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UNITED STATES COAST GUARD**



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# MERCHANT MARINE COUNCIL

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Mention of source will be appreciated.

## The Merchant Marine Council of the United States Coast Guard

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For each meeting two District Commanders and three Marine Inspection Officers are designated as members by the Commandant.

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## COUNCIL ACTIVITIES

The Merchant Marine Council held a public hearing at Coast Guard Headquarters, Washington, D. C., on March 30 and 31, 1948, for the purpose of receiving comments on proposed changes in the Regulations applicable to vessels subject to inspection and to other vessels. In addition to the members of the Merchant Marine Council as listed in page 54 of this issue the District Commanders of the Fifth and Thirteenth Coast Guard Districts and the Marine Inspection Officers of the Third, Ninth, and Eleventh Districts sat as members.

A large number of comments on the proposed changes in the Tank Vessel Regulations were received and were given consideration by the Council. The proposed regulations had received the study of the Industry prior to their reference to the Council, but due to additional comments received at the hearing some changes in the proposed regulations were made. In the main the regulations as proposed were recommended for adoption without much change. The regulations as finally adopted will be published in the Federal Register at an early date and will become effective 90 days after publication.

The proposed amendment of part 38 concerned with the transportation of liquefied petroleum gases was the subject of considerable comment which requires additional study. For that reason the Council recommended against adoption of any changes at this time, and that, after further study, the proposed amendment of part 38 be resubmitted to the Council at its next meeting in September of this year.

The proposed changes in the Marine Engineering Regulations were not as numerous as those proposed in the Tank Vessel Regulations and for that reason did not receive as large a number of comments. The matter of a change in section 58.2, which would raise the factor of safety required for longitudinal lap seam boilers, was the subject of much comment all of which was directed against such change. In order that further study may be given the matter the Council recommended against a change in the regulations prior to its September meeting. The other proposed changes were not controversial and with minor changes in some of them will be recommended for adoption.

The proposal to amend section 146.23-10, covering the transportation of sulfuric and spent acid in bulk, received no unfavorable comment and the proposal as submitted to the Council will be recommended for adoption, as will the proposal to amend the definition of compressed gas as defined in section 146.24-2. The amendment to the Dangerous Cargo Regulations consisting of an additional section 146.24-16 covering the transportation of anhydrous ammonia in bulk received many comments. Upon completion of a study of the suggestions, the regulation was redrafted to incorporate these proposals.

No comments were received on the proposed amendments to the Tank Vessel Regulations, the Ocean and Coastwise Regulations and the Great Lakes Regulations having to do with the carriage of parachute flare distress signals as lifeboat equipment.

The Council recommended for adoption the proposed changes which remove from existing regulations all matter pertaining to specifications for parachute signals and signal pistols and adding an optional requirement which will permit carriage of 12 parachute distress signals and any approved means of projecting them. The regulation as proposed will permit use of means other than a signal pistol for the projection of parachute flare signals.

No comments were received on the proposed amendments to the regulations pertaining to fire alarm zoning. The Council recommended for adoption the proposed regulation which provides that spaces separated by watertight or main vertical zone bulkheads shall not be included in the same fire alarm zone, and further that a fire alarm zone shall not include spaces on more than one deck except in the case of peak spaces having a combined ceiling area not exceeding 3,000 square feet, or in the case of a system with indicators for individual spaces.

No objection was received on the proposal to delete from the present various chapters of the regulations all material devoted to specifications for buoyant cushions, ring life buoys, sheet cork and balsa wood and the transfer of such specifications, as modified, to parts 160 and 164 of the regulations, which parts deal solely with specifications for items of equipment required to be approved.

The proposal to amend sections 63.5 Ocean and Coastwise, 79.5 Great Lakes, 97.5 Bays, Sounds and Lakes other than Great Lakes, and 116.5 Rivers, to establish conditions under which repair work involving riveting, welding or like fire-producing operations may be made in or on the boundaries of oil bunkers, oil tanks, etc., received much adverse comment. Accordingly it was decided to revise the regulation to include proposed suggestions and eliminate the controversial subparagraph dealing with CO<sub>2</sub> inerting.

The proposed specifications for buoyant cushions, ring life buoys, sheet cork, balsa wood, parachute distress signals and signal pistol received little comment, the majority of which was received favorably by the Council and will be incorporated in the specifications as recommended for adoption.

The changes as recommended to the Commandant for adoption will be published in the Federal Register at an early date and, as space permits, will be duplicated in future issues of the Proceedings.

## Waivers Regarding Manning Requirements

A notice regarding proposed changes in general waivers of navigation and inspection laws and regulations regarding manning requirements was published in the Federal Register dated March 23, 1948, and a public hearing was held by the Merchant Marine Council on March 31, 1948, at Washington, D. C. The purpose of this hearing was to consider modifications of the present procedures for effecting waivers regarding manning requirements. Representatives of labor and management of the shipping industry were present and submitted comments, data, and suggestions which the Merchant Marine Council included in its recommendations to the Commandant of the United States Coast Guard. Where practicable the general waivers will be revised according to the comments received.

The proposed procedures to obtain waivers of manning requirements will be placed in effect on July 15, 1948. This delay in making effective the modified waiver procedures is to allow time to determine if proposed national legislation will change the manning situation. The necessary waiver orders will be published in the Federal Register at an early date and in the next issue of the "Proceedings."

The Conditional Waiver of Manning Requirements, dated May 14, 1947, and published in the Federal Register, dated May 20, 1947, which permits the substitution of lower ratings for higher ones will be canceled, effective July 15, 1948. In its place will be published a general waiver authorizing the employment of up to 50 percent of limited able seamen (12 months—any waters) instead of the present 25 percent allowed by law. This waiver will not require filing of any forms with the Coast Guard, but will be conditioned upon the nonavailability of properly certificated able seamen and will apply only to merchant cargo vessels and tank vessels navigating any waters but the Great Lakes. This action should encourage ordinary seamen who are sailing trip after trip on vessels as acting able seamen to take the necessary physical and professional examinations in order to obtain limited able seamen's certificates in order to be eligible for employment under this waiver. For merchant cargo vessels and tank vessels on the Great Lakes a similar general waiver will be issued, except that certificated ordinary seamen who have served at least 8 months on deck at sea or on the Great Lakes shall be permitted to serve as able seamen but only to the

extent of the nonavailability of properly qualified able seamen.

Actions will be taken to administratively provide in emergent cases for other substitutions to be made where properly qualified seamen are not available, but such substitutions will have to be made by individual waivers approved by the Coast Guard District Commander or his representative. This modification in the method of obtaining waivers of manning requirements places the same procedure in effect as is presently used in authorizing substitutions in the crews of passenger vessels.

At the public hearing evidence was submitted showing that qualified members of the engine department in the rating of fireman are not at all times available for employment on coal burning merchant cargo vessels of the United States navigating the Great Lakes and a general waiver will be issued to allow seamen certificated for other engine room ratings who have served a minimum of 3 months in the fireroom of coal burning Great Lakes vessels to serve as qualified members of the engine department in the rating of fireman on such vessels, but the employment of such certificated seamen shall be permitted only to the extent of the nonavailability of qualified members of the engine department in the rating of fireman.

The conditional waiver of manning requirements allowing employment of aliens as unlicensed crew members on subsidized vessels, dated July 31, 1947, is to be canceled and a new waiver issued in its stead. The new waiver will reduce the present allowable percentage of war service aliens from 25 to 15 percent. This proposal was made to comply with the intent of Public Law 293 and is based on a recent survey which indicated that the necessity for allowing 25 percent war service aliens on subsidized vessels no longer exists.

## SHIP RADAR STATIONS

The Federal Communications Commission made announcement in the March 20 issue of the FEDERAL REGISTER to the effect that the Commission is continuing in effect the waiver granting permission for unlicensed personnel to operate ship radar stations licensed by the Commission, provided this waiver shall extend only to the normal operation of such radar stations on board ship and shall not be construed to permit unlicensed personnel to make any adjustments or to do any servicing or maintenance that may affect the proper operation of the station \* \* \*



## APPLICATION OF THE MOTORBOAT ACT

Application of the Motorboat Act to motorboats plying between American and British Virgin Islands. Under the provisions of section 4 of the act of June 22, 1936, as amended, the President of the United States is authorized to make applicable to the Virgin Islands such of the navigation, vessel inspection, and coastwise laws of the United States as he may find and declare to be necessary in the public interest. On May 21, 1942, the President issued Executive Order No. 9170 (3 CFR Cum. Supp.) in which he made applicable all of the navigation and vessel inspection laws of the United States, except the following:

(a) The coastwise laws of the United States.

(b) The act of June 7, 1897 (30 Stat. 96) as amended by the acts of February 19, 1900 (31 Stat. 30), May 25, 1914 (38 Stat. 381), March 1, 1933 (47 Stat. 1417), August 21, 1935 (49 Stat. 668), May 20, 1936 (49 Stat. 1367), and April 22, 1940 (54 Stat. 150).

(c) So much of the vessel inspection laws of the United States as requires the inspection as a passenger vessel of any cargo vessel foreign or domestic, when carrying more than 12 passengers or persons in addition to the crew.

(d) Federal laws levying tonnage duties, light money, or entrance and clearance fees.

A review of the provisions of the statute and the Executive order referred to above would indicate that the Motorboat Act of April 25, 1940, is applicable to all motorboats, foreign or domestic, operating on the territorial waters of the Virgin Islands of the United States.

## HEARING UNITS

Coast Guard Merchant Marine Investigating Units and Merchant Marine Details investigated a total of 776 cases during the month of January 1948. Of this number charges were preferred involving 24 licenses and 58 unlicensed men. No hearings were held because examiners were not available.

# LESSONS FROM CASUALTIES

## SMALL-BOAT SEAMANSHIP

Respect the rights of others! This cardinal rule of conduct is just as applicable when navigating a vessel as when driving an automobile. Rules for navigation have to be followed just like traffic rules for land transportation. To navigate a vessel in such a way that other people are not injured or killed or property damaged is good seamanship. When all people who operate boats follow all the applicable rules, then safety of life and property can become a reality.

The records show a large number of accidents involving small pleasure craft. Most of these accidents are unintentional and avoidable if preventative action had been taken soon enough. A flagrant case of careless navigation recently came to the attention of the Coast Guard through the United States attorneys' office. The record shows complete disregard for the safety of life and property of others.

In this case a 40-foot power boat rammed and sank an anchored rowboat. Normally the owner of the power boat had a professional yacht captain do the navigating. On the day in question the captain was dismissed and the owner operated the boat, since the weather was excellent, water calm, and visibility unlimited. The owner also stated that the other members of the party had in no way interfered with his piloting the vessel.

Being an ideal day, two young men, both veterans, rented a rowboat some distance away from where the power boat got underway, and pulled out a short distance from shore and anchored. Here they were going to enjoy a quiet day on the water.

The operator, after threading the boat through small boat traffic and reaching fairly open water, without keeping a close watch for other small boats, increased speed. For some unexplainable reason the power boat then rammed and cut the rowboat in two. The result was that both occupants in the rowboat lost their lives. The power boat operator stated that he was unaware of the accident until one of his party observed a head bobbing in the water in the wake of the boat and cried: "man overboard." Whereupon the yacht reversed course thinking it was a member of the party although wreckage from the rowboat was all about.

The case was heard in a United States district court, on charge of reckless or negligent operation. The judge found the defendant guilty as charged in the indictment of negligent operation of a motorboat under the act of April 25, 1940. A heavy fine and a suspended jail sentence were imposed.

## SHIPYARD WORKERS "NESTED" IN LIFEBOATS

A very short while ago, an American vessel out of commission was undergoing major repairs in a northwest coast shipyard. The ship was equipped with nested lifeboats. Two workers in an upper boat tripped the releasing gear and killed one man and injured four others in the lifeboat beneath it. All were shipyard personnel.

The lifeboats involved were 55-passenger, all-metal boats fitted with Tregoning releasing gear. The upper boat in the nest was designated as No. 6, and the lower No. 6A.

A shipyard leader-man directed two men to grease the releasing gear in No. 6 lifeboat. At the same time, five other workmen were in No. 6A boat, some 6 to 8 feet below. In order to grease the underside of the universal joint, the releasing gear had to be turned over. With grease gun in the hands of one man, the second worker removed the wooden safety peg and threw the lever. The No. 6 boat fell to the boat below, both ends simultaneously.

There was no damage to either of the lifeboats. But one man was instantly killed, and four were seriously injured.

This was indeed a needless casualty and could certainly have been avoided by just a little forethought. There are many ways of rigging "preventers" to permit working of release gear on boats of this type.

Even though no licensed or certificated personnel were involved, a precautionary attitude should be maintained by all persons working around simultaneous releasing gear, be it in single or nested lifeboats. This incident is another illustration of a safety device which can become an unsafe device if handled inadvertently.

## UNSAFE PRACTICES

Working on electrical connections when the current is on.

Standing in the bight of a line.

Entering a hold that is not gas-free without proper breathing apparatus or the knowledge of other persons.

Keeping on schedule does not mean taking chances

# APPENDIX

## Amendments to Regulations

### TITLE 33—NAVIGATION AND NAVIGABLE WATERS

Chapter III—Coast Guard: Inspection and Navigation  
[CGFR 48-15]

#### PART 302—BOUNDARY LINES OF INLAND WATERS

##### BOUNDARY LINES FOR SAN PEDRO BAY AND SAN DIEGO HARBOR

The regulations establishing the boundary lines separating inland waters from the high seas were revised and republished in the *FEDERAL REGISTER* December 19, 1947, 12 F. R. 8818. The names or characteristics of certain aids to navigation used to describe the lines for San Pedro Bay and San Diego Harbor have been changed. In San Pedro Bay the "Anaheim Bay East Jetty Light 4" is now known as "Net Depot East Jetty Light 4" and the two new breakwaters are called, respectively, Middle Breakwater and the Long Beach Breakwater. The eastern end of the Long Beach Breakwater is submerged, but construction work is now in progress to build up that section similar to the rest of the breakwater. As the work progresses on the breakwater the old wording of the regulation would cause the boundary line to be constantly changed. In San Diego Harbor the "Outside Bar Lighted Bell Buoy 1SD" is now known as "San Diego Channel Lighted Bell Buoy 5."

By virtue of the authority vested in me by section 2 of the act of February 19, 1895, as amended, 28 Stat. 672, 33 U. S. C. 151, and section 101 of Reorganization Plan No. 3 of 1946, 11 F. R. 7875, the following editorial amendments to the regulations are prescribed and shall become effective on the date of publication of this document in the *Federal Register*:

1. Section 302.135 (12 F. R. 8460) is amended to read as follows:

§ 302.135 *San Pedro Bay*. A line drawn from Los Angeles Harbor Lighthouse through the axis of the Middle Breakwater to the easternmost extremity of the Long Beach Breakwater; thence to Net Depot East Jetty Light 4 at Anaheim Bay. (Sec. 2, 28 Stat. 672, 33 U. S. C. 151, sec. 101, Reorg. Plan No. 3 of 1946, 11 F. R. 7875)

2. Section 302.140 (12 F. R. 8460) is amended to read as follows:

§ 302.140 *San Diego Harbor*. A line drawn from the southerly tower

of the Coronado Hotel to San Diego Channel Lighted Bell Buoy 5; thence to Point Loma Lighthouse. (Sec. 2, 26 Stat. 672, 33 U. S. C. 151, sec. 101, Reorg. Plan No. 3 of 1946, 11 F. R. 7875)

Dated: March 23, 1948.

[SEAL] J. F. FARLEY,  
Admiral, U. S. Coast Guard,  
Commandant.

[F. R. Doc. 48-2762; Filed, Mar. 29, 1948;  
8:59 a. m.; 13 F. R. 1648 March 30, 1948]

#### Chapter IV—Coast Guard: Navigational Aids

[CGFR 48-4]

##### PART 403—LIGHTING OF BRIDGES

By virtue of the authority vested in me by 34 Stat. 85, as amended, 36 Stat. 538, as amended (33 U. S. C. 494, 720), and Reorganization Plan No. II, effective July 1, 1939, (53 Stat. 1431), § 403.2 (33 CFR, 1946 Supp.) is amended by the addition of the following note at the end thereof:

§ 403.2 *Lights on fixed bridges—*  
(a) *Single span high bridges.* \* \* \*

NOTE.—Until such time that existing mid-channel bridge navigation lights colored green and marking the center of the navigable channel under fixed bridges are repaired or replaced, it is permitted that these lights continue to show upstream and downstream on the axis of the channel. On and after repair or replacement of such existing mid-channel lights are made, they shall be colored green and placed to show through 360° in accordance with the above.

Dated: February 3, 1948.

[SEAL] E. H. FOLEY, Jr.,  
Acting Secretary of the Treasury.

[F. R. Doc. 48-1174; Filed, Feb. 9, 1948;  
8:46 a. m.; 13 F. R. 598 February 10, 1948]

### TITLE 46—SHIPPING

#### Chapter I—Coast Guard: Inspection and Navigation

##### SUBCHAPTER E—LOAD LINES

By virtue of the authority vested in me by section 101 of the Reorganization Plan No. 3 of 1946, 11 F. R. 7875, as well as the statutes cited with the regulations below, the following amendments to the regulations are prescribed, which shall become effective on and after March 1, 1948:

### PART 43—FOREIGN OR COASTWISE VOYAGE

#### ADMINISTRATION

Section 43.021 (46 CFR Supp.) is amended to read as follows:

§ 43.021 *Control*. (a) The Collector of Customs may detain a vessel for survey if he has reason to believe that the vessel is proceeding on her journey in excess of the draft allowed by the regulations in this part as indicated by the vessel's load line certificate, or otherwise. Immediately upon ordering a vessel detained, the Collector of Customs shall inform the Coast Guard District Commander thereof, who shall thereupon advise the collector whether or not he deems that the vessel may proceed to sea with safety. The Coast Guard District Commander may detain a vessel if it is so loaded as to be manifestly unsafe to proceed to sea, without advice thereof from the Collector of Customs. However, in such case, immediate notice of such detention shall be furnished the Collector of Customs so that clearance may be withheld.

(b) In the case of detention of a vessel, which shall be by written order, the detaining officer will immediately arrange for a survey in the manner prescribed by sections 7 of the Load Line Act of March 2, 1929 (45 Stat. 1494; 46 U. S. C. 85f), and of the Coastwise Load Line Act, 1935 (49 Stat. 889; 46 U. S. C. 88f). In the case of such a survey, the detaining officer shall appoint three disinterested surveyors and, where practicable, one of them shall be from the Surveying Staff of the American Bureau of Shipping. Where such surveyors are appointed by the Collector of Customs, such appointments shall be with the approval of the Coast Guard District Commander. Whenever a vessel is detained the master may, within five days, appeal to the Commandant, U. S. Coast Guard, who may, if he desires, order a further survey and may affirm, set aside, or modify the order of the detaining officer.

(c) Where a foreign vessel is detained or any action is taken which would appear likely to result in legal proceedings being taken against such a vessel, the consul of the country to which the vessel belongs shall be informed as soon as possible of the circumstances of the case.

(d) Pursuant to the provisions of sections 5 of the Load Line Act of March 2, 1929 (45 Stat. 1493; 46 U. S. C. 85d), and the Coastwise Load Line Act, 1935 (49 Stat. 889; 46 U. S. C. 88d), as amended, it is hereby certified that a vessel of a foreign country which has ratified the International Load Line Convention, 1930, shall be deemed a vessel of a foreign country as described in sections 5 of the cited acts, and such a vessel shall be exempt from the provisions of the regulations in this part insofar as the marking of the load lines and the certificating thereof are concerned, only so long as such country similarly recognizes the load lines established by the regulations in this part, for the purpose of a voyage by sea: *Provided*, That the vessel is marked with load lines and has on board a valid load line certificate certifying to the correctness of the mark, the vessel shall not be loaded beyond the limits allowed by the certificate, the position of the load line of the vessel shall correspond with the certificate, the hull and superstructure shall not have been so materially altered as to affect the calculations on which the load line was based, and alterations have not been made so that the protection of openings, guard rails, freeing ports, and means of access to crew's quarters, have made the vessel manifestly unfit to proceed to sea without danger to human life. (Sec. 2, 45 Stat. 1493, and sec. 2, 49 Stat. 888; 46 U. S. C. 85a, 88a)

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

##### ADMINISTRATION

Section 45.018 (46 CFR, Supps.) is amended to read as follows:

§ 45.018 *Control*. (a) The Collector of Customs may detain a vessel for survey if he has reason to believe that the vessel is proceeding on her journey in excess of the draft allowed by the regulations in this part as indicated by the vessel's load line certificate, or otherwise. Immediately upon ordering a vessel detained, the Collector of Customs shall inform the Coast Guard District Commander thereof, who shall thereupon advise the collector whether or not he deems that the vessel may proceed to sea with safety. The Coast Guard District Commander may detain a vessel if it is so loaded as to be manifestly unsafe to proceed to sea, without advice thereof from the Collector of Customs. However, in such case, immediate notice of such detention shall

be furnished the Collector of Customs so that clearance may be withheld.

(b) In the case of detention of a vessel, which shall be by written order, the detaining officer will immediately arrange for a survey in the manner prescribed by section 7 of the Coastwise Load Line Act, 1935 (49 Stat. 889; 46 U. S. C. 88f). In the case of such a survey, the detaining officer shall appoint three disinterested surveyors and, where practicable, one of them shall be from the Surveying Staff of the American Bureau of Shipping. Where such surveyors are appointed by the Collector of Customs, such appointments shall be with the approval of the Coast Guard District Commander. Whenever a vessel is detained the master may, within five days, appeal to the Commandant, U. S. Coast Guard, who may, if he desires, order a further survey and may affirm, set aside, or modify the order of the detaining officer.

(c) Where a foreign vessel is detained or any action is taken which would appear likely to result in legal proceedings being taken against such a vessel, the consul of the country to which the vessel belongs shall be informed as soon as possible of the circumstances of the case.

(d) Pursuant to the provisions of section 5 of the Coastwise Load Line Act, 1935 (49 Stat. 889; 46 U. S. C. 88d), as amended, it is hereby certified that a vessel of a foreign country which has ratified the International Load Line Convention, 1930, shall be deemed a vessel of a foreign country as described in section 5 of the cited act, and such a vessel shall be exempt from the provisions of the regulations in this part insofar as the marking of the load lines and the certificating thereof are concerned, only so long as such country similarly recognizes the load lines established by the regulations in this part, for the purpose of a voyage by sea: *Provided*, That the vessel is marked with load lines and has on board a valid load line certificate certifying to the correctness of the mark, the vessel shall not be loaded beyond the limits allowed by the certificate, the position of the load line of the vessel shall correspond with the certificate, the hull and superstructure shall not have been so materially altered as to affect the calculations on which the load line was based, and alterations have not been made so that the protection of openings, guard rails, freeing ports, and means of access to crew's quarters, have made the vessel manifestly unfit to proceed to sea without danger to human life. (Sec. 2, 49 Stat. 888; 46 U. S. C. 88a.)

#### PART 46—SUBDIVISION LOAD LINES FOR PASSENGER VESSELS

##### ADMINISTRATION

Section 46.022 (46 CFR, Supps.) is amended to read as follows:

§ 46.022 *Control*. (a) The duties and responsibilities of the Collector of Customs or the Coast Guard District Commander in respect to the load lines certified on the safety certificates of, and marked on passenger vessels engaged on foreign voyages by sea shall be the same as stated in § 43.021 of this subchapter.

(b) The duties and responsibilities of the Collector of Customs or the Coast Guard District Commander in respect to passenger vessels engaged in coastwise voyages by sea or voyages on the Great Lakes are as defined by § 43.021 or § 45.018 of this subchapter, as applicable. (Sec. 2, 45 Stat. 1493 and sec. 2, 49 Stat. 888; 46 U. S. C. 85a, 88a.)

Dated: February 4, 1948.

[SEAL] J. F. FARLEY,  
Admiral, U. S. Coast Guard,  
Commandant.

[F. R. Doc. 46-1233; Filed, Feb. 10, 1948;  
8:53 a. m.; 13 F. R. 617, Feb. 11, 1948]

#### STEAM VESSELS ON INLAND WATERS REQUIRING LICENSED MASTERS AND PILOTS

##### MISCELLANEOUS AMENDMENTS

The rules and regulations covering licensing and certificating of merchant marine personnel were republished in the *FEDERAL REGISTER* dated March 7, 1947 (12 F. R. 1549 et seq.), and revised the regulations previously published in 46 CFR Parts 25, 36, 62, 78, 96, 115, 138, and 155. Because it was necessary to revise the rules and regulations pertaining to licensing and certificating of merchant marine personnel to meet peacetime operating conditions and to comply with the Administrative Procedure Act (Public Law 404, 79th Cong., 60 Stat. 237), all the existing rules and regulations were studied and where necessary they were altered, reworded, or changed editorially so that they could be reinstated in Subchapter B—Merchant Marine Officers and Seamen (46 CFR Parts 10 and 12). The changes made in the substantive rules and regulations previously published were in accordance with the recommendations of the Merchant Marine Council made after considering the comments and suggestions at the public hearing held October 22, 1946, and it was stated that no changes were intended to be made in the substantive requirements which were not considered at that time. In preparing the *FEDERAL REGISTER* document six sec-



tions containing substantive requirements were canceled unintentionally and omitted from the revised regulations. These regulations established the tonnage of steam vessels on inland waters on which licensed masters and licensed pilots were required in the manning thereof. As the provisions of these regulations have been followed consistently since May 1, 1947, in the administration of the manning requirements of steam vessels on inland waters, the reinstatement of the six sections of regulations does not impose any additional burden on the parties affected, and neither was it intended nor contemplated that these substantive requirements be canceled, as such cancellation was not discussed at the public hearing held October 22, 1946.

In accordance with the Administrative Procedure Act (Public Law 404, 79th Cong., 60 Stat. 237), notice of proposed rule making, public procedure thereon, and publication thirty days prior to its effective date are found impracticable and contrary to the public interest, in that it is imperative for safety of life that steam vessels of more than 150 gross tons operating on inland waters be under the command of licensed masters; that navigation of steam vessels of more than 150 gross tons operating on inland waters be under the control of a first-class pilot; and further, that the time intervening between the date when the need for reinstating these sections became apparent and the present time is insufficient to provide for public rule making procedure, prior notice thereof, and publication of this document thirty days prior to its effective date. Any person aggrieved by the reestablishment of these regulations may submit a written brief setting forth all pertinent facts and a request for a hearing to the Commandant (CMC), U. S. Coast Guard, Washington 25, D. C., prior to March 24, 1948, so that a hearing, if requested, may be scheduled for the Merchant Marine Council on March 31, 1948.

By virtue of the authority vested in me by R. S. 4405, as amended, 46 U. S. C. 375, and section 101, Reorganization Plan No. 3 of 1946, 11 F. R. 7875, as well as the additional statutes cited with the regulations below, the following amendments to the regulations are prescribed and reinstated:

#### Subchapter H—Great Lakes: General Rules and Regulations

##### PART 78—SPECIAL OPERATING REQUIREMENTS

1. The heading for Part 78 is changed from "Licensed Officers and Certificated Men" to "Special Operating Requirements" to better describe the regulations set forth in this part.

2. Part 78 is amended by reestablishing § 78.29, which reads as follows:

§ 78.29 *Steam vessels requiring licensed masters.* There shall be a duly licensed master on board every steam vessel of more than 150 gross tons, subject to the inspection laws of the United States, whenever such vessel is under way. (R. S. 4439, 4463, 54 Stat. 346, and sec. 5 (e), 55 Stat. 244, as amended; 46 U. S. C. 222, 226, 1333, 50 U. S. C. Sup. 1275.)

3. Part 78 is amended by reestablishing § 78.38, which reads as follows:

§ 78.38 *Tonnage of steam vessels on which pilots may act.* (a) The navigation of every steam vessel of more than 150 gross tons shall be under the control of a first-class pilot.

(b) A first-class pilot, or a second-class pilot who has reached the age of 21 years, may act as master or pilot in charge of navigation of a steam vessel not exceeding 150 gross tons.

(c) A second-class pilot is authorized to act as pilot in charge of a watch on any steam vessel within the qualifications specified in his license. (R. S. 4442, 4463, 54 Stat. 346, and sec. 5 (e), 55 Stat. 244, as amended; 46 U. S. C. 214, 226, 1333, 50 U. S. C. Sup. 1275.)

#### Subchapter I—Bays, Sounds, and Lakes Other Than the Great Lakes: General Rules and Regulations

##### PART 96—SPECIAL OPERATING REQUIREMENTS

1. The heading for Part 96 is changed from "Licensed Officers and Certificated Men" to "Special Operating Requirements" to better describe the regulations set forth in this part.

2. Part 96 is amended by reestablishing § 96.28, which reads as follows:

§ 96.28 *Steam vessels requiring licensed masters.* (See § 78.29 of this chapter, as amended, which is identical with this section.)

3. Part 96 is amended by reestablishing § 96.37, which reads as follows:

§ 96.37 *Tonnage of steam vessels on which pilots may act.* (See § 78.38 of this chapter, as amended, which is identical with this section.)

#### Subchapter J—Rivers: General Rules and Regulations

##### PART 115—SPECIAL OPERATING REQUIREMENTS

1. The heading for Part 115 is changed from "Licensed Officers" to "Special Operating Requirements" to better describe the requirements set forth in this part.

2. Part 115 is amended by reestablishing § 115.27, which reads as follows:

§ 115.27 *Steam vessels requiring licensed masters.* (See § 78.29 of this chapter, as amended, which is identical with this section.)

3. Part 115 is amended by reestablishing § 115.36, which reads as follows:

§ 115.36 *Tonnage of steam vessels on which pilots may act.* (See § 78.38 of this chapter, as amended, which is identical with this section.)

Dated: February 17, 1948.

[SEAL] J. F. FARLEY,  
Admiral, U. S. Coast Guard,  
Commandant.

[F. R. Doc. 48-1615; Filed, Feb. 24, 1948; 8:59 a. m.; 13 F. R. 834 February 25, 1948]

#### MARINE ENGINEERING AND MATERIAL SPECIFICATIONS FOR MERCHANT VESSELS

Notices regarding proposed changes in the marine engineering regulations and material specifications were published in the *FEDERAL REGISTER* dated February 18 and August 22, 1947 (12 F. R. 1109, 5670), and public hearings were held by the Merchant Marine Council on March 26 and September 23, 1947, at Coast Guard Headquarters, Washington, D. C. All the comments and suggestions made at or submitted for these public hearings were considered and incorporated into the revised regulations where possible.

The regulations for marine engineering and material specifications for merchant vessels in 46 CFR, Parts 50 to 57, inclusive (Subchapter F—Marine Engineering), have been revised and brought up to date so that the regulations and specifications will reflect the experiences gained through wartime operations. In general, the changes are intended to clarify existing regulations; effect editorial changes; bring regulations into closer agreement with the requirements of the American Bureau of Shipping, the boiler and unfired pressure vessel codes of the American Society of Mechanical Engineers, and the standards of the American Society for Testing Materials; and incorporate numerous recommendations proposed by boiler manufacturers, marine engineers, and others. The Administrative Procedure Act (Pub. Law 404, 79th Cong., 60 Stat. 238, 5 U. S. C. 1001, et seq.) also intended that procedural rules should be separated from substantive regulations. Because of this and since it has become necessary to revise the marine engineering regulations and material specifications for mer-

chant vessels to meet peacetime operating requirements, all the existing rules and regulations in 46 CFR, Parts 50 to 57, inclusive (Subchapter F—Marine Engineering), have been studied and where necessary they have been altered, reworded, or changed editorially so that they could be republished herein. The changes made in the substantive regulations previously published, as well as the new regulations which have been added, are in accordance with the recommendations of the Merchant Marine Council made after considering the comments and suggestions offered at the public hearings held March 26 and September 23, 1947. As the section numbers have been changed to conform with the style used when revising complete parts of regulations, two tables at the beginning of Subchapter F—Marine Engineering have been prepared showing the old section numbers with the new section numbers and also the new section numbers with the old section numbers.

By virtue of the authority vested in me by R. S. 4405, as amended, 46 U. S. C. 375, and section 101, Reorganization Plan No. 3 of 1946, 11 F. R. 7875, as well as the statutes cited with the regulations below, the following regulations are prescribed, which shall become effective on and after July 1, 1948:

#### Subchapter D—Tank Vessels

### PART 34—FIRE-FIGHTING EQUIPMENT

#### INSPECTION OF FIRE-FIGHTING EQUIPMENT

Section 34.1-1 is amended by designating the first sentence paragraph (a) and by adding paragraphs (b), (c), and (d), which were formerly published in § 54.18-6 (b), (c), and (d), so that the section will read as follows:

§ 34.1-1 *Inspection of fire-fighting equipment; general—TB/ALL.* (a) At each annual inspection, and at any other time as required in the judgment of the Officer in Charge, Marine Inspection, all fire-fighting equipment on tank vessels shall be inspected.

(b) The examination of the fire-fighting equipment shall be made by inspectors. This applies to fire pumps, hose, chemical fire extinguishers, axes, and steam or gas smothering lines to cargo holds and compartments.

(c) The inspectors shall examine the fire-fighting equipment provided for the fireroom and engine room to ascertain if it conforms to the regulations in this subchapter and that it is in good condition for immediate use.

(d) At the annual inspection or periodical reinspections, the inspectors shall examine the water-sprin-

klings system, when fitted, to ascertain if it is in good condition and ready for immediate use. (R. S. 4405, 4417a, and sec. 5 (e), 55 Stat. 244, as amended; 46 U. S. C. 375, 391a, 50 U. S. C. 1275; and section 101, Reorg. Plan No. 3 of 1946; 11 F. R. 7875.)

#### Subchapter F—Marine Engineering

Parts 50 to 57, inclusive, are amended as set forth below. The "Marine Engineering Regulations and Material Specifications" as revised are too voluminous to be reprinted herein. Copies of these regulations are available for distribution and may be obtained upon request from the Commandant (HA), U. S. Coast Guard, Washington 25, D. C.

### PART 58—BOILER PLATE; BOILERS AND ATTACHMENTS

Section 58.25 *Welding and reinforcing* is amended by changing the reference to "§ 57.21-4" to "§ 57.15-1 of this subchapter," which appears at the end of the last undesignated paragraph.

#### Subchapter G—Ocean and Coastwise: General Rules and Regulations

### PART 62—SPECIAL OPERATING REQUIREMENTS

Section 62.61 *Fusible plug report* is canceled. (The text of this section has been revised and transferred to § 57.20-20, *supra*.)

### PART 63—INSPECTION OF VESSELS

Section 63.11 is amended by adding a new paragraph (g), which was formerly published as § 54.18-7, and which reads as follows:

§ 63.11 *Specifications covering types of voice tubes and telephones.* \* \* \*

(g) *Engine-room signals.* Signals between engine room and pilothouse, whether they be telegraph, bell, whistle, telephone, or voice tubes, shall be examined and tested at each inspection. (R. S. 4405, 4418, 4426, 49 Stat. 1544, 54 Stat. 346, and sec. 5 (e), 55 Stat. 244, as amended; 46 U. S. C. 375, 392, 404, 367, 1333, 50 U. S. C. 1275; and sec. 101, Reorg. Plan No. 3 of 1946; 11 F. R. 7875.)

### PART 64—DUTIES OF INSPECTORS

Part 64 is amended by adding two new §§ 64.21 and 64.22, which were formerly published as §§ 54.18-6 and 54.18-10, respectively, and which read as follows:

§ 64.21 *Fire-prevention inspection.* (a) When inspecting oil-burning vessels, either internal-combustion type

or steam-driven type, the inspector shall examine the tank tops and bilges in the fireroom and engine room to see that there is no accumulation of oil which might create a fire hazard.

(b) The examination of the fire-fighting equipment shall be made by inspectors. This applies to fire pumps, hose, chemical fire extinguishers, axes, and steam or gas smothering lines to cargo holds and compartments.

(c) The inspectors shall examine the fire-fighting equipment provided for the fireroom and engine room to ascertain if it conforms to the regulations in this subchapter and that it is in good condition for immediate use.

(d) At the annual inspection or periodical reinspections, the inspectors shall examine the water-sprinkling system, when fitted, to ascertain if it is in good condition and ready for immediate use. (R. S. 4405, 4426, 4453, 49 Stat. 1544, 54 Stat. 346, 1029, and sec. 5 (e), 55 Stat. 244, as amended; 46 U. S. C. 367, 375, 404, 435, 463a, 1333, 50 U. S. C. 1275; and sec. 101, Reorg. Plan No. 3 of 1946; 11 F. R. 7875.)

§ 64.22 *Inspection of quarters.* It shall be the duty of the inspector to examine passengers' and crews' quarters to see that they are kept in a sanitary condition and to report any deficiencies. (R. S. 4405, 4417, 49 Stat. 1544, 1935, 54 Stat. 346, and sec. 5 (e), 55 Stat. 244, as amended; 46 U. S. C. 367, 375, 391, 660a, 1333; 50 U. S. C. 1275; and sec. 101, Reorg. Plan No. 3 of 1946; 11 F. R. 7875.)

#### Subchapter H—Great Lakes: General Rules and Regulations

### PART 78—SPECIAL OPERATING REQUIREMENTS

Section 78.54 *Fusible plug report* is canceled. (The text of this section has been revised and transferred to § 57.20-20, *supra*.)

### PART 79—INSPECTION OF VESSELS

Section 79.12 is amended by adding a new paragraph (g), which was formerly published as § 54.18-7, and which reads as follows:

§ 79.12 *Specifications covering types of voice tubes and telephones.* \* \* \*

(g) *Engine-room signals.* Signals between engine room and pilothouse, whether they be telegraph, bell, whistle, telephone, or voice tubes, shall be examined and tested at each inspection. (R. S. 4405, 4418, 4426, 54 Stat. 346, and sec. 5 (e), 55 Stat. 244, as amended; 46 U. S. C. 375, 392, 404, 1333, 50 U. S. C. 1275; and sec. 101, Reorg. Plan No. 3 of 1946; 11 F. R. 7875.)



## PART 83—DUTIES OF INSPECTORS

Part 83 is amended by adding two new §§ 83.21 and 83.22, which were formerly published as §§ 54.18-6 and 54.18-10, respectively, and which read as follows:

§ 83.21 *Fire-prevention inspection.* (See § 64.21 of this chapter, which is identical with this section.)

§ 83.22 *Inspection of quarters.* (See § 64.22 of this chapter, which is identical with this section.)

Subchapter I—Boys, Sounds, and Lakes Other Than the Great Lakes: General Rules and Regulations

## PART 96—SPECIAL OPERATING REQUIREMENTS

Section 96.53 *Fusible plug report* is canceled. (The text of this section has been revised and transferred to § 57.20-20, *supra*.)

## PART 97—INSPECTION OF VESSELS

Section 97.14 is amended by adding a new paragraph (g), which was formerly published as § 54.18-7, and which reads as follows:

§ 97.14 *Specifications covering types of voice tubes and telephones.*

(g) *Engine-room signals.* Signals between engine room and pilothouse, whether they be telegraph, bell, whistle, telephone, or voice tubes, shall be examined and tested at each inspection. (R. S. 4405, 4418, 4426, 54 Stat. 346, and sec. 5 (c), 55 Stat. 244, as amended; 46 U. S. C. 375, 392, 404, 1333, 50 U. S. C. 1275; and sec. 101, Reorg. Plan No. 3 of 1946; 11 F. R. 7875)

## PART 101—DUTIES OF INSPECTORS

Part 101 is amended by adding two new §§ 101.21 and 101.22, which were formerly published as §§ 54.18-6 and 54.18-10, respectively, and which read as follows:

§ 101.21 *Fire-prevention inspection.* (See § 64.21 of this chapter, which is identical with this section.)

§ 101.22 *Inspection of quarters.* (See § 64.22 of this chapter, which is identical with this section.)

## SUBCHAPTER J—RIVERS: GENERAL RULES AND REGULATIONS

## PART 115—SPECIAL OPERATING REQUIREMENTS

Section 115.46 *Fusible plug report* is canceled. (The text of this section has been revised and transferred to § 57.20-20, *supra*.)

## PART 116—INSPECTION OF VESSELS

Section 116.10 is amended by adding a new paragraph (g), which was formerly published as § 54.18-7, and which reads as follows:

§ 116.10 *Specifications covering types of voice tubes and telephones.* (See § 97.14 of this chapter, as amended, which is identical with this section.)

## PART 120—DUTIES OF INSPECTORS

Part 120 is amended by adding two new §§ 120.21 and 120.22, which were formerly published as §§ 54.18-6 and 54.18-10, respectively, and which read as follows:

§ 120.21 *Fire-prevention inspection.* (See § 64.21 of this chapter, which is identical with this section.)

§ 120.22 *Inspection of quarters.* (See § 64.22 of this chapter, which is identical with this section.)

Dated: March 23, 1948.

[SEAL] J. F. FARLEY,  
Admiral, U. S. Coast Guard,  
Commandant.

[F. R. Doc. 48-2817; Filed, Mar. 30, 1948;  
8:50 a. m.; 13 F. R. 1668, March 31,  
1948]

Subchapter N—Explosives or Other Dangerous Articles or Substances, and Combustible Liquids on Board Vessels

[CGFR 48-9]

## PART 146—TRANSPORTATION OR STORAGE OF EXPLOSIVES OR OTHER DANGEROUS ARTICLES OR SUBSTANCES, AND COMBUSTIBLE LIQUIDS ON BOARD VESSELS

LIQUEFIED PETROLEUM GAS (PRESSURE NOT EXCEEDING 200 LBS. PER SQ. IN. AT 100° F.)

By virtue of the authority vested in me by R. S. 4472, as amended (46 U. S. C. 170), and section 101 of Reorganization Plan No. 3 of 1946 (11 F. R. 7875), I find that an emergency exists and the following amendment to the regulations governing explosives or other dangerous articles on board vessels shall be made effective on the date of publication of this document in the FEDERAL REGISTER. This amendment to regulations governing the transportation of explosives or other dangerous articles on board vessels is published without prior general notice of its proposed issuance for the reason that notice, public rule making procedure, and effective date requirements in connection therewith are hereby found to be impracticable and contrary to the public interest. This emergency is due to the shortage of satisfactory containers needed for the transportation of liquefied petroleum

gas for export and domestic service. The added regulation sets forth requirements for transporting liquefied petroleum gas when the pressure does not exceed 200 lbs. per sq. in. at 100° F. This same regulation has been approved by the Interstate Commerce Commission and published as Specification ICC 50—Unlagged Portable Tank Containers for Transportation of Liquefied Petroleum Gases in Export and Domestic Service, see FEDERAL REGISTER dated February 13, 1948 (13 F. R. 665). The purpose of this amendment to the regulations is to allow the shipment of liquefied petroleum gas at pressures not exceeding 200 lbs. per sq. in. at 100° F. on board merchant vessels under certain required conditions.

Section 146.24-100 Table G—Classification: Compressed gases is amended as follows:

Following the article "Liquefied petroleum gas (pressure not exceeding 65 lbs. per sq. in. at 105° F.)" add: In column 1, "Liquefied petroleum gas (pressure not exceeding 200 lbs. per sq. in. at 100° F.)." In column 2, "Inflammable gas. Predominant components are generally propane, propylene, butanes (normal butane or isobutane), butylenes, and butadiene. Heavier than air. Mixtures with air in certain proportions will be inflammable and explosive." In column 3, "Red gas." In column 4, "Stowage: 'On deck protected.' 'On deck under cover.' Containers: Tanks (ICC-50). (Fixed length dip tube gauging devices are not acceptable, ICC-50 Subparagraph 9 (b).)" In columns 5 and 6, "Not permitted." In column 7, "Ferry stowage (BB). Containers: Tanks (ICC-50). (Fixed length dip tube gauging devices are not acceptable, ICC-50 Subparagraph 9 (b).)"

(R. S. 4472, as amended, 46 U. S. C. 170, sec. 101. Reorg. Plan No. 3 of 1946, 11 F. R. 7875)

Dated: March 8, 1948.

[SEAL] J. F. FARLEY,  
Admiral, U. S. Coast Guard,  
Commandant.

[F. R. Doc. 48-2189; Filed, Mar. 11, 1948;  
8:49 a. m.; 13 F. R. 1320 Mar. 12, 1948]

Appendix A—Waivers of Navigation and Vessel Inspection Laws and Regulations

## CONTINUATION IN EFFECT OF CERTAIN ORDERS WAIVING COMPLIANCE WITH NAVIGATION AND VESSEL INSPECTION LAWS AND REGULATIONS

Pursuant to the authority vested in the Commandant, U. S. Coast Guard, by the act of March 31, 1947 (Public Law 27), as amended by the act of July 31, 1947 (Public Law 293, 80th Cong., first Sess.), and by section 2 of the act of February 27, 1948 (Public Law 423, 80th Cong., second Sess.), I

hereby find that the continuation of all currently effective waiver orders, including regulations and instructions relating thereto, and affecting laws and regulations relating to navigation and vessel inspection administered by the Coast Guard, is presently necessary in the orderly reconversion of the merchant marine from a wartime to a normal peacetime basis. Accordingly, all such orders, regulations, and instructions are hereby ratified, affirmed and continued in force until modified, superseded or rescinded. The waiver order of the Commandant, U. S. Coast Guard, dated April 1, 1947, and published in the *FEDERAL REGISTER* on April 2, 1947 (12 F. R. 2168), bearing the same title as this order is hereby rescinded, effective on publication of this document in the *FEDERAL REGISTER*.

(Pub. Laws 27, 293, 423, 80th Cong.; 61 Stat. 33, 685)

Dated: March 16, 1948.

[SEAL] J. F. FARLEY,  
Admiral, U. S. Coast Guard,  
Commandant.

[F. R. Doc. 48-2474; Filed, Mar. 22, 1948;  
9:05 a. m.; 13 F. R. 1508, March 23,  
1948]

## Equipment Approved by the Commandant

By virtue of the authority vested in me by R. S. 4405, 4417a, 4418, 4426, 4433, 4491, 49 Stat. 1384, 1544, 54 Stat. 346, 1028, and sec. 5 (e), 55 Stat. 244, as amended (46 U. S. C. 367, 369, 375, 391a, 392, 404, 411, 463a, 489, 1333, 50 U. S. C. 1275), and section 101 of Reorganization Plan No. 3 of 1946 (11 F. R. 7875), the following approvals of equipment and termination of approvals of equipment are prescribed:

### SECONDARY BOILER FEEDWATER LEVEL INDICATORS

Approval No. 162.025/33/0, Reliance Eye-Hye secondary boiler water gauge, remote boiler water level indicator, "U" tube differential pressure gauge connected to primary water column gauge, model No. E-34, rating 2,000 p. s. i., Dwg. No. B-6209, manufactured by The Reliance Gauge Column Co., 5902 Carnegie Avenue, Cleveland, Ohio.

Approval No. 162.025/34/0, Reliance Eye-Hye secondary boiler water gauge, remote boiler water level indicator, "U" tube differential pressure gauge connected to primary water column gauge, model No. E-35, rating 2,000 p. s. i., Dwg. No. B-6210, manufactured by The Reliance Gauge Column Co., 5902 Carnegie Avenue, Cleveland, Ohio.

Approval No. 162.025/35/0, Reliance Eye-Hye secondary boiler water gauge, remote boiler water level indicator, "U" tube differential pressure gauge connected to primary water column gauge, model No. E-35-0, rating 2,000 p. s. i., Dwg. No. B-6211, manufactured by The Reliance Gauge Column Co., 5902 Carnegie Avenue, Cleveland, Ohio.

### BULKHEAD PANELS

Approval No. 164.008/23/1, "Almarine-A," hollow aluminum, asbestos board core bulkhead panel identical to that described in National Bureau of Standards Test Report No. TG3630-2: FP2563, dated 31 October 1947, and modified by Martin-Parry Dwg. No. 44196, Alt. 1, dated 10 December 1947, approved as meeting Class B-15 requirements in a 2 3/8 inch thickness when fitted with a 1/4 inch asbestos millboard or 3/16 inch J-M Marine Sheathing core with two 0.025 inch asbestos paper inserts, manufactured by Martin-Parry Corporation, York, Pa. This approval modifies Approval No. 164.008/23/0 published in Federal Register dated 12 February 1948 (13 F. R. 636).

Approval No. 164.008/26/0, "Almarine-A-3," hollow aluminum, bulkhead panel identical to that described in National Bureau of Standards Test Report No. TG3630-4: FP2581, dated 13 January 1948, approved as meeting Class B-15 requirements in a 2 3/8 inch thickness with two 1/8 inch asbestos millboard inserts; this panel shall not be used in Class A-60 construction without the approval of the Commandant for the specific location; manufactured by Martin-Parry Corporation, York, Pa.

[13 F. R. 1588, March 25, 1948]

### BUOYANT CUSHIONS, STANDARD

NOTE.—Cushions are for use on motorboats of Classes A, 1, and 2 not carrying passengers for hire.

Approval No. 160.007/60/0, standard kapok buoyant cushion, U. S. C. G. Specification 160.007, manufactured by McVeigh Industries, Inc., 20417 Fenkell Street, Detroit 23, Mich.

Approval No. 160.007/61/0, standard kapok buoyant cushion, U. S. C. G. Specification 160.007, manufactured by Aqua-Buoy Cushion Co., 6033 E. McNichols Road, Detroit 12, Mich.

Approval No. 160.007/62/0, standard kapok buoyant cushion, U. S. C. G. Specification 160.007, manufactured by Globe Corporation, Aircraft Division, Joliet, Ill.

Approval No. 160.007/63/0, standard kapok buoyant cushion, U. S. C. G. Specification 160.007, manufactured by Miami Trim Shop, 1614 N. W. 27th Avenue, Miami 35, Fla.

(54 Stat. 164, 166; 46 U. S. C. 526e, 526p; 46 CFR 25.4-1, 28.4-8)

### BUOYANT CUSHIONS, NON-STANDARD

NOTE.—Cushions are for use on motorboats of Classes A, 1, and 2 not carrying passengers for hire.

Approval No. 160.008/385/0, 15" x 15" x 2" rectangular buoyant cushion, 20 oz. kapok, flexible plastic sheeting cover and straps, specification dated 9 February 1948, manufactured by Elvin Salow Company, 379-381 Atlantic Avenue, Boston 10, Mass.

(54 Stat. 164, 166; 46 U. S. C. 526e, 526p; 46 CFR 25.4-1, 28.4-8)

### SEA ANCHORS

Approval No. 160.019/8/0, Type 1 sea anchor, U. S. C. G. Dwg. No. MMI-562, and specification, dated 1 November 1943, revised 24 August 1944, manufactured by A. L. Robertson, Inc., 113 S. Gay Street, Baltimore 2, Md.

(R. S. 4417a, 4426, 4488, 49 Stat. 1544, 54 Stat. 346, and sec. 5 (e), 55 Stat. 244, as amended; 46 U. S. C. 367, 391a, 404, 481, 1333, 50 U. S. C. 1275; 46 CFR 33.3-1, 33.3-2, 59.11, 76.14)

### DAVITS, LIFEBOAT

Approval No. 160.032/75/0, spring davit, automatic Type C, temporary approval of one set for a maximum working load of 20,000 pounds per set (10,000 pounds per arm) for test purposes on a Maritime Service training vessel for a period of not less than one year, identified by general assembly Dwg. No. 715-D, Alt. 4, dated 24 May 1946, submitted by The Landley Company, Inc., Division of Cargocare Engineering Corporation, New York, N. Y.

Approval No. 160.032/98/0, mechanical davit, crescent sheath screw Type C-80, approved for maximum working load of 16,000 pounds per set (8,000 pounds per arm) using not less than 3 part falls, identified by general arrangement Dwg. No. 3187, dated 28 October 1947, manufactured by Welin Davit and Boat Division of American Steel and Copper Industries, Inc., Perth Amboy, N. J.

(R. S. 4417a, 4426, 4481, 4488, 49 Stat. 1544, 54 Stat. 346, and sec. 5 (e), 55 Stat. 244, as amended; 46 U. S. C. 367, 391a, 404, 474, 481, 1333, 50 U. S. C. 1275; 46 CFR 37.1-4, 59.3, 60.21, 76.15, 94.14, 113.23)

### MECHANICAL DISENGAGING APPARATUS (FOR LIFEBOATS)

Approval No. 160.033/30/0, Rottmer Type A-1 releasing gear, approved for maximum working load of 21,300 pounds per set (10,650 pounds per hook), identified by hoist gear assembly, Dwg. No. M-25-1, dated 23 July 1946, and revised 18 February 1948,

manufactured by Marine Safety Equipment Corporation, Point Pleasant, N. J.

(R. S. 4417a, 4426, 4488, 49 Stat. 1544, 54 Stat. 346, and sec. 5 (e), 55 Stat. 244, as amended; 46 U. S. C. 367, 391a, 404, 481, 1333, 50 U. S. C. 1275; 46 CFR 37.1-7, 59.68, 76.62, 94.59)

#### HAND PROPELLING GEAR, LIFEBOAT

Approval No. 160.034/9/0, Welin single gear type hand propelling gear, identified by "Arrangement of Hand Propelling Gear for Lifeboats," Dwg. No. 3184, dated 13 October 1945, and revised 29 December 1947, manufactured by Welin Davit and Boat Division of American Steel and Copper Industries, Inc., Perth Amboy, N. J.

(R. S. 4417a, 4426, 49 Stat. 1544, 54 Stat. 346, and sec. 5 (e), 55 Stat. 244, as amended; 46 U. S. C. 367, 391a, 404, 1333, 50 U. S. C. 1275; 46 CFR 33.3-1, 59.11)

#### LIFEBOATS

Approval No. 160.035/182/0, 22.0' x 6.5' x 2.83' steel oar-propelled lifeboat, 24-person capacity, identified by the construction and arrangement Dwg. No. 3190, dated 22 September 1947, submitted by the Welin Davit and Boat Division of American Steel and Copper Industries, Inc., Perth Amboy, N. J.

Approval No. 160.035/183/0, 22.0' x 6.75' x 2.92' steel oar-propelled lifeboat, 25-person capacity, identified by construction and arrangement Dwg. No. 3181, dated 22 September 1947, submitted by the Welin Davit and Boat Division of the American Steel and Copper Industries, Inc., Perth Amboy, N. J.

Approval No. 160.035/191/0, 28' x 9.79' x 4.13' steel hand-propelled lifeboat, 66-person capacity, identified by construction and arrangement Dwg. No. 3199, dated 16 January 1948, manufactured by Welin Davit and Boat Division of American Steel and Copper Industries, Inc., Perth Amboy, N. J.

Approval No. 160.035/194/0, 35.0' x 12.33' x 5.25' steel hand-propelled lifeboat, 135-person capacity, identified by construction and arrangement Dwg. No. 1871, dated 11 December 1940, and revised 21 August 1947, manufactured by the Welin Davit and Boat Division of American Steel and Copper Industries, Inc., Perth Amboy, N. J.

Approval No. 160.035/201/0, 24' x 7.75' x 3.33' steel hand-propelled lifeboat, 37-person capacity, identified by construction and arrangement Dwg. No. 3182, dated 2 October 1947, manufactured by Welin Davit and Boat Division of American Steel and Copper Industries, Inc., Perth Amboy, N. J.

Approval No. 160.035/201/0, 28' x 10' x 4' steel hand-propelled lifeboat,

66-person capacity, identified by the construction and arrangement Dwg. No. HMS-700-A, dated October 1947, alt. 1, dated February 1948, submitted by the Tregoning Industries, Inc., Seattle, Wash.

Approval No. 160.035/203/0, 24.0' x 8.0' x 3.73' steel oar-propelled lifeboat, 40-person capacity, identified by construction and arrangement Dwg. No. 24-1, dated 16 May 1946, and revised 16 January 1948, manufactured by Marine Safety Equipment Corporation, Point Pleasant, N. J.

Approval No. 160.035/204/0, 20' x 6' x 2.5' steel oar-propelled lifeboat, 20-person capacity, identified by construction and arrangement Dwg. No. 20-1 dated 29 October 1947, submitted by the Marine Safety Equipment Corporation, Point Pleasant, N. J.

Approval No. 160.035/209/0, 33.5' x 11.75' x 4.88' steel hand-propelled lifeboat, 100-person capacity, identified by construction and arrangement Dwg. No. 3194, dated 26 November 1947, and revised 26 January 1948, manufactured by the Welin Davit and Boat Division of American Steel and Copper Industries, Inc., Perth Amboy, N. J.

Approval No. 160.035/213/0, 12.0' x 4.4' x 1.9' steel oar-propelled lifeboat, 6-person capacity for river service, identified by construction and arrangement Dwg. No. G-402, dated 24 December 1947, manufactured by C. C. Galbraith and Son, Inc., New York, N. Y.

Approval No. 160.035/215/0, 20' x 6.8' x 2.9' steel motor-propelled lifeboat without radio cabin, 21-person capacity, identified by general arrangement and construction Dwg. No. MHMS-305A, dated January 1948, submitted by Tregoning Industries, Inc., Seattle, Wash.

(R. S. 4417a, 4426, 4481, 4488, 4492, 35 Stat. 428, 49 Stat. 1544, 54 Stat. 346, and sec. 5 (e), 55 Stat. 244, as amended; 46 U. S. C. 367, 391a, 396, 404, 474, 481, 490, 1333, 50 U. S. C. 1275; 46 CFR 37.1-1, 59.13, 76.16, 94.15, 113.10)

#### SOUND POWERED TELEPHONE EQUIPMENT

Approval No. 161.005/35/0, sound powered telephone station, selective ringing, common talking, 11 stations maximum, nonwaterproof, with self-contained hand generator bell, Model D, desk model, Dwg. No. 16, Alt. 1, for use in officers quarters and radio room, manufactured by Hose-McCann Telephone Company, Inc., 25th Street and 3rd Avenue, Brooklyn 32, N. Y.

(R. S. 4417a, 4418, 4426, 49 Stat. 1544, 54 Stat. 346, and sec. 5 (e), 55 Stat. 244, as amended; 46 U. S. C. 367, 391a, 392, 404, 1333, 50 U. S. C. 1275; 46 CFR 32.9-4, 63.11, 79.12, 97.14, 116.10)

#### FIRE EXTINGUISHERS, HAND, PORTABLE, CARBON-TETRACHLORIDE TYPE

Approval No. 162.004/57/0, Kidde VL No. 6 (Symbol AM), 1-quart carbon-tetrachloride hand portable fire extinguisher, American-LaFrance-Foamite assembly Dwg. No. 13X-1237, rev. A, dated 26 December 1946, American-LaFrance-Foamite name plate Dwg. No. 13X-648, dated 25 March 1946, manufactured by Walter Kidde and Co., Inc., Belleville 9, N. J., by American-LaFrance-Foamite Corp., Elmira, N. Y.

Approval No. 162.004/58/0, Kidde VL No. 5 (Symbol AM), 1½-quart carbon-tetrachloride hand portable fire extinguisher, American-LaFrance-Foamite assembly Dwg. No. 13X-1238, rev. A, dated 26 December 1946, American-LaFrance-Foamite name plate Dwg. No. 13X-648, dated 25 March 1946, manufactured by Walter Kidde and Co., Inc., Belleville 9, N. J., by American-LaFrance-Foamite Corp., Elmira, N. Y.

(R. S. 4417a, 4426, 4479, 4492, 49 Stat. 1544, 54 Stat. 165, 166, 346, 1028, and sec. 5 (e), 55 Stat. 244, as amended; 46 U. S. C. 367, 391a, 404, 463a, 472, 490, 526g, 526p, 1333, 50 U. S. C. 1275; 46 CFR 25.5-1, 26.3-1, 27.3-1, 34.5-1, 61.13, 77.13, 95.13, 114.15)

#### FIRE EXTINGUISHERS, HAND, PORTABLE, CARBON-DIOXIDE TYPE

Approval No. 162.005/13/0, C-O-TWO, Squeeze Grip Type PS-5, 5-lb. carbon dioxide hand portable fire extinguisher, assembly Dwg. No. C-57188, rev. 29 August 1946, name plate Dwg. No. C-57077, rev. 24 July 1946, manufactured by C-O-Two Fire Equipment Co., Box 390, Newark 1, N. J.

(R. S. 4417a, 4426, 4479, 4492, 49 Stat. 1544, 54 Stat. 165, 166, 346, 1028, and sec. 5 (e), 55 Stat. 244, as amended; 46 U. S. C. 367, 391a, 404, 463a, 472, 490, 526g, 526p, 1333, 50 U. S. C. 1275; 46 CFR 25.5-1, 26.3-1, 27.3-1, 34.5-1, 61.13, 77.13, 95.13, 114.15)

#### FIRE EXTINGUISHERS, HAND, PORTABLE, SODA-ACID TYPE

Approval No. 162.007/29/0, Kidde (Symbol AM), 2½-gallon soda-acid hand portable fire extinguisher, American-LaFrance-Foamite assembly Dwg. No. 2X-1108, dated 20 May 1946, American-LaFrance-Foamite name plate Dwg. No. 2X-344, dated 25 March 1946, manufactured by Walter Kidde and Co., Inc., Belleville 9, N. J., by American-LaFrance-Foamite Corp., Elmira, N. Y.

(R. S. 4417a, 4426, 4479, 4492, 49 Stat. 1544, 54 Stat. 165, 166, 346, 1028, and sec. 5 (e), 55 Stat. 244, as amended; 46 U. S. C. 367, 391a, 404, 463a, 472, 490, 526g, 526p, 1333, 50 U. S. C. 1275; 46 CFR 25.5-1, 26.3-1, 27.3-1, 34.5-1, 61.13, 77.13, 95.13, 114.15)



# GAS RANGES USING PROPANE OR BUTANE GASES

Approval No. 162.020/3/0. Magic Chef gas range, Model No. 660-23, using liquefied petroleum gas, approval certificate issued by the American Gas Association, Inc., AGA Report No. 11-22-2401 and Supplementary Report No. 11-22-2801, manufactured by the American Stove Company, 4931 Daggett Avenue, St. Louis 10, Mo.

(R. S. 4417a, 4426, 49 Stat. 1544, 54 Stat. 346, 1028, and sec. 5 (e), 55 Stat. 244, as amended; 46 U. S. C. 367, 391a, 404, 463a, 1333, 50 U. S. C. 1275; 46 CFR 32.9-11, 61.25, 77.24, 95.24, 114.25)

## DECK COVERING

Approval No. 164.006/31/0, "Corkstone," magnesite type deck covering identical to that described in National Bureau of Standards Test Report No. TG367-131: FP2584, dated 14 January 1948, approved for use without other insulating material as meeting Class A-60 requirements in a 1½-inch thickness, manufactured by the Lasting Products Company, 200-212 S. Franklinton Road, Baltimore 23, Md.

Approval No. 164.006/32/0, "Ocean-Lite Decking," magnesite type deck covering identical to that described in National Bureau of Standards Test Report No. TG367-128: FP2577, dated 10 December 1947, approved for use without other insulating material as meeting Class A-60 requirements in a 1½-inch thickness, manufactured by Oceanic Insul-Lite Corporation, 464 Baltic Street, Brooklyn 17, N. Y.

Approval No. 164.006/33/0, "Oak-tred," magnesite type deck covering identical to that described in National Bureau of Standards Test Report No. TG367-132: FP2593, dated 27 January 1948, approved for use without other insulating material as meeting Class A-60 requirements in a 1½-inch thickness, manufactured by Kompolite Building Materials, Inc., 111-115 Clay Street, Brooklyn 22, N. Y.

(R. S. 4417a, 4426, 49 Stat. 1384, 1544, 54 Stat. 346, 1028, and sec. 5 (e), 55 Stat. 244, as amended; 46 U. S. C. 367, 369, 391a, 404, 463a, 1333, 50 U. S. C. 1275; 46 CFR 164.006)

## LIFE PRESERVERS, CORK AND Balsa WOOD (JACKET TYPE)

Approval No. A-342, standard adult cork life preserver, recovered by E. J. Miller Co., 66 Broadway Avenue, Mount Clemens, Mich.

Approval No. A-343, standard child cork life preserver, recovered by E. J. Miller Co., 66 Broadway Avenue, Mount Clemens, Mich.

(R. S. 4417a, 4426, 4488, 4492, 35 Stat. 428, 49 Stat. 1544, 54 Stat. 164, 166, 346, sec. 5 (e), 55 Stat. 244, as amended; 46

U. S. C. 367, 391a, 396, 404, 481, 490, 526e, 526p, 1333, 50 U. S. C. 1275; 46 CFR 28.4-1, 33.6-1, 59.55, 60.48, 76.52, 94.52, 113.44)

Dated: March 25, 1948.

[SEAL] MERLIN O'NEILL,  
Rear Admiral, U. S. Coast Guard,  
Acting Commandant.

[F. R. Doc. 48-2903; Filed, Mar. 31, 1948;  
8:53 a. m.; 13 F. R. 1790, April 1, 1948]

## CERTIFICATION OF ARTICLES OF SHIPS' STORES AND SUPPLIES

Articles of ships' stores and supplies certificated from January 25,

1948, to March 25, 1948, 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":

Elraco Engineering Co., 732 W. 58th St., Los Angeles, Calif., dated March 8, 1948, certification No. 244. "Elraco Tank Coating."

Elraco Engineering Co., 732 W. 58th St., Los Angeles, Calif., dated March 8, 1948, certification No. 245. "Elraco Refractory Coating."

Nu Steel Co., 1714 S. Ashland Ave., Chicago 8, Ill., dated March 22, 1948, certification No. 246. "Nu Steel."

## ELECTRICAL APPLIANCES

The following list supplements that published by the United States Coast Guard under date of May 15, 1943, entitled "Miscellaneous Electrical Equipment Satisfactory for Use on Merchant Vessels," as well as subsequently published list, and is for the use of Coast Guard personnel in their work of inspecting merchant vessels. Other electrical items not contained in this pamphlet and subsequent listings may also be satisfactory for marine use but should not be so considered until the item is examined and listed by Coast Guard Headquarters. Before listings of electrical appliances are made, it is necessary for the manufacturer to submit to The Commandant (MMT), United States Coast Guard, Washington 25, D. C., duplicate copies of a detail assembly drawing, including a material list with finishes of each corrosive part of each item.

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	
Carpenter Products, Los Angeles, Calif.: Cable hanger assembly, drawing No. 1001-1, alt. 2/18/48.	X	X			3/22/48
Dahl-Beck Electric Co., San Francisco, Calif.: 5½-inch diameter fire door holding magnet, drawing No. 4811, alt. 2/24/48.	X	X			2/22/48
Henshel Corp., Amesbury, Mass.: 12-inch single electric telegraph transmitter, bulkhead mounting, 115 volts, A. C., drawing No. 10-1045, alt. 1.	X	X			3/18/48
Lovell-Dressel Co., Inc., Arlington, N. J.: Interlocking switch and receptacle, 10-ampere, 125-volt, double pole, grounded, watertight, catalog No. 2807, drawing No. M-2807, sh. 1 and 3, alt. 2.	X	X	X		2/27/48
Murlin Mfg. Co., Philadelphia, Pa.: Table lamp, type No. 25, nonwatertight, 260-watt lamps, drawing No. 1267, alt. 0.	X				3/22/48
Mirror light with convenience outlet, fixture No. 1264, and berth light, fixture No. 1264-A, type No. 13, nonwatertight, 125-watt lamp maximum, drawing No. 1264/1264-A, alt. 0.	X				3/22/48
Bulkhead fixture, type No. 9, nonwatertight, 140-watt lamp maximum, drawing No. 1263, alt. 0.	X				3/22/48
Ceiling fixture, type No. 5-A, flush mounted, nonwatertight, 100-watt lamp maximum, drawing No. 1205-A, alt. 1.	X				3/22/48
Ceiling fixture, type No. 5, flush mounted, nonwatertight, 100-watt lamp maximum, drawing No. 1205, alt. 0.	X				3/22/48
Writing table lamp, type No. 24, nonwatertight, 440-watt lamp maximum, drawing No. 1266, alt. 0.	X				3/22/48
Standard Switchboard Co., Brooklyn, N. Y.: Type TC-2, D. C. lighting distribution panel, 22-watt, 125-volt; type TC-3, D. C. lighting distribution panel, 32-watt, 250/125-volt, drawing No. CG-145, alt. 0.	X	X			3/16/48

Curiosity killed the cat—  
YES! and many a man too!

Never tamper with anything you  
DON'T understand!

# Merchant Marine Personnel Statistics

MERCHANT MARINE LICENSES ISSUED DURING FEBRUARY 1948

## DECK OFFICERS

REGION	Master										Chief mate										Second mate									
	Ocean		Coast-wise		Great Lakes		B. S. & L.		Rivers		Ocean		Coast-wise		Great Lakes		B. S. & L.		Rivers		Ocean		Coast-wise		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	O	R	O	R	O	R	O	R	O	R
Atlantic coast.....	39	78	1	11	3	1	55	2	2	26	4	1	3	3	1	28	10	1	2	13	1	1	1	1	1	1	1	1	1	1
Gulf coast.....	12	22	4	4	61	1	3	7	6	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Great Lakes and rivers.....	14	54	2	1	24	61	3	12	1	3	10	5	1	3	1	1	22	3	1	1	1	1	1	1	1	1	1	1	1	1
Pacific coast.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Total.....	65	155	8	16	24	64	4	71	7	24	42	10	1	4	6	5	9	63	14	1	1	1	1	1	1	1	1	1	1	1

REGION	Third mate										Pilots						Master mate				Total		
	Ocean		Coast-wise		Great Lakes		B. S. & L.		Rivers		Great Lakes		B. S. & L.		Rivers		Uninspected vessels, high seas				Original	Re-newal	Grand total
	O	R	O	R	O	R	O	R	O	R	O	R	O	R	O	R	O	R	O	R			
Atlantic coast.....	12	11	1	1	1	1	1	1	1	1	6	39	131	1	1	1	4	1	1	1	151	320	471
Gulf coast.....	7	3	1	1	1	1	1	1	1	1	9	20	3	10	1	4	1	1	1	1	30	73	123
Great Lakes and rivers.....	1	1	1	1	1	1	1	1	1	1	14	93	1	16	14	1	1	1	1	1	62	189	251
Pacific coast.....	16	1	1	1	1	1	1	1	1	1	7	53	1	5	6	1	4	1	1	1	88	142	230
Total.....	35	16	1	1	1	1	1	1	1	1	14	99	55	205	29	29	6	5	4	1	351	724	1,075

## ENGINEER OFFICERS

REGION	Chief engineer, steam				First assistant engineer, steam				Second assistant engineer, steam				Third assistant engineer, steam				Chief engineer, motor			
	Unlimited		Limited		Unlimited		Limited		Unlimited		Limited		Unlimited		Limited		Unlimited		Limited	
	O	R	O	R	O	R	O	R	O	R	O	R	O	R	O	R	O	R	O	R
Atlantic coast.....	14	74	5	43	9	18	2	7	21	14	1	2	14	20	1	1	1	12	10	17
Gulf coast.....	5	25	2	15	6	3	1	1	11	5	1	1	1	4	1	1	1	3	6	6
Great Lakes and rivers.....	2	17	9	74	4	1	11	22	10	6	5	22	4	1	1	4	1	5	2	3
Pacific coast.....	7	36	1	9	5	4	1	1	10	12	1	1	8	7	1	1	4	19	8	15
Total.....	28	152	16	141	24	26	14	29	52	37	6	24	27	32	4	5	39	20	41	

REGION	First assistant engineer, motor				Second assistant engineer, motor				Third assistant engineer, motor				Uninspected vessels				Total		
	Unlimited		Limited		Unlimited		Limited		Unlimited		Limited		Chief engineer		Assistant engineer		Original	Re-newal	Grand total
	O	R	O	R	O	R	O	R	O	R	O	R	O	R	O	R			
Atlantic coast.....	1	1	1	1	1	2	1	1	9	16	3	1	1	1	1	1	89	231	320
Gulf coast.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	28	61	89
Great Lakes and rivers.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	51	160	211
Pacific coast.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	47	114	161
Total.....	1	4	3	1	5	1	1	1	12	27	3	1	1	4	1	1	215	566	781

# ORIGINAL SEAMEN'S DOCUMENTS ISSUED MONTH OF FEBRUARY 1948

REGION	(1) Staff officer	(2) Contin- uous dis- charge book	(3) U. S. Mer- chant marin- er's docu- ments	(4) AB any waters un- limited	(5) AB any waters 12 months	(6) AB Great Lakes 18 months	(7) AB tugs and tow- boats any waters	(8) AB 1 days and sounds	(9) AB sea- going	(10) Life- boat- man	(11) Q. M. E. D.	(12) Radio opera- tors	(13) Certifi- cate of service	(14) Tanker- man
Atlantic coast.....	47	1	927	83	155	5	1	1	1	283	183	12	723	10
Gulf coast.....	9	12	456	20	50	5	0	0	0	76	160	4	329	17
Pacific coast.....	16	0	425	30	77	0	0	0	0	459	124	6	320	12
Great Lakes and rivers.....	3	5	300	5	39	15	0	0	0	33	71	0	270	21
Total.....	75	18	2,108	138	321	25	1	1	1	851	538	22	1,642	60

<sup>1</sup> 12 months, vessels 500 gross tons or under not carrying passengers.

NOTE.—Columns 4 through 14 indicate endorsements made on U. S. merchant mariner's documents.

## WAIVERS OF MANNING REQUIREMENTS FROM FEB. 1 TO FEB. 29, 1948

Authority for These Waivers Contained in Navigation and Vessel Inspection Circular No. 8-47, Dated Aug. 21, 1947

REGION	Number of vessels	Deck offi- cers sub- stituted for higher ratings	Engineer officers sub- stituted for higher ratings	Able sea- men sub- stituted for deck officers	Ordinary seamen sub- stituted for able seamen	Qualified members of engine department substituted for engi- neer officers	Wipers or coal passers substituted for qualified members of engine department	Wipers, coal passers or cadets substituted for engi- neer officers	Ordinary seamen or cadets sub- stituted for deck officers	Total
Atlantic coast.....	255	2	11	385	3	105	1	507		
Gulf coast.....	100	2	8	123	21	154	154			
Pacific coast.....	74	7	7	69	1	51	128			
Great Lakes.....	1	26	3	3	3	3	3			
Total.....	430	4	26	580	4	177	1	792		

## CREW SHORTAGE REPORTS FROM FEB. 1 TO FEB. 29, 1948

These Reports Submitted in Accordance With Navigation and Vessel Inspection Circular No. 8-47, Dated Aug. 21, 1947

REGION	Num- ber of vessels	Ratings in which shortages occurred											Total	
		Chief mate	Second mate	Third mate	Radio	Able seamen	Ordinary seamen	Chief en- gineer	First en- gineer	Second en- gineer	Third en- gineer	Qualified member engine de- partment		Wiper or coal passer
Atlantic coast.....	11					4	8					3	1	16
Gulf coast.....	6					1	1				1	3		6
Pacific coast.....	3					2							1	3
Great Lakes.....	9			3		5	5			1	2	6		22
Total.....	29			3		12	14			1	3	12	2	47



# Coast Guard District Commanders and Merchant Marine Activities

District	Title	City	State	Address
1st	Commander, 1st Coast Guard District Marine Inspection Officer Officer in Charge, Marine Inspection do do	Boston do do Portland Providence	Massachusetts do do Maine Rhode Island	1400 Customhouse, 1300 Customhouse, 447 Commercial St., 76 Pearl St., 409 Federal Bldg.
2d	Commander, 2d Coast Guard District Marine Inspection Officer Officer in Charge, Marine Inspection do do do do do do do do do do	St. Louis do do Cairo Dubuque Cincinnati Louisville Memphis Nashville Pittsburgh Point Pleasant	Missouri do do Illinois Iowa Ohio Kentucky Tennessee do Pennsylvania West Virginia	232 Old Customhouse, 210 Old Customhouse, 216 Old Customhouse, 425-427 New Post Office Bldg., 301 Post Office and Courthouse, 748 Federal Bldg., 606 Federal Bldg., 322 Customhouse, 1018 Stahlman Bldg., 1215 Park Bldg., Post Office Bldg.
3d	Commander, 3d Coast Guard District Marine Inspection Officer Officer in Charge, Marine Inspection do do do do	New York do do New London New Haven Albany Philadelphia	New York do do Connecticut do New York Pennsylvania	42 Broadway, do, do, 302 New Post Office Bldg., 311 Federal Bldg., 313 Federal Bldg., 801 Customhouse, 2d and Chestnut Sts.
5th	Commander, 5th Coast Guard District Marine Inspection Officer Officer in Charge, Marine Inspection do	Norfolk do do Baltimore	Virginia do do Maryland	Box 540, New Post Office Bldg., do, 204 Customhouse, 209 Chamber of Commerce Bldg.
7th	Commander, 7th Coast Guard District Marine Inspection Officer Officer in Charge, Marine Inspection do do do do do do	Miami do do Tampa Charleston Savannah Jacksonville San Juan	Florida do do do South Carolina Georgia Florida Puerto Rico	Box 378 Coconut Grove Station, 500 Professional Bldg., 501 Professional Bldg., 406 Federal Bldg., 32 Customhouse, 205 Customhouse, 210 Federal Bldg., Federal Bldg.
8th	Commander, 8th Coast Guard District Marine Inspection Officer Officer in Charge, Marine Inspection do do do do do do	New Orleans do do Mobile Port Arthur Galveston Corpus Christi Houston	Louisiana do do Alabama Texas do do do	382½ Customhouse, 313 Customhouse, 311 Customhouse, 565 Courthouse and Customhouse, 410 Bleustein Bldg., 232 Customhouse, 919 Jones Bldg., 310 Appraisers Store Bldg.
9th	Commander, 9th Coast Guard District Marine Inspection Officer Officer in Charge, Marine Inspection do do do do do do do do do do	Cleveland do do Buffalo Oswego Detroit Duluth Toledo Saint Ignace Chicago Ludington Milwaukee	Ohio do do New York do Michigan Minnesota Ohio Michigan Illinois Michigan Wisconsin	1700 Keith Bldg., do, 1600 Keith Bldg., 440 Federal Bldg., 205 Federal Bldg., 430 Federal Bldg., 311 Federal Bldg., 402 Courthouse and Customhouse, Municipal Bldg., Customhouse, 610 Canal St., National Bank of Ludington, 533 Federal Bldg.
11th	Commander, 11th Coast Guard District Marine Inspection Officer Officer in Charge, Marine Inspection do	Long Beach do do	California do do	707 Times Bldg., 1105 Times Bldg., do.
12th	Commander, 12th Coast Guard District Marine Inspection Officer Officer in Charge, Marine Inspection do	San Francisco do do	California do do	941-K U. S. Appraisers Bldg., 907 U. S. Appraisers Bldg., 227 U. S. Appraisers Bldg.
13th	Commander, 13th Coast Guard District Marine Inspection Officer Officer in Charge, Marine Inspection do do do	Seattle do do Portland Ketchikan	Washington do do Oregon Alaska	New World Life Bldg., do, do, 1005 Falling Bldg., Federal Bldg.
14th	Commander, 14th Coast Guard District Marine Inspection Officer Officer in Charge, Marine Inspection do	Honolulu do do	Territory of Hawaii do do	210 Federal Bldg., do, P. O. Box 4010.

# ROPE

**DOESN'T  
HAVE TO BE  
AROUND  
YOUR NECK  
TO  
KILL YOU**



- Keep out from under weights being handled aloft.
- When you're handling the winch -- watch the load, be alert, and keep your feet clear.
- When you're heaving a line keep a man at the winch control.
- Keep out of bights.