

**PROCEEDINGS OF THE  
MERCHANT MARINE COUNCIL  
UNITED STATES COAST GUARD**

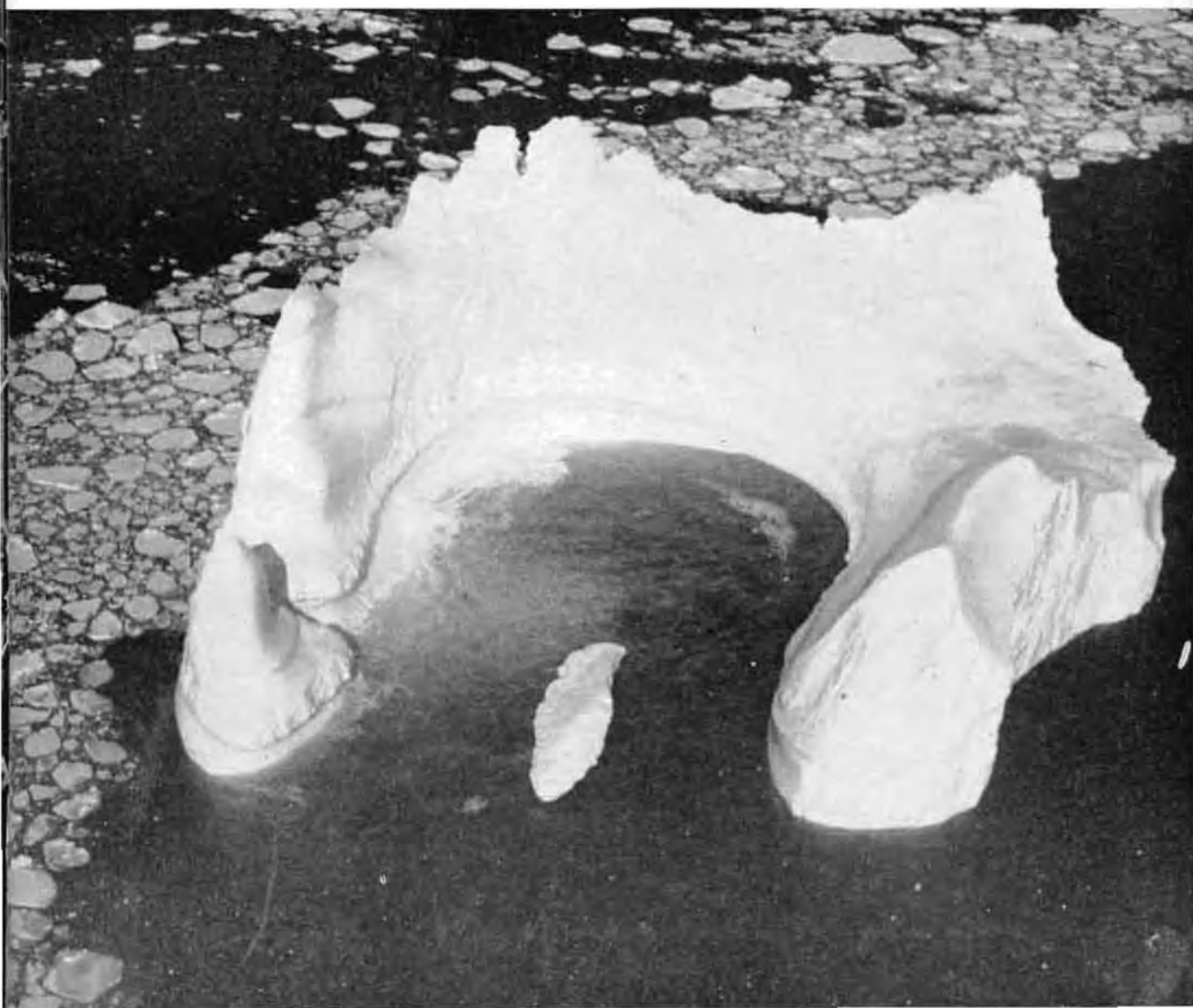


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# Proceedings of the MERCHANT MARINE COUNCIL

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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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Cover Picture: This picture was taken by a Coast Guard Photographer on a reconnaissance flight over the Grand Banks Area where passes the world's heaviest seaborne traffic.	
Distribution (SDL 38):	
A: a, b, c, d (2 ea.); remainder (1 ea.).	
B: c (14 ea.); g, l (5 ea.); f (4 ea.); e, h (3 ea.); d (2 ea.); remainder (1 ea.).	
C: All (1 ea.).	
D: All (1 ea.).	
E: m (1 ea.).	
List 141M.	

## COUNCIL ACTIVITIES

### PUBLIC HEARING TO CONSIDER CHANGES IN REGULATIONS

The Merchant Marine Council will hold a public hearing on September 27, and in Room 4120, Coast Guard Headquarters, Thirteenth and E Streets NW., Washington, D. C. The public hearing will commence at 9:30 a. m. The Council will consider all comments of persons having an interest in the revisions summarized below. Copies of the proposed changes in the regulations have been mailed to persons and organizations who have expressed an active interest in the subjects under consideration.

Comments on the proposed regulations are invited and may be submitted in writing for receipt prior to September 27 by the Commandant (CMC), Coast Guard Headquarters, Washington 25, D. C., or presented orally or in writing at the hearing. In order to insure thorough consideration and to facilitate checking and recording of comments, it is requested that each suggested rewording of a proposed regulation be submitted on a separate sheet of letter size paper, showing the section number (if possible) and the subject; the proposed change; the reason or basis (if any); and the name, business firm (if any), and address of submitter.

The proposed agenda will include the following:

1. Exhibition of motorboat operator's license.

2. Wood floats for commercial fishing motorboats.

3. Shut-off valves for fuel tanks in motorboats or motor vessels of over 15 gross tons, which carry passengers for hire.

4. Construction of independent fuel tanks for motorboats or motor vessels of more than 15 gross tons, which carry passengers for hire.

5. Line-throwing appliances and line-throwing equipment.

6. Marking of fire and emergency equipment, etc.

7. Fire-extinguishing systems in holds of cargo vessels.

8. Listing of explosives or other dangerous articles or substances and combustible liquids on board vessels.

9. Portable magazine chests for explosives or other dangerous articles or substances.

10. Transportation of iron sponge, iron masks or spent oxide.

11. Transportation of pyroxylin plastic, etc.

12. Discharging of sulfuric acid in bulk.

13. Transportation of liquid chlorine in bulk with caustic soda.

14. Specification for buoyant apparatus.

15. Specification for hatchets.

16. Specification for embarkation-debarkation ladders.

17. Specification for life rafts.

18. Specification for life floats.

19. Specification for shoulder gun.

20. Specification for portable magazine chests.

21. Specification for wood floats.
22. Specification for impulse-projected rockets.
23. Specification for electric water light.
24. Specification for motor lifeboat searchlight.
25. Specification for flashlight.

#### MOTORBOAT OPERATOR'S LICENSE

It is proposed to amend Part 24 of the Motorboat Regulations by adding a new section 24.12, which will require a licensed motorboat operator to exhibit or produce his license for the inspection of any Coast Guard boarding officer at all times when he is operating a vessel carrying passengers for hire. This is a new requirement and considered necessary because the present regulations provide that any limitations of the qualifications of the motorboat operator shall be placed on his license, and it is necessary for a boarding officer to determine if the motorboat operator is qualified and licensed to perform his duties.

#### WOOD FLOATS FOR COMMERCIAL FISHING VESSELS

It is proposed to amend section 25.4-3 of the Motorboat Regulations by deleting from this section the specification requirements regarding construction of wood floats and place them in a new Subpart 160.039 in Subchapter Q, Specifications.

#### SHUT-OFF VALVE IN FUEL LINE IN MOTORBOAT OR MOTOR VESSEL OF MORE THAN 15 GROSS TONS WHICH CARRY PASSENGERS FOR HIRE

It is proposed to amend paragraph 27.4-2 (j) to permit, in addition to a heat actuated device to shut off the fuel supply near the tank in event of fire, either a mechanical or electrical device capable of shutting off the fuel supply when the engine stops, which shall be installed in the fuel line. This proposed amendment is an alternate emergency means for automatically shutting off the fuel.

#### FUEL TANKS FOR MOTORBOATS OR MOTOR VESSELS OF MORE THAN 15 GROSS TONS WHICH CARRY PASSENGERS FOR HIRE

It is proposed to amend paragraph 27.5-2 (a) to clarify the requirements for the construction of fuel tanks for motorboats or motor vessels of more than 15 gross tons which carry passengers for hire and use as fuel liquids with a flash point of more than 110° F. The proposal is to require independent fuel tanks to be constructed and tested in the same manner as fuel tanks for similar motorboats or motor vessels which use fuel liquids with a flash point of 110° F. or less, except that the tanks need not have internal galvanizing.

#### LINE-THROWING APPLIANCES AND LINE-THROWING EQUIPMENT

It is proposed to amend sections 59.60, 59.61, 60.53, and 60.54 of the General Rules and Regulations for Vessel Inspection, Ocean and Coastwise, to provide for improvements made in line-throwing appliances and line-throwing equipment. The use of impulse-projected rockets will be allowed in lieu of the line-throwing gun. The requirements for the shoulder type line-throwing gun have been revised and specification material for all types of line-throwing appliances has been deleted from these regulations.

#### FIRE-EXTINGUISHING SYSTEMS IN HOLDS OF CARGO VESSELS

It is proposed to amend paragraphs 61.4 (a) (1), 77.4 (a) (1), 95.4 (a) (1), and 114.6 (a) (1) in the General Rules and Regulations for Vessel Inspection for ocean and coastwise, Great Lakes, bays, sounds, and lakes other than the Great Lakes, and rivers, respectively, by adding a sentence which will permit the installation of water-sprinkling systems in the holds 'tween decks or other closed cargo compartments if such compartments are normally accessible to crews or passengers in order to minimize the hazards. The water-sprinkling system may be required in lieu of the steam or inert-gas system.

#### MARKING OF FIRE AND EMERGENCY EQUIPMENT, ETC.

It is proposed to amend the Tank Vessel Regulations and the General Rules and Regulations for Vessel Inspection for ocean and coastwise, Great Lakes, bays, sounds, and lakes other than the Great Lakes, and rivers, respectively, by adding sections 35.7-1 to 35.7-9, inclusive, 62.40, 78.40, 96.40, and 115.40, regarding marking fire and emergency equipment and apparatus, fire doors, watertight doors, lifeboat embarkation stations and direction signs, stateroom notices, instructions for changing steering gears, etc. These markings were previously published as recommendations in Navigation and Vessel Inspection Circular No. 5-47, dated June 12, 1947, and published in the August 1947 "Proceedings of the Merchant Marine Council," page 139. While some of these markings are already required by specific regulations, it is planned to bring all the markings and signs required into one section so that the operator or master of a vessel can readily determine if all the markings and signs are in order after various painting operations.

#### EXPLOSIVES OR OTHER DANGEROUS ARTICLES OR SUBSTANCES AND COMBUSTIBLE LIQUIDS ON BOARD VESSELS

It is proposed to amend section 146.04-5 by revising the list of explosives or other dangerous articles and combustible liquids to bring this section up to date and list those items which may have been added since April 1943.

It is proposed to amend section 146.09-6, regarding portable magazine chests by requiring that portable magazine chests for use in carrying pyrotechnics and gun powder required for lifesaving equipment shall be constructed in accordance with the specification in Subpart 160.038 of Subchapter Q, Specifications.

It is proposed to amend sections 146.22-100 and 146.27-100, regarding iron sponge, iron masks, and spent oxide. The reason for these proposed amendments is to have Coast Guard regulations conform with those of the Interstate Commerce Commission and to prohibit the stowage of iron masks, wet, iron sponge, wet, or iron oxide, wet, in burlap bags or other containers which are susceptible to spontaneous heating.

It is also proposed to amend section 146.22-100, regarding pyroxylin plastics, rods, rolls, sheets, or tubes, or film support (nitrocellulose base) to allow for changes in weight of packages or containers so that this regulation will conform with that of the Interstate Commerce Commission.

It is proposed to amend section 146.23-10 to allow the discharge of sulfuric acid in bulk at a pressure greater than 30 pounds per square inch under special approval of the Commandant, U. S. Coast Guard. This amendment is based on a petition submitted to the Coast Guard.

It is proposed to amend paragraph 146.24-15 (a) and (1) to allow the transportation of chlorine in bulk in class 1 arc or gas welded steel tanks (vessel pressure type) on the decks of unmanned barges carrying caustic soda solutions in tanks below decks. This proposed amendment is based on a petition submitted to the Coast Guard.

#### SPECIFICATIONS

It is proposed to add new specifications to Subchapter Q, Specifications, covering the following subparts:

- 160.010 Buoyant Apparatus.
- 160.013 Hatchets for Lifeboats and Life Rafts.
- 160.017 Embarkation-Debarcation Ladders.
- 160.018 Life Rafts.
- 160.027 Life Floats.
- 160.031 Line-Throwing Appliance, Shoulder Gun Type.
- 160.038 Portable Magazine Chests.



- 160.039 Wood Floats.
- 160.040 Line-Throwing Appliance, Impulse - Projected Rocket Type.
- 161.001 Automatic, Floating, Electric, Water Lights.
- 161.006 Motor Lifeboat Searchlights.
- 161.008 Hand Electric Flashlights.

#### WAIVERS OF NAVIGATION AND VESSEL INSPECTION LAWS AND REGULATIONS

On June 29 Public Law 147 was approved which continued in effect the authority of the Commandant, United States Coast Guard, to waive navigation and vessel inspection laws and regulations until June 30, 1950, to the extent and in such manner and upon such terms as may be deemed necessary in the orderly reconversion of the merchant marine from wartime to peacetime operations. On June 30, 1949, the Commandant issued an order continuing in effect the various orders waiving compliance with navigation and vessel inspection laws and regulations effective on that date until June 30, 1950. This order is reprinted on page 139 in the Appendix.

All the general waivers are now contained in Part 154, Subchapter O, of Chapter I, 46 CFR. These waivers were originally published in Appendix A to Title 46. The general waivers issued by the Commandant which are continued in effect are as follows:

§ 154.01 *Description of seaman's wages in shipping articles.* (The text of this waiver is in 46 CFR 1943 Supp. 2079, 7 F. R. 404.)

§ 154.03 *Bond allotments on shipping articles.* (The text of this waiver is in 46 CFR 1943 Supp. 2080, 7 F. R. 1045.)

§ 154.05 *Permitting compliance with routing instructions and orders.* (The text of this waiver is in 46 CFR 1943 Supp. 2073, 7 F. R. 2478.)

§ 154.07 *Chronological record of seaman's previous employment.* (The text of this waiver is in 46 CFR 1943 Supp. 2078, 7 F. R. 2643.)

§ 154.09 *Permitting cargo vessels equipped with certificates issued by British Ministry of War Transport to load passengers at U. S. ports for outward transportation.* (The text of this waiver is in 46 CFR 1943 Supp. 2073, 7 F. R. 2869.)

§ 154.11 *Permitting masters of Great Lakes vessels to approve allotments of seamen.* (The text of this waiver is in 46 CFR 1943 Supp. 2080, 7 F. R. 3126.)

§ 154.13 *Utilization of petroleum for motive power of steam vessels.* (The text of this waiver is in 46 CFR 1943 Supp. 2078, 7 F. R. 4515.)

§ 154.15 *Cargo vessels equipped with certificates issued by British Ministry of War Transport.* (The text of this waiver is in 46 CFR 1943 Supp. 2081, 8 F. R. 13826.)

§ 154.17 *Reporting of employment, discharge, or termination of seamen on tugs, towboats, and seagoing barges.* (The text of this waiver is in 46 CFR 1944 Supp. 3477, 9 F. R. 3159.)

§ 154.19 *Eight-hour day on tugs navigating the Great Lakes and tributary waters.* (The text of this waiver is in 46 CFR 1944 Supp. 3477, 9 F. R. 12597.)

§ 154.21 *Crew list required.* (The text of this waiver is in 46 CFR 1944 Supp. 3477, 9 F. R. 13167.)

§ 154.23 *Reporting of employment, discharge or termination of seamen on vessels employed exclusively in trade on lakes other than the Great Lakes, bays, sounds, bayous, canals, and harbors.* (The text of this waiver is in 46 CFR 1944 Supp. 3478, 9 F. R. 15006.)

§ 154.25 *Certificates and continuous discharge books in shipping of seamen on vessels on the Great Lakes.* (The text of this waiver is in 46 CFR 1945 Supp. 4241, 10 F. R. 2408.)

§ 154.27 *Procedures for effecting individual waivers of navigation and vessel inspection laws and regulations.* (The text of this waiver is in 46 CFR 1947 Supp. 6359, 12 F. R. 3249.)

§ 154.31 *Conditional waiver of manning requirements.* (The text of this waiver is in the FEDERAL REGISTER dated April 17, 1948, 13 F. R. 2069.)

§ 154.33 *Able seamen employed on Great Lakes merchant cargo and tank vessels.* (The text of this waiver is in the FEDERAL REGISTER dated April 17, 1948, 13 F. R. 2070.)

§ 154.35 *Qualified members of engine department on Great Lakes merchant cargo and tank vessels.* (The text of this waiver is in the FEDERAL REGISTER dated April 17, 1948, 13 F. R. 2072.)

§ 154.37 *Employment of aliens as unlicensed crew members on subsidized vessels.* (The text of this waiver is in the FEDERAL REGISTER dated April 17, 1948, 13 F. R. 2071.)

#### INTERNATIONAL CONVENTION FOR SAFETY OF LIFE AT SEA, 1929

The British Embassy notified the Department of State by note No. 121 of March 12, 1949, that the accessions of the Governments of the Dominican Republic and the Republic of the Philippines to the International Convention for Safety of Life at Sea, 1929 were notified to the Government of the United Kingdom on October 11, 1948, and November 10, 1947, respec-

tively, and took effect, in accordance with article 64 of the Convention on January 11, 1949, and February 10, 1948, respectively. The following list of countries have now ratified or acceded to the Convention or to which the Convention has been applied under article 62:

Country	Date of deposit of ratification or accession or application
United Kingdom.....	Oct. 1, 1932
United Kingdom, Hong Kong.	May 1, 1935.
United Kingdom, Straits Settlements.	May 1, 1935.
Argentina.....	Oct. 19, 1935
Australia, Commonwealth of.	Dec. 23, 1935
Belgium.....	May 29, 1935
Brazil.....	Jan. 1, 1933
Bulgaria.....	Sept. 4, 1933
Burma.....	Apr. 1, 1937
Canada.....	Oct. 1, 1932
Chile.....	June 22, 1939
China.....	Feb. 14, 1933
Danzig.....	Jan. 30, 1933
Denmark.....	June 3, 1930
Dominican Republic.....	Oct. 11, 1948
Egypt.....	July 24, 1936
Elire.....	Feb. 8, 1934
Estonia.....	July 12, 1935
Finland.....	Oct. 1, 1932
France.....	Do.
French Indochina.....	Nov. 15, 1938
Germany.....	Oct. 1, 1932
Greece.....	Feb. 20, 1938
Hungary.....	Jan. 1, 1933
Iceland.....	Jan. 6, 1933
India.....	Oct. 1, 1934
Italy.....	Oct. 1, 1932
Italian Colonies of Libya, Eritrea, and Somaliland, and Italian Islands in the Aegean.	Aug. 30, 1935
Japan.....	June 11, 1935
Japan, for Chosen, Taiwan, and Lensed Territory of Kwantung.	July 12, 1935
Netherlands.....	Oct. 20, 1930
Netherlands East Indies.....	May 1, 1935
New Zealand.....	Nov. 19, 1934
Norway.....	Oct. 1, 1932
Panama.....	July 13, 1936
Philippines, Republic of the.	Nov. 10, 1947
Poland.....	June 4, 1934
Portugal.....	Jan. 6, 1933
Roumania.....	Nov. 26, 1936
South Africa, Union of.....	Feb. 24, 1947
Soviet Union.....	July 2, 1935
Spain.....	June 22, 1932
Sweden.....	Oct. 1, 1932
United States of America.....	Aug. 7, 1936
Yugoslavia.....	Aug. 13, 1940

#### Hack saw safety tips:

1. Select proper blades for type of material.
2. Adjust blade to proper tension.
3. Always clamp work in vise.
4. Grip handle with right hand; use left to guide saw.
5. Score work on up-stroke to start cut.

# NUMBERED AND UNDOCUMENTED VESSELS

The table below gives the cumulative total of numbered but undocumented vessels in each Coast Guard district by Customs ports for the quarter ending June 30, 1949. Generally speaking, undocumented vessels are those machinery-propelled vessels of less than 5 net tons engaged in trade which by reason of tonnage are exempt from documentation, and those motorboats or motor vessels of less than 16 gross tons which are not subject to documentation as yachts, together with motorboats and motor vessels used exclusively for pleasure purposes which are 16 gross tons or over and not so documented. These vessels are required to be numbered under the provisions of the act of June 7, 1918, as amended (46 U. S. C. 288).

Coast Guard District	Customs port	Total
1 (Boston)	(4) Boston	15,128
	(1) Portland, Maine	10,829
	(2) St. Albans	2,807
	(5) Providence	4,189
		32,953
2 (St. Louis)	(45) St. Louis	17,388
	(12) Pittsburgh	2,702
	(34) Pembina	78
	(35) Minneapolis	6,885
	(40) Indianapolis	4,191
	(42) Louisville	3,959
	(43) Memphis (part)	8,079
3 (New York)	(44) Vacant (Des Moines)	76
	(46) Omaha (part)	483
		43,841
	(10) New York	47,306
	(6) Bridgeport	8,628
	(11) Philadelphia	21,114
5 (Norfolk)		77,048
	(14) Norfolk	15,695
	(13) Baltimore	22,119
7 (Miami)	(15) Wilmington, N. C.	8,309
		46,114
	(18) Tampa (part)	22,215
8 (New Orleans)	(16) Charleston	1,844
	(17) Savannah	3,297
	(49) San Juan	390
	(51) St. Thomas	73
		27,825
	(20) New Orleans	19,323
	(18) Tampa (part)	818
9 (Cleveland)	(19) Mobile	7,837
	(21) Port Arthur	3,910
	(22) Galveston	10,280
	(23) Laredo	1,946
	(24) El Paso	6
	(43) Memphis (part)	76
		44,196
11 (Long Beach)	(41) Cleveland	13,982
	(7) Ogdenburg	6,504
	(8) Rochester	8,585
	(9) Buffalo	8,124
	(36) Duluth	4,101
	(37) Milwaukee	12,381
	(38) Detroit	28,389
12 (San Francisco)	(39) Chicago	8,017
		90,143
	(27) Los Angeles	8,501
13 (Seattle)	(25) San Diego	1,684
	(26) Nogales	85
		10,270
14 (Honolulu)	(28) San Francisco	20,096
	(47) Denver	
		20,096
Grand total	(30) Seattle	32,115
	(29) Portland, Oreg.	9,615
	(31) Juneau	6,647
	(33) Great Falls	1,026
	(46) Omaha (part)	
	(32) Honolulu	3,198
		445,087

members and associate members; 0.90 for other administrations and companies (both prices do not include postage); 1.50 (including postage) for private entities.

"Radio Regulations (Atlantic City, 1947), additional regulations, additional protocol, recommendations and resolutions adopted by the International Radio Conference. Price: Swiss francs 5.70 for members and associate members; 6.50 for other administrations and companies (both prices do not include postage); 7.10 (including postage) for private entities."

## FCC Announces Enforcement of Article 15 of the Cairo Radio Communications Regulations

During the war paragraph 8, article 15 of the Cairo Radiocommunication Regulations relating to the documents issued by the Bureau of the International Telecommunications Union at Berne, Switzerland, were relaxed since these documents were not available in sufficient quantity to supply all ship stations. The Federal Communications Commission, in a notice dated June 24, 1949, stated as follows:

"Until such time as paragraph 6, article 28 of the Radio Regulations (Atlantic City, 1947) becomes effective, paragraph 8, Article 15 of the General Radio Communication Regulations (Cairo Revision) continues in force. United States licensed ship stations, and licensed ship stations belonging to countries which are contracting parties to the Cairo Regulations, when within the jurisdiction of the United States will, in the future, be expected to have on board the required documents in question."

## Eight Easy Ways to Fall:

- \*Loose objects on deck.
- \*Not watching your step on ladders.
- \*Tripping over objects.
- \*Slipping on oil.
- \*Failing to use a grab rail.
- \*Unguarded openings.
- \*Cluttered ladders.
- \*Between loose planks.



Carelessness is NOT a Problem—it is a condition of the MIND.

## FCC Corrects Availability Date of Final Acts

The Federal Communications Commission, Notice No. 36937 issued June 1949, announced that paragraph 6 of their mimeographed notice No. 32277, dated February 11, 1949, was in error in that copies of the final acts will probably not be printed or made

available by the Government Printing Office for at least two months from the date of this notice. The text of the FCC order of June 3, 1949, follows:

"International Telecommunication Convention (Atlantic City, 1947).—Final protocol to the convention, additional protocols of the convention, resolutions, recommendations and opinions. Price: Swiss francs 0.75 for

## LESSONS FROM CASUALTIES

### EXPLOSION OF STORAGE BATTERY GASES

Three casualties involving the explosion of gases given off by storage batteries indicate that personnel should be repeatedly cautioned to exercise care in charging storage batteries.

In the first instance the leads were removed from the battery terminals causing an arc which ignited the explosive mixture within the cells and ruptured the battery showering acid and battery parts over the vicinity.

In the second case a radio operator ventilated an emergency lifeboat transmitter for 5 minutes and then began to test it with a "dummy antenna." A spark from a loose connection in the antenna ignited battery gases causing an explosion. The explosion was minor and no damage was caused. No gas could be detected prior to testing. This case shows how accidents may occur even after precautions have been taken.

The third casualty occurred on a vessel underway. An explosion was heard and felt throughout the vessel. An investigation revealed that the storage battery bank, located on the weather deck abaft the pilothouse, had blown up. The top of the box was blown over the side and the sides of the box were blown off. The tops of all the batteries were blown in. There were no ventilating louvers on the sides of the box. It was not possible definitely to determine whether the box was ventilated on top as it was blown overboard. One person stated that he believed that the box was ventilated on the top. The condition of the batteries indicated that they had been properly maintained. It was concluded that the explosion was caused by an arc of unknown origin igniting the gases accumulated in the box as a result of poor ventilation.

The gases issuing from a charging battery are a mixture of hydrogen and oxygen and will explode with great violence and spraying of acid if a spark or flame is brought too near them. The gases are not dangerous when diluted sufficiently with air but a room or compartment in which charging batteries are confined should be ventilated. Four percent hydrogen in the atmosphere is said to be dangerous. Do not bring a flame or sparks near vent openings until gases have been cleared from cells by blowing air into them gently.

When restrictive self-leveling devices are used in the vent openings and the liquid is at "full" level with-

draw (temporarily) enough electrolyte so that the hydrogen gas trapped in the cell can be blown out with a gentle stream of air.

Due to the presence of impurities in all battery cells small quantities of hydrogen gas are given off at the negative plates even when the cells are not being charged. It must be assumed therefore that hydrogen gas may be present within the cells at all times. A torch, match flame, lighted cigarette or sparks from metal tools accidentally laid across the terminals might cause ignition of hydrogen. To avoid sparks do not disturb connections between batteries while charging—throw switch "Off" at charger first.

The possibility of ignition of hydrogen gas by static electricity accumulated on a car or on one's person and discharging near the vent openings can be minimized if, immediately before working on the battery, a metal rod or wire is touched to the car bumper and to the ground.

If for any reason acid electrolyte should be spattered in the eyes, wash it out immediately with copious quantities of clean, cold water cupped in the hands. Seek medical aid.

If you recharge or handle batteries, the following safety precautions should be observed:

1. Venting of charging compartments must be complete.
2. Battery caps should be tightly screwed in place whenever the leads are connected or disconnected.
3. Never connect or disconnect leads with power being supplied to or released by the battery.
4. Use battery-servicing equipment to avoid splashing or spilling of acid.
5. Never attempt to blow off loose particles or corrosion on the top of a battery by mouth or air hose. A brush should be used. Brush away from you and keep your face as far away as possible.
6. Do not wear rings while servicing a battery as severe burns may result.
7. Keep lighted matches, cigars, cigarettes, and all open flames away from batteries.
8. Keep hands away from face while servicing battery and wash thoroughly when through.
9. Use battery tongs or other appropriate carrying devices when removing or lifting batteries.
10. Follow manufacturer's instructions when operating battery recharging equipment.
11. Acid—Battery electrolyte must be handled with great care as it will

blister the skin and damage clothing. It is advisable to wear goggles, rubber gloves, and a protective apron when working with it. Neutralize acid electrolyte spilled on clothing with diluted ammonia water or a water solution of baking soda. If acid solution above 1.835 specific gravity gets on clothes dilute it with clean water first and then neutralize.

### EXPLOSION OF CARBON-DIOXIDE FIRE EXTINGUISHER

Recently a 35-pound carbon-dioxide fire extinguisher was removed from a vessel to a pier to be weighed. It was placed in the sun in an upright position. Due to the increase in pressure caused by the heat of the sun, it is presumed that a fracture of the control valve occurred. The carbon-dioxide was released from the heavy cylinder in such a manner that the cylinder took off as though jet propelled. The heavy cylinder traveled 115 feet, struck a piling, and was deflected, traveled another 95 feet and during the course of such travel reached a height of 30 feet before it fell. Fortunately no one was in the path of flight and the only damage done was to the pier and the fire extinguisher.

At annual inspections all carbon-dioxide cylinders, whether fixed or portable, are examined externally and checked by weighing to determine contents. When carbon-dioxide fire extinguishers are removed from a vessel for checking purposes or otherwise, every precaution should be exercised not to subject the cylinder to excessive heat from either the sun or any other source. The pressure of carbon-dioxide increases rapidly with an increase of temperature.

The moral of this accident is: **DO NOT LEAVE OR STORE CARBON-DIOXIDE CYLINDERS IN THE SUN OR HEAT!**

### USE YOUR HEAD— SAVE YOUR BACK.

Long chances shorten lives.  
A clean place is better and safer.

**Don't be MOUSE-TRAPPED!**  
Lock switches **BEFORE** repairing machine.



## SAFETY PRECAUTIONS IN THE USE OF MOTION PICTURE FILMS

A number of serious accidents have occurred on vessels in the past which were directly traceable to improper handling of nitrocellulose motion picture film. There are two types of film, nitrocellulose and cellulose-acetate, the latter being commonly known as "safety film." Nitrocellulose film is a serious fire hazard, inasmuch as it ignites at a relatively low temperature and burns independently of an outside source of oxygen (air). In the process of decomposition, or combustion, large quantities of highly toxic gases are liberated.

Cellulose-acetate is a slow-burning material, and is classed as fire-retardant substance. Nevertheless, its decomposition constitutes a serious hazard to life because carbon monox-

ide gas is liberated in the process. Cellulose-acetate film will decompose when subjected to a temperature of 300° F. or higher.

Motion picture film should be exhibited on the weather deck, whenever possible. If it is necessary, due to weather or climatic conditions, to exhibit film below decks, the following precautions should be taken:

(a) No smoking should be permitted in the compartment being used for exhibition. This requirement should be rigidly enforced.

(b) At least two 15-pound CO<sub>2</sub> fire extinguishers should be provided in the compartment. (CO<sub>2</sub> extinguishers are of little use on film, but are invaluable for other combustible material which may be in the vicinity.)

(c) Under no circumstances should more than one reel of film per projector be exposed at one time. All

other reels should be kept in closed containers.

Rewinding and inspection of film should be done only in space remote from other combustible material and should have adequate fire protection. No smoking should be permitted and only one reel should be removed from the container at a time. All other film should remain in their containers with fastened covers.

Stowage of film should be as remote from other combustibles as practicable and so located as not to constitute a hazard to the vessel if fire should occur. If fire should occur involving nitrocellulose film use large quantities of water immediately. Rescue breathing apparatus should be worn by personnel fighting a fire in an enclosed space in which nitrocellulose film is burning or has recently burned due to the toxic gases which are present.

## APPENDIX

### Amendments to Regulations

#### TITLE 46—SHIPPING

##### Chapter I—Coast Guard, Department of the Treasury

##### Subchapter O—Regulations Applicable to Certain Vessels During Emergency

[CGFR 49-27]

##### PART 154—WAIVERS OF NAVIGATION AND VESSEL INSPECTION LAWS AND REGULATIONS

##### CONTINUATION IN EFFECT OF CERTAIN WAIVERS

Section 154.29 is amended to read as follows:

§ 154.29 *Continuation in effect of certain orders waiving compliance with navigation and vessel inspection laws and regulations, effective June 30, 1949.* Pursuant to the authority vested in the Commandant, U. S. Coast Guard, by the act of March 31, 1947, 61 Stat. 33, as amended by the act of July 31, 1947, 685, section 2 of the act of February 27, 1948 (Pub. Law 423, 80th Cong., 2d Sess.), the act of February 28, 1949 (Pub. Law 12, 81st Cong., 1st Sess.), and Joint Resolution 235 approved June 29, 1949, 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, rescinded, or June 30, 1950, whichever first occurs. The waiver order of the Commandant, U. S. Coast Guard, dated March 2, 1949, and published in the FEDERAL REGISTER on March 5, 1949 (14 F. R. 1007), bearing the same title as this order is hereby rescinded, effective on publication of this document in the FEDERAL REGISTER.

(61 Stat. 685, as amended by 61 Stat. 685, sec. 2, Pub. Law 423, 80th Cong., Pub. Law 12, 81st Cong.; 46 U. S. C. Sup., note prec. sec. 1)

Dated: June 30, 1949.

J. F. FARLEY,  
Admiral, U. S. Coast Guard,  
Commandant.

[F. R. Doc. 49-5457; Filed, July 6, 1949; 9:08 a. m., 14 F. R., July 7, 1949]

#### DEPARTMENT OF THE TREASURY

##### United States Coast Guard

[CGFR 49-26]

##### Changes in Field Organization

The notice containing the description of organization and functions of the United States Coast Guard, published in the FEDERAL REGISTER December 30, 1948, 13 F. R. 8815-8818, is amended effective July 1, 1949 in section 4, "Field Organization" as follows:

A. Revise the table in paragraph (b) as follows:

(1) Change the address of the Twelfth Coast Guard District to read,

"913 Appraisers Bldg., 630 Sansome St., San Francisco 26, Calif."

(2) Change the description of the area comprising the Thirteenth Coast Guard District, to read, "Washington, Oregon, Idaho, Montana, and Wyoming."

(3) Following the description of the Fourteenth Coast Guard District add in the first column the word "Seventeenth"; in the second column the words, "Territory of Alaska"; and in the third column the address, "Juneau, Alaska."

B. In paragraph (d) in the list of Coast Guard Districts, Marine Inspection Offices and addresses, following the subhead "Thirteenth Coast Guard District" delete "Ketchikan: Federal Building, Ketchikan, Alaska" and at the end of the list insert the following: "Seventeenth Coast Guard District Juneau: Juneau, Alaska."

In order to permit the orderly transfer of activities from Ketchikan to Juneau, the Marine Inspection Office will remain temporarily in Ketchikan until on or about August 15, 1949.

C. In paragraph (g) change subparagraph (2) to read as follows:

(2) Outside the continental United States, all of the district facilities in a given geographic area may be organized into a section with the head of the section, the Section Commander, being responsible for the operation of all units in the section. The section is used only in those cases where a part of the district is separated from the rest of the district to an unusual extent, usually by great distance from the district office. There are presently two sections with

Headquarters at San Juan, P. R., and Guam, comprising Coast Guard activities in the Caribbean, and Western Pacific Ocean, respectively.

Coast Guard units in the Territory of Alaska are under the cognizance of the Thirteenth Coast Guard District until July 1, 1949. In order to permit the establishment of the Seventeenth Coast Guard District without disrupting various activities, the Office of the Commander, Seventeenth Coast Guard District, will remain temporarily in Seattle, Washington, until on or about August 15, 1949. During this time all inquiries or correspondence may be directed to the Commander, Seventeenth Coast Guard District, in care of Commander, Thirteenth Coast Guard District.

Dated: June 30, 1949.

J. F. FARLEY,  
Admiral, U. S. Coast Guard,  
Commandant.

[F. R. Doc. 49-5563; Filed, July 7, 1949;  
8:50 a. m.; 14 F. R., July 8, 1949]

## Equipment Approved by the Commandant

### APPROVAL OF EQUIPMENT

[CGFR 49-28]

By virtue of the authority vested in me as Commandant, United States Coast Guard, by R. S. 4405 and 4491, as amended; 46 U. S. C. 375, 489; and section 101 of Reorganization Plan No. 3 of 1946 (11 F. R. 7875, 60 Stat. 1097, 46 U. S. C. 1), as well as the additional authorities cited with specific items below, the following approvals of equipment are prescribed and shall be effective for a period of five years from date of publication in the Federal Register unless sooner canceled or suspended by proper authority:

#### LIFE PRESERVERS, CORK (JACKET TYPE)

Approval No. A-350, Model 31, adult cork life preserver, U. S. C. G. Specification 160.003, manufactured by The American Pad and Textile Co., Greenfield, Ohio.

Approval No. A-351, Model 35, child cork life preserver, U. S. C. G. Specification 160.003, manufactured by The American Pad and Textile Co., Greenfield, Ohio.

(R. S. 4417a, 4426, 4488, 4492, 35 Stat. 428, 49 Stat. 1544, 54 Stat. 164, 166, 346, and 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 25.4-1, 33.6-1, 59.55, 76.52, 94.52, 113.44)

#### CLEANING PROCESSES FOR LIFE PRESERVERS

NOTE: Where buoyancy fillers are not removed from envelope covers during cleaning process.

Approval No. 160.006/18/0, Dix Cleaning Process for kapok life preservers as outlined in letter of June 17, 1949, from Dix Dry Cleaning, 766-70 Thirty-ninth Street, Brooklyn 32, N. Y.

(R. S. 4417a, 4426, 4488, 4492, 35 Stat. 428, 49 Stat. 1544, 54 Stat. 164, 166, 346, and 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 160.006-4)

#### BUOYANT CUSHIONS, KAPOK, STANDARD

NOTE: Cushions are for use on motorboats of classes A, 1, or 2 not carrying passengers for hire.

Approval No. 160.007/83/0, Standard kapok buoyant cushion, U. S. C. G. Specification 160.007, manufactured by O'Keefe's Auto Top Shop, 6217 Baltimore Avenue, Yeadon, Pa.

Approval No. 160.007/84/0, Standard kapok buoyant cushion, U. S. C. G. Specification 160.007, manufactured by Marietta Cushion Co., Marietta, Ga.

Approval No. 160.007/85/0, Standard kapok buoyant cushion, U. S. C. G. Specification 160.007, manufactured by A. L. Robertson Co., Inc., 113 Gay Street, Baltimore, Md.

(54 Stat. 164, 166; 46 U. S. C. 526e, 526p; 46 CFR 25.4-1, 160.007)

#### WINCHES, LIFEBOAT

Approval No. 160.015/52/0, Type B-152 Lifeboat winch, approved for maximum working load of 11,100 pounds pull at the drums (5,550 pounds per fall) for use on S. S. *Cape Cod* only; identified by arrangement Dwg. 3293, dated June 14, 1949, manufactured by Welin Davit and Boat Division of Continental Copper & Steel Industries, Inc., Perth Amboy, 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 37.1-5, 59.3a, 60.21, 76.15a, 94.14a)

#### DAVITS, LIFEBOAT

Approval No. 160.032/110/0, Gravity Davit, Type LO-110, approved for a maximum working load of 22,000 pounds per set (11,000 pounds per arm) using 2 part falls, identified by General Arrangement Dwg. No. 3160-6, dated May 25, 1948, and revised June 21, 1949, manufactured by Welin Davit and Boat Division of Continental Copper & Steel 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)

#### LIFEBOATS

Approval No. 160.035/246/0, 22' x 6.5' x 2.67' steel oar-propelled lifeboat, 23-person capacity, identified by construction and arrangement Dwg. 22-3, dated April 12, 1949, and revised June 16, 1949, manufactured by Marine Safety Equipment Corp., Point Pleasant, N. J.

(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)

#### AUTOMATIC FLOATING ELECTRIC WATER LIGHTS

Approval No. 161.001/2/0, Light (water) electric, floating, automatic (with bracket for mounting), Dwg. No. E-851, Alt. 2 (sheets 1 and 2), dated June 1, 1949, manufactured by C. C. Galbraith & Son, Inc., New York, N. Y.

(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, 404, 481, 1333, 50 U. S. C. 1275; 46 CFR 33.3-6, 33.3-8, 33.7-1, 37.9-1, 59.52, 59.54b, 59.56, 60.45, 60.47b, 60.49, 76.48, 76.48a, 76.48b, 76.53, 94.53, 113.46)

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

Approval No. 162.007/26/0, Miller Peerless (Symbol GE) 2½-gallon soda-acid type hand portable fire extinguisher, Assembly Dwg. No. S-303-X, Redrawn July 2, 1947, No Rev., Name plate Dwg. No. AS-303-14V, dated May 2, 1947, No Rev., manufactured by the General Detroit Corp., Roosevelt Park Annex Station, Box 263, Detroit 32, Mich., for Miller Peerless Manufacturing Co., Chicago, Ill.

(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)

#### RANGES, LIQUEFIED PETROLEUM GAS BURNING

Approval No. 162.020/14/0, Magic Chef Hot Plate Model No. 800, approved by the American Gas Association, Inc., under Certificate No. 14-2-3.001 and supplement to Certificate No. 14-2-2.001, Serial No. 1, for Lique-



fied Petroleum Gas Service, manufactured by the American Stove Co., 4931 Daggett Avenue, St. Louis 10, Mo.

(R. S. 4417a, 4426, 49 Stat. 1544, 54 Stat. 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, 95.24, 114.25)

Dated: July 21, 1949.

J. F. FARLEY,  
Admiral, U. S. Coast Guard,  
Commandant.

[F. R. Doc. 49-6137; Filed, July 26, 1949;  
8:49 a. m.; F. R. July 27, 1949, 14 F. R.  
4696]

#### TERMINATION OF APPROVAL OF EQUIPMENT

[CGFR 49-29]

By virtue of the authority vested in me as Commandant, United States Coast Guard, by R. S. 4405 and 4491, as amended, 46 U. S. C. 375, 489; and section 101 of Reorganization Plan No. 3 of 1946, 11 F. R. 7875, 60 Stat. 1097, 46 U. S. C. 1; as well as the additional authorities cited with specific items below, the following approvals of equipment are terminated because the items of equipment covered are no longer in compliance with marine engineering regulations as set forth in 46 CFR Parts 51 to 57, inclusive:

#### HEATING BOILERS

Termination of Approval No. 162.003/28/0, Type A, steel tubular heating boiler, 2-bank fire tube boiler, welded steel plate construction, oil or coal fired, in accordance with "Construction Details of Spencer Type A Boilers" dated March 6, 1942, Dwg. No. OA4-112A-1, dated September 9, 1936, and catalog dated March 7, 1941. (Approved in Federal Register July 31, 1947.)

Termination of Approval No. 162.003/29/0, Type C steel tubular heating boiler, 2-bank fire tube boiler, welded steel plate construction, oil or coal fired, in accordance with "Construction Details of Spencer Type C Boilers" dated March 6, 1942, Dwg. No. OC7-112-3 dated March 18, 1936, and catalog dated March 17, 1941. (Approved in Federal Register July 31, 1947.)

#### CONDITIONS OF TERMINATION OF APPROVALS

The termination of approvals of equipment made by this document shall be made effective upon the thirty-first day after the date of publication of this document in the Federal Register. Notwithstanding this termination of approval on any item of equipment, such equipment in service before the effective date of termination of approval may be used on

merchant vessels so long as it is in good and serviceable condition.

Dated: July 21, 1949.

J. F. FARLEY,  
Admiral, U. S. Coast Guard,  
Commandant.

[F. R. Doc. 49-6138; Filed, July 26, 1949;  
8:49 a. m.; F. R. July 27, 1949]

#### AFFIDAVITS

The following affidavits were accepted from June 15 to July 15, 1949:  
*Anchor Equipment Co.*, Pier 3, San Francisco 11, Calif. Valves and fittings.

*The Hydraulic Press Manufacturing Co.*, Mount Gilead, Ohio. Valves and flanges.

*Stanley G. Flagg & Co., Inc.*, 1421 Chestnut Street, Philadelphia 2, Pa. Flanges.

*Jefferson Union Co., Inc.*, 71 Gooding Street, Lockport, N. Y. Flanges and pipe fittings.

*Kutztown Foundry and Machine Corp.*, Kutztown, Pa. Castings.

*A. W. Cash Co.*, Decatur, Ill. Fittings.

#### THE CAREFUL MAN

He'd walk round the block to avoid a black cat,  
But watch for oil spilled on the deck?  
never that.

Walk under a ladder? He'd rather be dead,  
But to lash one he's climbing ne'er enters his head.

It's no use to offer third light on a match,  
But he'll flick a hot butt down the square of the hatch.

To break an old mirror would frighten him stiff,  
But broken glass on the deck—hell,  
what's the diff?

Dark glasses in fashion? Then that's what he uses,  
But goggles for chipping he flatly refuses.

He's worked out a method of rolling the cubes,  
But thinks that safe lifting is only for rubes.

He'd lay his whole stake on a tip from a tout,  
But never give heed to the warning,  
"Look Out!"

He reads every word of each new comic book,  
But a sign for his safety gets nary a look.

A lot of small things get his careful attention,  
Why not just a little to injury prevention?

*Shipboard Safety*, June 1949.

#### FUSIBLE PLUGS

The Marine Engineering Regulations and Material Specifications require that manufacturers submit samples from each heat of fusible plugs to the Commandant for test prior to plugs manufactured from the heat being used on vessels subject to inspection by the Coast Guard. A list of approved heats which have been tested and found acceptable during the period from June 15 to July 15, 1949, is as follows:

*American Machine & Engineering Corp.*, 1411 Reedsdale St., N. S. Pittsburgh, Pa. Heat No. 12.

*The Lunkenheimer Co.*, P. O. Box 360, Annex Station, Cincinnati 14, Ohio. Heat Nos. 342, 343, 344.

#### 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 lists 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 Headquarters, Washington 25, D. C., duplicate copies of a detailed assembly drawing, including a material list with finishes of each corrosive part of each item.

#### HAND TOOLS

1. Select the right tool for the job—never use a makeshift.

2. Use only tools in good condition—no cracked or broken handles, none without handles, no tools with mushroomed or broken heads.

3. Keep keen-edged blades sharp; store them safely when not in use.

4. Do not use a hammer with a hardened face on a highly tempered tool such as a drill, die, or jig. Chips may fly.

5. Use wrenches of the right size for the job. Face the jaws of an adjustable wrench in the direction of the pull.

6. Never apply a wrench to moving machinery; stop the machine; then remove all tools before starting it again.

7. See that pipe wrench jaws are sharp and chains in condition so they will not slip.

8. Never use any tool in such a way that you will be injured if it slips.

# Merchant Marine Personnel Statistics

## MERCHANT MARINE LICENSES ISSUED DURING JUNE 1949

### DECK OFFICERS

		Region								Total	
		Atlantic coast		Gulf coast		Great Lakes and rivers		Pacific coast			
		O	R	O	R	O	R	O	R	O	R
Master.....	{Ocean.....	20	128	12	28	0	2	14	57	46	215
	{Coastwise.....	4	20	3	4	0	0	1	2	8	26
	{Great Lakes.....	0	3	0	0	2	24	0	0	2	27
	{B. S. & L.....	8	50	1	3	0	1	0	7	9	61
	{Rivers.....	1	6	1	1	1	15	0	1	3	23
Chief mate.....	{Ocean.....	19	29	10	5	0	0	9	18	38	53
	{Coastwise.....	0	1	0	0	0	0	0	0	0	1
Second mate.....	{Ocean.....	30	29	10	8	0	2	10	16	50	55
	{Coastwise.....	0	0	0	0	0	0	0	0	0	0
Third mate.....	{Ocean.....	134	47	3	8	0	6	2	16	139	77
	{Coastwise.....	0	0	0	0	0	0	0	0	0	0
Mate.....	{Great Lakes.....	0	0	0	0	0	0	0	0	0	0
	{B. S. & L.....	2	4	1	0	0	0	2	5	5	9
	{Rivers.....	0	0	0	1	4	6	0	0	4	7
Pilots.....	B. S. L. & R.....	73	128	20	28	41	56	12	40	155	252
Master.....	Uninspected vessels.....	0	0	0	0	0	0	7	4	7	4
Mate.....	Uninspected vessels.....	0	0	0	0	0	0	7	0	7	0
Total.....		291	445	70	87	48	112	64	166	473	810
Grand total.....		736		157		160		230		1283	

### ENGINEER OFFICERS

Steam	{ Chief engineer:										
	{ Unlimited	19	114	2	31	0	17	6	62	27	224
	{ Limited	4	62	0	3	2	46	0	5	6	116
	{ First assistant engineer:										
	{ Unlimited	9	37	6	12	2	5	4	20	21	74
	{ Limited	1	0	0	2	2	13	0	2	3	17
	{ Second assistant engineer:										
	{ Unlimited	31	45	7	15	2	11	13	26	53	97
	{ Limited	1	0	0	0	0	4	0	0	1	4
	{ Third assistant engineer:										
Motor	{ Unlimited	206	52	4	10	1	27	7	31	218	120
	{ Limited	1	0	0	0	0	0	0	0	1	0
	{ Chief engineer:										
	{ Unlimited	4	21	2	10	0	4	4	11	10	45
	{ Limited	6	25	1	9	5	4	5	11	17	49
	{ First assistant engineer:										
	{ Unlimited	5	4	0	1	0	2	1	2	6	9
	{ Limited	8	0	0	1	2	1	3	0	13	2
	{ Second assistant engineer:										
	{ Unlimited	3	4	0	0	0	0	3	1	6	5
Uninspected vessels	{ Limited	0	1	0	0	1	1	0	0	1	2
	{ Third assistant engineer:										
	{ Unlimited	208	67	0	20	0	38	2	52	210	177
	{ Limited	1	0	0	0	0	0	0	0	1	0
	{ Chief engineer	0	0	0	0	0	0	9	0	9	6
	{ Assistant engineer	0	0	0	0	0	0	16	3	16	3
Total		507	432	22	114	17	173	73	226	619	945
Grand total		939		136		190		209		1564	

CARELESSNESS

CAUSES

CASUALTIES

# Merchant Marine Personnel Statistics

## ORIGINAL SEAMEN'S DOCUMENTS ISSUED MONTH OF JUNE 1949

Region	(1) Staff officer	(2) Contin- uous dis- charge book	(3) U. S. merchant mariner'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 bays and sounds <sup>1</sup>	(9) AB sea- going barges	(10) Life- boat- man	(11) Q. M. E. D.	(12) Radio opera- tors	(13) Certifi- cate of service	(14) Tanker- man
Atlantic coast.....	59	3	840	175	101	5	-----	-----	-----	292	126	13	677	4
Gulf coast.....	6	15	156	47	16	8	-----	-----	-----	91	27	2	151	21
Pacific coast.....	17	-----	225	88	33	3	-----	-----	-----	231	59	7	181	1
Great Lakes and rivers.....	5	-----	940	31	88	63	-----	-----	-----	76	120	-----	871	29
Total.....	87	18	2,161	341	238	79	1	0	0	690	332	22	1,880	55

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

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

## WAIVERS OF MANNING REQUIREMENTS FROM JUNE 1 TO JUNE 30, 1949

Region	Number of vessels	Deck offi- cers sub- stituted for higher ratings	Engineer officers substituted for higher ratings	Able sea- men sub- stituted 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, coal passers or cadets sub- stituted for engineer officers	Ordinary seamen or cadets substituted for deck officers	Total
Atlantic coast.....	2	-----	-----	-----	-----	-----	3	-----	-----	3
Gulf coast.....	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Pacific coast.....	2	-----	2	-----	-----	-----	1	1	-----	4
Great Lakes.....	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Total.....	4	-----	2	-----	-----	-----	4	1	-----	7

NOTE.—In addition, individual waivers were granted to permit the employment of 2 able seamen holding certificates for "any water—12 months" in excess of the 50 percent authorized by general waiver.

## CREW SHORTAGE REPORTS FROM JUNE 1 TO JUNE 30, 1949

Region	Number of vessels	Ratings in which shortages occurred											Total	
		Chief mate	Second mate	Third mate	Radio	Able seamen	Ordinary seamen	Chief engineer	First engineer	Second engineer	Third engineer	Qualified member engine department		Wiper or coal passer
Atlantic coast.....	3					2	1							3
Gulf coast.....														
Pacific coast.....														
Great Lakes.....	124	5	8	13		21	3	1	9	12	23	2	11	146
Total.....	128	5	8	13		23	4	1	9	12	23	42	11	157

### BIRDS OF A FEATHER

"Birds Of a Feather Flock To-  
gether."

That age-old adage is most apropos to safety, if we think of carelessness and accidents as two great carrion birds, preying on the unthinking, hapless individuals who flaunt the rules of safety. No amount of printed matter, of spoken advice seems enough for some people. They must learn the hard way what others, using common

sense, absorb with little difficulty.

Through painful, costly experience they learn that safety pays off higher dividends in the long run than do the ill omen birds of carelessness and accidents. An oily spot on an engine room deck, an uncovered pot on a galley range, a door only partially dogged, are careless invitations to accidents during a heavy sea. A moment's thoughtfulness on the part of someone would prevent a dangerous

fall, a bad burn, or a crushed hand. Righting the physical damage caused by these three signs of carelessness might involve weeks of painful treatment, while preventing them takes so little time and effort.

Watch for the birds of carelessness and accidents. Like the albatross, they, too, follow close in a ship's wake, awaiting their prey—the thoughtless and the negligent.

*Lykes Fleet Flashes, July 1949.*



