–562, dated 1 November 1943), submitted by Manhattan Splicing Co., New York, N. Y. (Approved by the Commandant December 6, 1943.) (8 F. R. December 9, 1943.)

WINCH FOR LIFEBOATS. Type H-C, hand operated lifeboat winch (general arrangement Dwg. No. 2564 dated 29 March 1943), submitted by the Welin Davit & Boat Corporation, Perth Amboy, N. J. (Approved by the Commandant December 21, 1943.) (8 F. R., December 23, 1943.)

FIRE RETARDANT MATERIALS FOR VESSEL CONSTRUCTION

DECK COVERINGS FOR CLASS A–1 CONSTRUCTION

Manufacturer	Decking	Minimum thickness in inches	Pounds per square foot for 1-inch thick
Asbestolith Mfg Co., Brooklyn, N. Y.	Asbestolith	2	7.3.
J. G. Britton, Lansdowne, Pa.	Atoz Type DCM	1⅜	5.6.
L. S. Case Co., San Francisco, Calif.	Case Magnesite	1½	8.5.
Consolidated Tile & Marble Co., New York, N. Y.	Co-Magnesite	1½	7.8.
Federal Lavarock Co., New York, N. Y.	Federalite	1¾	9.9.
Flexotile Floor Co., Rockford, Ill.	Flexotile	2¼	Marble 9.3. Gravel 10.0.
Interstate Flooring & Construction Co., Philadelphia, Pa.	Celo-O-Crete	1¾	6.0.
Kompolite Co., Inc., Brooklyn, N. Y.	Kompolite	1¾	8.6.
Miller Marine Products, Inc., New York, N. Y.	Miller Marine	1½	7.7.
Minnesota Mining & Manufacturing Co., St. Paul, Minn.	3M Concrete Resurfacing Cement	1¼	6.5.
National Tile & Marble Co., New York, N. Y.	Armorite	1⅜ (underlay only) 1½ (underlay and ½" top coat.)	4.7.
Permastone, Inc., Washington, D. C.	Permastone	2	9.0.
Raecolith Flooring Co., Seattle, Wash.	Raecolith	1¾	8.6.
H. H. Robertson Co., Pittsburgh, Pa.	Hubbellite	1½	8.3.
Selby, Battersby & Co., Philadelphia, Pa.	Selbalith	1½	6.0.
S. S. Gill Co., Philadelphia, Pa.	Masterfloor	2¼	10.0 (approx.).
Thomas Moulding Floor Mfg. Co., Chicago, Ill.	Moulstone	1¼	5.0.
Universal Zonolite Insulation Co., Los Angeles, Calif.	Zonolite	1½ (rigid) 1½ (resilient)	5.5. 5.0.
William Lee Co., San Francisco, Calif.	Leetol	1¼	6.5.

INSULANTS FOR CLASS A–1 CONSTRUCTION

(IN CONJUNCTION WITH AN APPROVED CLASS B PANEL)

Manufacturer	Insulant	Minimum thickness (Inches)	Density (pounds per cubic foot)	Type
Acoustics, Inc., Philadelphia, Pa.	Fibrespray	1½	12	Plaster.
		2	8	
Baldwin-Hill Co., Trenton, N. J.	BH L3	1½	11	Batts, blankets, or fill.
Do.	BH 3M	2	6	Do.
Bird-Archer Co., Philadelphia, Pa.	Bacite	1	25	Plaster or precast blocks.
Eagle-Picher Sales Co., New York, N. Y.	Eagle Felt M–2	1½	10	Fill.
		2	8	
Do.	Do.	1½	8	Batts or blankets.
		2	6	

INSULANTS FOR CLASS A–1 CONSTRUCTION

Manufacturer	Insulant	Minimum thickness	Density (pounds per cubic foot)	Type
		Inches		
Johns-Manville Co., New York, N. Y.	202AA BX–4	1½	8	Batts, blankets, or fill.
		2	6	
Do	BX–18	1	18	Batts, blankets.
Industrials, Inc., Chicago, Ill.	Atoz (Mica Base)	1	30	Plaster or precast blocks.
Keasbey & Mattison Co., Ambler, Pa.	Limpet sprayed asbestos	1½	12	Sprayed asbestos fibers.
National Gypsum Co., Buffalo, N. Y.	Gold Bond Type 2	1½	8	Batts, blankets or fill.
Do	Zerocel	2	6	Do.
Owens-Corning Fiberglas Corporation, Newark, Ohio.	Fiberglas	1½	14. 2	Batts.
	Batts	2	6	
Philip Carey Co., Washington, D. C.	Fiberglas Cement	2	30	Plaster or precast blocks.
Do	Rockwool	1½	8	Batts, blankets, or fill.
		2	6	
C. W. Poe Co., Cleveland, Ohio	Resil-Rock	1½	8	Do.
		2	6	
		3	8. 8	
		4	3. 3	
Ruberoid Co., New York, N. Y.	LD–8 Mineral Felt	1½	8	Do.
Do	Ruberoid LD–6	2	6	Do.
Therminsul Corporation, Kalamazoo, Mich.	Therminsul	1	18	Batts, blankets.
Tuco Products Co., New York, N. Y.	Zerocell	1½	8	Batts, blankets, or fill.
		2	6	
(May be purchased in open market)	Expanded Vermiculite	1	30	Plaster or precast blocks.

PANELS FOR CLASS B BULKHEAD CONSTRUCTION

Manufacturer	Panel	Minimum thickness	Approximate weight (pounds per square foot)	Type
		Inches		
A. B. C. Steel Equipment Co. New York, N. Y.	A. B. C. Steel Marine Bulkhead Panel.	¾	3.1 (core)	Composition board with metal veneer.
American Rolling Mill Co. Middletown, Ohio.	Steelox Bulkhead Panel			Hollow metal filled with approved insulation of thickness and density as given under "Insulants for Class A–1 Construction."
A. J. Bayer Co., Los Angeles, Calif.	Bayer Bhd 100	1½		Hollow metal filled with fiberglass at 6 pounds per cubic foot density.
L. F. Dietz Assoc., New York, N. Y.	Dietz Marine	1	3.6	Metal faces, 8-ply asbestos air-cell fill.
Formica Insulation Co., Cincinnati, Ohio.	Formica	¾ (core)	2.9 (core)	Marinite core veneered.
Haskelite Mfg. Corp., Chicago, Ill.	Haskelite			Any approved Class B panel wood veneered.
Do	Plymetal			Do.
E. F. Hauserman Co., Cleveland, Ohio.	Hauserman Marine Steel Bulkhead Panel.	1½ to 2		Hollow metal filled with approved insulation of thickness and density as given under "Insulants for Class A–1 Construction."
Do	do	1		Hollow metal filled with approved Rockwool 12 pounds per cubic foot density.
Homosote Co., Trenton, N. J.	Pyrosote	1	6.0	Solid or laminated asbestos composition.
Johns-Manville Co., New York, N. Y.	Marinite	¾	2.9	Solid asbestos composition.
Keasbey & Mattison Co., Ambler, Pa.	"C" Board	¾	2.6	Do.
Martin-Parry Co., York, Pa.	Martin-Parry Marine	2⅜	5.6	Hollow metal assembly.
James McCutcheon & Co., New York, N. Y.	Class B Panel	1½		Hollow metal filled with approved insulation of thickness and density as given under "Insulants for Class A–1 Construction."

FIRE RETARDANT MATERIALS FOR VESSEL CONSTRUCTION—Continued

PANELS FOR CLASS B BULKHEAD CONSTRUCTION—Continued

Manufacturer	Panel	Minimum thickness	Approximate weight (pounds per square foot)	Type
		Inches		
Mills Co., Cleveland, Ohio	Victory	15/16 (core)		Firefoil core metal veneer.
Pantasote Co., New York, N. Y.	Sote asbestos cement board.	1	4.7	Solid asbestos composition.
Parmentier Plywood Service, Philadelphia, Pa.	Parmarine	3/4 to 1 1/16 (core).		Any approved Class B panel wood veneered.
Philip Carey Co., Washington, D. C.	Firefoil	1 1/16	3.8	Air-cell filler asbestos face sheets.
Do	do	1	3.8	Air-cell filler metal veneer.
Porcelain Metals, Inc., Long Island City, N. Y.	Seaporcel	1 1/2 to 2		Hollow metal filled with approved insulation of thickness and density as given under "Insulants for Class A–1 Construction."
S. H. Pomeroy Co., New York, N. Y.	Jackson Snap-in Panel	1 5/16		Metal assembly with two 3/16-inch asbestos millboard linings.
H. H. Robertson Co., Pittsburgh, Pa.	Keystone	1	3.8	Metal faces, 8-ply asbestos air-cell fill.
Saino Mfg. Co., Memphis, Tenn.	Saino Marine	7/8	4.9	Metal faces sprayed vermiculite insulated.
Snead & Co., Jersey City, N. J.	Marine Board	1 1/2 to 2		Hollow metal filled with approved insulation of thickness and density as given under "Insulants for Class A–1 Construction."
U. S. Gypsum Co., Chicago, Ill.	do	3/4	3.1 (core)	Composition board with metal veneer.
Warren Veneer & Panel Co., Warren, Pa.	Warvenite	3/4 (core)	2.9 (core)	Marinite core veneered.

(Approved by the Commandant December 6, 1943) (8 F. R. December 9, 1943.)

ITEMS EXAMINED BY COAST GUARD HEADQUARTERS AND FOUND SUITABLE FOR MERCHANT MARINE USE

Flame arresters. Shand & Jurs Co., Berkeley, Calif., Standard 8-inch, figure 863, flame arrester with copper-tube bank (drawing No. ST–910, revised 2 September 1943), and special 8-inch flame arrester with semisteel body, copper-tube bank, and brass-tube bank shell (drawing No. ST–4300, revised 18 November 1943); satisfactory for use with inflammable and combustible liquids in bulk of grade A or lower on tank vessels subject to jurisdiction of Coast Guard.

Electrical appliances. For the use of Coast Guard personnel in their work of inspecting merchant vessels, a new publication entitled, "Miscellaneous Electrical Equipment Satisfactory for Use on Merchant Vessels," has been printed and is now being distributed. To supplement this publication, the electrical equipment is listed here in the same style. This list is not intended to be an all-inclusive list of miscellaneous electrical equipment; accordingly, items not included may also be satisfactory for marine use.

Manufacturer and description of equipment	Location apparatus may be used				Date of action
	Passenger and crew quarters and public spaces	Machinery cargo and work spaces	Open decks	Pump rooms of tank vessels	
Auth Electrical Specialty Co., New York, N. Y.: Magazine fire alarm annunciator, catalog No. 5720, drawing No. 82043, alt. 2	X	X			11/17/43
Condi-Lite Corporation, New York, N. Y.:					
Berth or desk light, 25-watt maximum, type E–14, drawing K43–838–1, alt. 0	X				12/9/43
Bracket, mirror and ceiling fixtures, types E–13A, E–13B, E–13C, E–13D, and E–13E, 50 watts per outlet, drawing No. K43–838–2, alt. 0	X				12/9/43

Manufacturer and description of equipment	Location apparatus may be used				Date of action
	Passenger and crew quarters and public spaces	Machinery cargo and work spaces	Open decks	Pump rooms of tank vessels	
Edwards & Co., Inc., Norwalk, Conn.:					
Interior communication pushbutton, nonwatertight, 250-volt maximum, catalog No. 1711ST, drawing No. 6887, alt. 0	x				11/13/43
Interior communication pushbutton, nonwatertight, 48-volt maximum, catalog No. 1716ST, plan No. 6887–A, alt. 0	x				11/15/43
Annunciator, catalog No. 1825, plan 5190–807A, alt. 3	x	x			11/22/43
Call bell annunciator, catalog No. 1780, plan No. 5190–807S, issue 7	x	x			11/24/43
Electric Tachometer Corporation, Philadelphia, Pa.: Shaft revolution counter and transmitter, drawing No. 1184–D–3	x	x			11/25/43
Murlin Manufacturing Co., Philadelphia, Pa.: Mirror and desk light, 40 watts, drawing No. 508	x				11/16/43
Russell & Stoll Co., New York, N. Y.:					
Switches, watertight, 10 amperes, 250 volts, drawing No. F–9491, alt. 1:					
Catalog No. 448MC, single pole	x	x	x		12/9/43
Catalog No. 1520MC, double pole	x	x	x		12/9/43
Catalog No. 1522MC, three-way	x	x	x		12/9/43
Switches, watertight, 10 amperes, 250 volts, drawing No. B–6327, alt. 3:					
Catalog No. 496MC, single pole	x	x	x		12/9/43
Catalog No. 1493MC, double pole	x	x	x		12/9/43
Catalog No. 1496MC, three-way	x	x	x		12/9/43
Switches, watertight, 2-gang, 10 amperes, 250 volts, drawing No. B–6417, alt. 1:					
Catalog No. 627MC, single pole	x	x	x		12/9/43
Catalog No. 631MC, double pole	x	x	x		12/9/43
Catalog No. 634MC, three-way	x	x	x		12/9/43
Switches, watertight, 3-gang, 10 amperes, 250 volts, drawing No. B–6418:					
Catalog No. 628MC, single pole	x	x	x		12/9/43
Catalog No. 623MC, double pole	x	x	x		12/9/43
Catalog No. 635MC, three-way	x	x	x		12/9/43
Switches, watertight, 4-gang, 10 amperes, 250 volts, drawing No. C–6422:					
Catalog No. 629MC, single pole	x	x	x		12/9/43
Catalog No. 633MC, double pole	x	x	x		12/9/43
Catlaog No. 636MC, three-way	x	x	x		12/9/43
Receptacles, watertight, 10 amperes, 125 volts:					
Catalog No. 447MC, drawing No. F–9592, 2-wire	x	x	x		12/9/43
Catalog No. 479MC, drawing No. B–6345, 2-wire	x	x	x		12/9/43
Catalog No. 1479MC, drawing No. B–6331, alt. 5, 3-wire	x	x	x		12/9/43
Catalog No. 495MC, drawing No. B–6332, alt. 1, 2-wire, 2-gang	x	x	x		12/9/43
Catalog No. 638MC, drawing No. B–6419, alt. 1, 2-wire, 3-gang	x	x	x		12/9/43
Catalog No. 639MC, drawing No. C–6421, alt. 1, 2-wire, 4-gang	x	x	x		12/9/43
Switches and-2-gang receptacles, watertight, 10 amperes, 125 volts, drawing No. B–6420, alt. 1:					
Catalog No. 498MC, single pole	x	x	x		12/9/43
Catalog No. 1498MC, double pole	x	x	x		12/9/43
The Simes Co., Inc., New York, N. Y.:					
Blinker signal light, watertight, 4 40-watt lamps maximum, drawing No. 100			x		12/1/43
Side light, oil or electric, size No. 2, drawing No. 1023–COM, rev. 11/9/43			x		12/1/43
Masthead, range and towing lights, electric, size No. 2, drawing No. No. 1023–COM, rev. 11/9/43			x		12/1/43
Masthead, range and towing lights, oil, size No. 2, drawing No. 1023–O, rev. 11/9/43			x		12/1/43
Stern light, oil or electric, size No. 2, drawing No. 1024–COM, rev. 11/9/43			x		12/1/43
Anchor and not-under-command lights, oil or electric, size No. 2, drawing No. 1053–COM, rev. 11/9/43			x		12/1/43
Spear Lighting Fixture Mfg. Co., New York, N. Y.: Blinker signal light, watertight, 4 40-watt lamps maximum, catalog No. 1786–4			x		11/27/43

AFFIDAVITS

It is required by the Marine Engineering Regulations that manufacturers submit affidavits before they manufacture items of equipment in accordance with these regulations for use on vessels subject to inspection by the Coast Guard. These affidavits are kept on file at Coast Guard Headquarters and a list of approved manufacturers is published herein for the information of all parties concerned. The affidavits received and accepted during the period from November 16 to December 15, 1943, are as follows:

Charles M. Bailey Co., Inc., San Francisco, Calif., relief valves.

Bellingham Iron Works, Inc., Bellingham, Wash., duplex oil strainers.

DeZurik Shower Co., Sartell, Minn., valves.

Jenkins Machine Works, Ltd., San Francisco, Calif., valves and fittings.

Miller Metal Products Co., Inc., Baltimore, Md., bulkhead and deck connections.

Portland Fabricating Co., Portland, Oreg., valves.

Potts Manufacturing Co., Mechanicsburg, Pa., flanges.

The Stearns-Roger Mfg. Co., Denver, Colo., class II cast iron manifolds.

Vapor Recovery Systems Co., Compton, Calif., valves.

Henry Vogt Machine Co., Louisville, Ky., handhole plates.

ACCEPTABLE FUSIBLE PLUGS

The Marine Engineering Regulations require that fusible plug manufacturers who desire to have their products approved for marine service shall submit samples for testing from each heat to the Commandant, U. S. Coast Guard. If the sample fusible plugs pass the test satisfactorily, the manufacturer is notified and then the plugs may be used on vessels subject to inspection by the Coast Guard. For the information of all parties concerned, a list of approved heats for manufacturers which have been tested and found acceptable during the period from October 16 to December 15, 1943, is as follows:

Glasgow Iron Works & Supply Co., New York, N. Y., heat No. 467.

H. B. Sherman Manufacturing Co., Battle Creek, Mich., heat Nos. 413 to 421, inclusive.

MERCHANT MARINE PERSONNEL STATISTICS

MERCHANT MARINE LICENSES ISSUED DURING NOVEMBER 1943

ENGINEER

District	Chief engineer, steam								First assistant engineer, steam							
	Ocean		Great Lakes		B. S. + L.		Rivers		Ocean		Great Lakes		B. S. + L.		Rivers	
	O.	R.	O.	R.	O.	R.	O.	R.	O.	R.	O.	R.	O.	R.	O.	R.
Atlantic coast	39	91			5	26	2	2	54	23			2	3		
Gulf coast	8	18				2		4	17	7				2		2
Great Lakes and rivers	1	7			1	8	4	11	1	3			4	1	1	5
Pacific coast	25	29			3	9		3	51	8				3		1
Total	73	145			9	45	6	20	123	41			6	9	1	8

District	Second assistant engineer, steam									Third assistant engineer, steam								
	Ocean			Great Lakes		B. S. + L.		Rivers		Ocean			Great Lakes		B. S. + L.		Rivers	
	O.	R.	OG.	O.	R.	O.	R.	O.	R.	O.	R.	OG.	O.	R.	O.	R.	O.	R.
Atlantic coast	78	33					3			312	16	171			1			
Gulf coast	19	3							1	12	6							
Great Lakes and rivers	2	2				1	1				2				1			
Pacific coast	86	9	32							88	4	44						
Total	185	47	32			1	4		1	412	28	215			2			

District	Motor vessels										Uninspected vessels				Totals				
	Chief engineer		First assistant engineer		Second assistant engineer			Third assistant engineer			Chief engineer		Assistant engineer		Original	Renewal	USMSTS P. L. O.	U. S. M. S. N. A.	Grand Total
	O.	R.	O.	R.	O.	R.	OG.	O.	R.	OG.	O.	R.	O.	R.					
Atlantic coast	17	44	5	15	16	4		264	3	171					795	263	342		1,058
Gulf coast	5	6	2	2	3	1		2							68	54			122
Great Lakes and rivers	5	7	5	1	1	1		2	1						29	50			79
Pacific coast	5	24	6	8	2		1	81	1	78					347	99	155		446
Total	32	81	18	26	22	6	1	349	5	249					1,239	466	497		1,705

MERCHANT MARINE LICENSES ISSUED DURING NOVEMBER 1943—Continued

DECK

District	Master										Chief mate									
	Ocean		CWS.		Great Lakes		B. S.+ L.		Rivers		Ocean		CWS.		Great Lakes		B. S.+ L.		Rivers	
	O.	R.	O.	R.	O.	R.	O.	R.	O.	R.	O.	R.	O.	R.	O.	R.	O.	R.	O.	R.
Atlantic coast	57	64	----	9	----	----	7	28	1	2	67	8	----	3	----	----	5	6	----	1
Gulf coast	13	10	----	----	----	----	1	2	3	6	7	2	1	2	----	----	----	----	----	2
Great Lakes and rivers	1	3	----	----	----	3	----	----	5	4	----	1	----	----	----	----	----	----	4	4
Pacific coast	27	32	----	4	----	----	3	13	----	1	40	5	----	----	----	----	6	3	----	----
Total	98	109	----	13	----	3	11	43	9	13	114	16	1	5	----	----	11	9	4	7

District	Second mate										Third mate									
	Ocean			CWS.		Great Lakes		B. S.+ L.		Rivers	Ocean			CWS.		Great Lakes		B. S.+ L.		Rivers
	O.	R.	OG.	O.	R.	O.	R.	O.	R.	O. R.	O.	R.	OG.	O.	R.	O.	R.	O.	R.	O. R.
Atlantic coast	90	16	3	----	2	----	----	----	----	---- ----	442	18	250	----	1	----	----	----	----	---- ----
Gulf Coast	15	----	----	----	1	----	----	----	----	---- ----	11	4	----	----	----	----	----	----	----	---- ----
Great Lakes and rivers	----	1	----	----	----	----	----	----	----	---- ----	1	----	----	----	----	----	----	----	----	---- ----
Pacific coast	87	4	29	----	----	----	----	----	----	---- ----	72	4	48	----	----	----	----	----	----	---- ----
Total	192	21	32	----	3	----	----	----	----	---- ----	526	26	298	----	1	----	----	----	----	---- ----

District	Pilots						Uninspected vessels, high seas				Total				
	Great Lakes		B. S.+L.		Rivers		Master		Mate		Original	Renewal	USMSTS P. L. O.	U.S.M. S.N.A.	Grand total
	O.	R.	O.	R.	O.	R.	O.	R.	O.	R.					
Atlantic coast	----	2	63	94	2	6	----	----	----	----	734	260	253	----	994
Gulf coast	----	----	----	8	14	12	----	----	----	----	65	49	----	----	114
Great Lakes and rivers	3	7	10	2	49	4	----	----	----	----	73	29	----	----	102
Pacific coast	----	----	19	45	1	3	2	----	----	----	257	114	77	----	371
Total	3	9	92	149	66	25	2	----	----	----	1,129	452	330	----	1,581

ORIGINAL SEAMEN'S DOCUMENTS ISSUED DURING NOVEMBER 1943

	Continuous discharge book	Certificate of identification	(1) A. B., green, 3 years	(2) A. B., green, 9 months, emergency	(3) A. B., blue, 18 months, 12 months	(4) A. B., blue, 6 months, emergency	(5) A. B., blue, 6 months, emergency	(6) Lifeboat, 12–24 months	(7) Lifeboat, 6–12 months, emergency	Qualified member, engineer department, 6 months	Qualified member, engineer department, emergency	Radio operator	Certificate of service	Tanker man	Staff officer	Total
Atlantic Coast	92	3,942	474	196	81	16	6	3,404	148	1,104	336	148	1,721	15	317	12,000
Gulf Coast	122	1,390	79	33	9	1	1	1,152	15	235	215	4	919	35	48	4,258
Pacific Coast	24	2,012	108	130	35	4	1	996	64	287	251	17	1,501	3	60	5,502
Great Lakes and rivers	522	140	46	20	16	52	0	33	54	49	123	0	414	11	8	1,488
Total	760	7,484	707	379	141	73	8	5,585	281	1,675	925	169	4,555	64	442	23,248

(1) Unlimited.
(2) Unlimited.
(3) Unlimited.
(4) Great Lakes and bays and sounds.
(5) Tugs and towboats and freight vessels under 500 tons (miscellaneous).
(6) 12 months deck or 24 months other departments.
(7) 6 months deck or 12 months other departments.

WAIVERS OF MANNING REQUIREMENTS FROM 1 NOV. TO 30 NOV. 1943

AUTHORITY FOR THESE WAIVERS CONTAINED IN NAVIGATION AND VESSEL INSPECTION CIRCULAR NO. 31 DATED 13 MAR. 1943

Port	Number of vessels	Deck officers substituted for higher ratings	Engineer officers substituted for higher ratings	Able seamen substituted for deck officers	Ordinary seamen substituted for able seamen	Qualified members of engine department substituted for engineer officers	Wipers or coal passers substituted for qualified members of engine department	Wipers substituted for engineer officers	Ordinary seamen substituted for deck officers	Total waivers
Atlantic Coast	415	209	256	68	804	249	64	38	45	1,733
Gulf Coast	65	40	30	4	81	19	10	2		186
Pacific Coast	206	82	93	18	315	44	25	4	2	583
Great Lakes	235	11	1		169		133			314
Total	921	342	380	90	1,369	312	232	44	47	2,816

CREW SHORTAGE REPORTS FROM 1 NOV. TO 30 NOV. 1943

THESE REPORTS SUBMITTED IN ACCORDANCE WITH NAVIGATION AND VESSEL INSPECTION CIRCULAR NO. 34 DATED 1 MAY 1943

Port	Number of vessels	Ratings in which shortages occurred											
		First mate	Second mate	Third mate	Able seaman	Ordinary seaman	Chief engineer	First engineer	Second engineer	Third engineer	Qualified member engineer department	Wiper or coal passer	Total shortage
Atlantic Coast	7	1			2	2			1		1	2	9
Gulf Coast	10		1	1	6	2		1	1		8	3	23
Pacific Coast	6	2		1		1	1				1	1	7
Great Lakes	409	1	6	16	118	120			4	8	138	282	693
Total	432	4	7	18	126	125	1	1	6	8	148	288	732

THE UNITED STATES COAST GUARD

What is now the United States Coast Guard was established in 1790 by Alexander Hamilton, Secretary of the Treasury, to combat smuggling and to enforce the tariff laws. It was then known variously as the Revenue Marine or the Revenue Cutter Service. It was armed and organized on a military basis from its inception and because of this it has always participated actively in the country's wars afloat. When the service was established, it soon became apparent that the personnel and equipment provided for maritime police duties were equally available to respond to distress calls. In consequence the service was called upon to assume major responsibility for safeguarding life and property within the scope of its operations.

The importance of these particular functions was recognized in 1915 when the Revenue Cutter Service was united with the Lifesaving Service, itself dating back to 1848, with the new name of United States Coast Guard for the combined service. In 1939, the Lighthouse Service, established 150 years earlier, was also brought into the Coast Guard. Thus there was unified in one service those activities which guide shipping and those, both ashore and afloat, which render assistance to shipping in distress. In 1942, the functions of the Bureau of Marine Inspection and Navigation having to do with safety of navigation were, by Executive order, transferred to the Coast Guard. This Bureau had been established in 1838 and had a long record of pioneering in safety measures for shipping. These amalgamations bring under one control practically all activities tending to make navigation, both on the high seas and on inland waters, safer and more dependable.

In this connection, it is the policy of the Coast Guard to promote a close association with all affected interests of the maritime industry and to cultivate an intimate knowledge of its problems so that the regulatory functions of the Coast Guard shall be intelligently administered and that a harmonious relationship shall insure the attainment of best results with least burden to this vital industry.

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