PROCEEDINGS OF THE MERCHANT MARINE COUNCIL UNITED STATES COAST GUARD

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This copy for not less than 20 readers. PASS IT ALONG



Proceedings of the MERCHANT MARINE COUNCIL

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> The Merchant Marine Council of the United States Coast Guard

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SOME FIRE PREVENTION MEASURES

There are three requirements for fire: (1) A combustible substance; (2) oxygen; and (3) heat. To prevent fires one of these three must be absent. Except in the case of fiammable liquid storage, there is little practical application of the absence of oxygen as a fire prevention measure. Wherever the air contains enough oxygen for comfortable breathing, there is enough for fire. Removing the amount of combustible material and eliminating the heat or keeping them apart are the chief means of preventing fires.

HOW MUCH HEAT?

An open flame or a glowing bit of tobacco or other substance is a commonly recognized means of starting a fire, but there are other, often overlooked methods.

A great many substances ignite at temperatures between 400° and 500° F. Common ones include cleaning solvents, gasoline, sulfur, turpentine, most woods, cotton, and paper. Gas-oline vapor requires only a small source of heat to raise its temperature to the ignition point because the heat is conducted slowly from its source. A block of wood requires a lot of heat because a good deal of surrounding wood must be warmed up before a particular spot can become hot enough to burn. On the other hand, fine slivers or shavings can be ignited with very little heat because there is only a small amount of material to warm up.

Small particles at high temper-

atures, such as steel sparks, or electric sparks and arcs of short duration may be of little danger on a wooden deck or a smooth canvas tarp. Although the temperature is high there is not enough heat present to warm up the wood or canvas to the ignition temperature. The same spark falling into fine shavings, a bit of waste or the fluffy cotton protruding from a bale, may easily start a fire.

Paire

An uncovered flange in a superheated steam line or an incandescent electric light bulb may have a temperature of only 500° to 600° F., but if a piece of wood or cloth is left in contact with it for some time it will become hot enough to ignite because of the great amount of heat available.

Spontaneous combustion can occur in many substances, a common example being rags containing linseed oil. Heat is given off by a chemical action. Unless it can escape, by being exposed to the air, it may raise the temperature until ignition takes place.

GOOD HOUSEKEEPING

Except for the spontaneous ignition of paint-soaked rags and some similar materials, accumulations of rubbish are not *causes* of fires. They do furnish an entirely unnecessary tinder which small sources of heat can ignite and then provide ready fuel for the rapid spread of what might otherwise be a small fire.

1. Keep clean rags and waste in covered bins where a match or cigarette butt can't reach them. Keep oily and paint-soaked rags and waste in covered metal containers. Empty them daily,

3. Oil-soaked sawdust is also readily ignited and should be swept up as soon as possible and put in covered metal containers which are emptied daily. (Commercial oil absorbents will not support combustion when the source of ignition is removed.)

4. Keep ventilating ducts clean of lint and grease. The one over the galley range is particularly likely to catch fire if not cleaned frequently. Fires started in ventilating ducts are quickly spread over a large area.

 Dispose of paper, excelsior, and other packing materials as soon as stores are broken out.

6. Provide metal waste baskets in living quarters. Solid sides are preferable to perforated or meshed, since a fire can easily be snuffed out by covering the basket with a board or desk blotter.

 Sweep up and dispose of all wood chips and shavings at the end of each day's work.

 Keep light bulbs clean of lint and grease. This includes cargo lights.

 Sweep out holds including ledges on flanges of deck beams and longitudinals. Flammable material here helps spread what might otherwise be localized fires.

 Inspect lockers to see that they do not contain accumulation of oily clothes and other combustibles.

SMOKING AND MATCHES

Smoking is, perhaps unjustly, often given as the cause of a fire when no other cause can be found. Proved cases, however, show that carelessly discarded burning matches and tobacco are a very common cause of fires.

Blanket prohibitions of smoking are easy to make but very difficult to enforce. The trend in all industries is toward setting aside some areas in which smoking is permitted, providing ash trays and first aid fire fighting equipment in them, and prohibiting smoking where it is dangerous.

At sea smoking should be prohibited in paint lockers, carpenter shop, and battery room, and such other areas as may be required. Temporary prohibition should, of course, be enforced in compartments which are being painted and in which flammable solvents are being used. Smoking in bed has led to many fires and deaths when the person fell asleep with a cigarette in hand.

In port, the holds and weather decks surrounding the hatches should also be out of bounds for smoking. A smoking area provided with receptacles for matches and cigarette butts should be designated for the use of longshoremen. Signs indicating the location of these areas should be placed at the head of the gangplank and in other conspicuous places to remind men not only of where smoking is prohibited but also where it is permitted.

The crew should be instructed to observe the prohibited areas also; because it is very hard to convince the longshoremen that their brand of cigarette is more likely to start a fire than that which the crew smokes. On the other hand, the crew being accustomed to smoking on deck at sea will need reminding of the changed conditions in port.

It has been found that the "strike anywhere" matches are dangerous in that the lighted heads often fly and that matches dropped may later be ignited. The safety matches, particularly the wooden ones in boxes, are less dangerous. It would be desirable to discourage all use of the "strike anywhere" matches. In any event only safety-type matches should be carried in the ship's stores and slop chest.

CARGO LIGHTS

Portable cargo or cluster lights produce enough heat to ignite tarpaulins and wooden decking when the lights are left face down upon them. This danger could be eliminated by incorporating short legs in the guard or around the sides of the reflector so that the lamp would be supported several inches above the surface on which it was laid.

Paper, lint, and dust on the bulbs themselves may easily catch fire and possibly fall burning into the cargo. Bulbs should therefore be kept clean.

If either the cord or a bulb is broken there will be a momentary heat of high intensity from the arc of the shorted wires or the filament of the bulb as it burns out. If an easily combustible material such as baled cotton, sisal, or other fiber be in contact with the arc or broken bulb, a fire is likely to be started. For this reason it is important that the cluster lights be clear of the square of the hatch and preferably secured close to the overhead where the chance of their being struck is at a minimum.

The lamp cord should be of heavy construction, should be frequently inspected for wear and cuts, and should be renewed rather than spliced. Particularly at the lamp end the cord should be secured by a lanyard so that a pull on either the cord or the lamp does not place a strain on the terminal connections. These suggestions apply equally well to power cords of all electric tools and appliances.

WELDING AND CUTTING

Large hot sparks and drops of molten metal are produced by welding and cutting. Obviously these must be kept from combustible material either by removing the material or by covering it with an asbestos blanket. Any holes or cracks through which sparks might fall should be covered.

Water buckets or fire extinguishers should be at hand and a fire watch posted wherever there is any possibility of sparks reaching combustible material.

An important point, but one often overlooked, is to remove combustibles from the other side of a deck or bulkhead on which hot work is being done. A fire watch should be posted since, if nothing else, the paint is likely to catch fire.

Pure oxygen in contact with grease or oil will ignite it spontaneously. Therefore oil or grease should not be used to lubricate fittings on oxygen bottles. Gas valves should always be closed at the bottles when the torch is not being used to avoid danger of producing an explosive atmosphere in a compartment should the hoses leak or be accidentally cut.

COTTON AND OTHER BALED FIBERS

Cotton, sisal, jute, hemp, hay, and other fibers are very easily ignited and produce quick-spreading fires. The notorious "fire packed" bales of cotton often result from static and metallic sparks or friction-produced heat in the gin. A small smouldering fire may not be detected in the fast traveling flow of cotton and therefore be baled.

The origin of these fires is mentioned to point out that metallic sparks, as from striking a band with a hand hook, are quite capable of starting a fire. Tufts pulled partially from bales or exposed when a band breaks are particularly easy to ignite.

Sparks from the exhaust of lift trucks and jitneys have started very serious cotton fires in pier sheds and could do so if used in the hold.

While many sources of ignition of baled fibers can be practically eliminated, there will always be the chance of metallic sparks. It is therefore suggested that when these cargoes are being worked, the longshoremen be informed of the hazard and that fireextinguishing equipment be right at hand in the hold and on the apron so that any fire can be put out at once.

OXIDIZING MATERIALS

Marine Safe Practices Pamphlet No. 34 lists a number of common oxidizing substances and the reactions which can take place when they come into contact with certain combustibles.

The U. S. Coast Guard Regulations Governing the Transportation, Storage or Stowage of Explosives or Other Dangerous Articles or Substances, and Combustible Liquids on Board Vessels contains a great deal of information on the hazards of oxidizing materials and other dangerous substances. Oxidizing materials. when in contact with wood, paper, or other combustibles, not only make those substances very easy to ignite but intensify the combustion because they furnish oxygen. What might be a little smoulder on a clean piece of rough dunnage, becomes almost immediately a hot fire on a plank dusted or impregnated with a nitrate. Wood, paper, or cloth in contact with oxidizing materials should therefore

be very carefully protected from any source of ignition. For extinguishing a fire in which oxidizing materials are involved, only cooling with large quantities of water does any good since the fire does not need oxygen from the air.

DUST EXPLOSIONS

Dusts of all combustible substances and even of some metals such as zinc and aluminum, can be ignited and explosions may occur when the dust concentration and humidity are suitable. Bulk grain, sulfur, and coal are among the commodities which might give trouble aboard ship if the hazard is not recognized and no precautions are taken against ignition.

Courtesy Accident Prevention Bureau of Pacific Maritime Association.

S. S. "CONSTITUTION"

The S. S. Constitution is equipped with main propulsion machinery designed to provide a speed of $22\frac{1}{2}$ knots at a normal rating of 37,000 shaft horsepower. She has an overall length of $682\frac{1}{2}$ feet; 23,720 gross tonnage.

The Constitution has two complete and independent engine rooms, separated by a 39-foot, watertight compartment. Each of these machinery spaces is an integral unit containing the boilers, turbines, condensers, and gears necessary to drive one shaft, together with generators and auxiliary machinery required to propel the ship. Thus in the event that either of the engine rooms is disabled, by accident, collision, or war damage, the other can continue to operate and drive the vessel on one shaft at speeds up to about 17 knots while furnishing the necessary light, heat, and power.

TRULY A TRIBUTE TO AMERICANISMI

Photograph courtesy of American Export Lines.

THE HAZARDS IN TRANSPORTATION OF HAZARDOUS CARGOES

Address given by Capt. J. A. Kerrins, USGS, before the Virginia State-wide Safety Conference on May 25, 1951

It is a pleasure to be back again to participate in the discussions on a program of the Marine Safety Section of the Virginia State-wide Safety Conference.

Again I find myself on that part of the program devoted to small boat handling and safety. Considering that the ports of Hampton Roads are deep-water ports catering, as they do, to all classes and sizes of vessels. I am going to take it upon myself to recommend a change in the name of this particular part of the Marine Section so that the title will properly permit including discussions of safety as it affects all types and tonnages of vessels.

Last year my talk was confined to a discussion of safety operation of small motor vessels, the great majority of which are in the pleasure boat category. This year I again am in the small boat field but have concentrated my remarks on vessels which, taken by themselves, are small but which, when combined with barges and other craft in tows, move out of the small boat field.

Some figures will emphasize why this is so. The Diesel tug Harry Truman is 90 feet long, but when coupled up to form an integrated tow measures as much as 1,200 feet in length. The stern wheeler Sprague,

which bowed off the rivers in 1948, when hooked up to the barges-she was capable of pushing, became a vessel 1,000 feet in length. Some idea of their sizes can be obtained by going to the yard of Newport News Shipbuilding & Drydock Co. and by walking along the graving dock out of which projects the bow and stern of the approximately 1,000-foot liner being built for the United States Lines. We don't find such large tows here, but nevertheless a 65-foot tug when pushing a 175-foot barge on the Elizabeth River is no longer a small boat.

The Sprague when operated by the Standard Oll Co., pushed 19 barges of crude oil—enough oil to load a tank car train 10 miles long. The 90-foot *Harry Truman* can push 15 barges carrying 140,000 barrels—enough to fill close to 600 railway tank cars. These, and like tows, are pushed through the narrow, tortuous channels of our Mississippi River system where the specialization has been in pusher tows.

Similarly on the many other rivers throughout the country huge quantities of hazardous cargoes are moved in tows both of the pusher type and of the types more often seen in these waters. On the winding rivers move such dangerous cargoes in bulk as gasoline; corrosive acids, such as sulfuric and hydrochloric; poisonous liquids like hydrocyanic acid. These and other less hazardous liquids are moved in barges pushed or hauled by small tugs. These movements of dangerous commodities are subject for thought in a session such as this.

Before continuing I wish to emphasize that my remarks are not intended to reflect local conditions. My statements are based upon reviews made in a previous assignment of casualties occurring throughout the country and upon personal observation of conditions of operations in this and other localities.

Nor do I wish to leave any impression that legislation is the answer. We now have plenty—the many of us have it because of the misdeeds of a few. The Coast Guard has long been on record as being in favor of self-regulation. As recently as this past January the Commandant in an address to the Motorboat Safety Conference in New York City restated this belief in self-regulation when he said "true safety begins with the individual."

I think we will all agree that most safety programs are directed toward education of the individual. So it is in the movements of the cargoes described that thought must be given to the selection of the individual who is to be responsible for the navigational control of the tows, large and small, which travel over the waters of our rivers and harbors.

Large vessels while moving in confined waters are required by law to be in the direct charge of one who has, by previous passages over the waters, acquired that knowledge and experience which has enabled him to prove by examination that he is thoroughly familiar with the conditions of bends and currents on his routes and with the safety rules which, if observed by all vessels, will prevent collisions.

Possession of a pilot's license is no insurance that casualties to vessels in charge of licensed officers will not occur. We have but to read the papers from day to day to realize that persons of proven competence are oftentimes responsible for the tragic casualties which occur not only on water, but on the rails, in the air, and on the road.

While a license alone is not complete insurance the selection of an individual who possesses a license, or who, by proper experience and intelligence is capable of sizing up situations as they develop will go a long way toward minimizing the risks of injury to the property and lives under his control as well as to the property and lives of others.

Let us look at the record and I will say it is not too bad. I have selected only those casualties during the past year in which the movements of dangerous liquids in tows are involved. The injuries suffered, fortunately were not great, but the potentialities of severe damage to waterfront facilities; property, both public and private; and persons are great.

A tug pushing a barge containing a few thousand barrels of gasoline met during the night at a bend in the James River a tow coming down river composed of a tug and two barges recently discharged of gasoline and which had not been gas freed. A collision occurred and, fortunately so, no serious damage resulted. Each tow, at the time of collision was in charge of men not holding pilot's licenses.

On the same river on another night a tug pushing two barges loaded with fuel oll collided with another tow. Here again fortune smiled and there was no catastrophy. The person in charge of each tow held no licenses of any kind. The mate on watch of the tug pushing the oil had previously been a cook with little time on the James River run.

On the same river on still another night an upbound tow of a tug and one barge loaded with more than 10,-000 barrels of oil and a down-bound tank ship which was not gas freed collided at a bend in the river. Again the damage was relatively light and in this case as in the others the mate on watch on the tug held no pilot's license—nor any seaman's papers for that matter.

In addition to these and other collisions, there have been groundings, founderings, and striking of bridges, of which we have many in this district. Some of these casualties can be traced to unskillfulness on the parts of the mates. All of the collisions I have referred to took place at night. The trouble may well have been that one or both of the mates involved had not previously run a river at night. Seeing a green light on a meeting vessel-which is normal in a bend approach-confuses the inexperienced man and he interprets the approach as a crossing instead of the meeting situation which it is.

As I have previously said, legislation and regulation is not the answer. The responsibility rests with management to place in charge of navigation individuals who, by reason of experience, character, and intelligence are enabled to recognize situations and comply with the rules to prevent collisions and with the practices of good seamanship.

TRAINING

The following article prepared by the Accident Prevention Bureau of the Pacific Maritime Association is most timely and important during these emergency times when all efforts are being used toward expediting the movement of cargoes. A seaman is a mariner and includes all those who assist in the operation and management of ships at sea. The onus is on every seaman to be self trained as well as to train others. whether it is "on-the-job-training" or "off-the-job-training," for safety of life and property at sea is directly dependent on capabilities. The success and efficiency of shipping in all of its phases is dependent upon its seamen.

ON-THE-JOB TRAINING

Injury reports received by the Accident Prevention Bureau indicate that many seamen have accidents because they either lack knowledge of how to do their jobs safely or because they do not put into practice all that they know about working safely. The latter condition can be overcome through supervision. The former requires training of personnel with which subject this pamphlet is concerned.

Granted that men are supposed to know how to do their work and that they may manage to accomplish the job somehow—nevertheless there appears to be a real need for job instruction aboard ship. It is the little mistakes and little errors of judgment that are the cause of most accidents to seamen. Therefore it is in the basic operations that instruction is most needed, such as the proper type of knots to the for various uses and instructions for each man in how to the the knot; the proper way to use knives and other hand tools; the proper way to lift; the proper way to ascend or descend ladders.

Of course it takes time to instruct men—but it also takes time to treat the injured, to make out the necessary reports, and to repair the damage that results from accidents. The cost of an acident far exceeds the cost of preventing it.

With the return to service of ships from the "moth-ball" fleet men who have not been to sea for some time are returning to seagoing jobs. They are in all probability a little rusty in their techniques. They need to be instructed in the proper and safe way of doing their jobs and such instruction should include the hazards of that particular job and the way they can be overcome or avoided.

If you agree that it is more efficient and less costly in both time and money to do a job right the first time and without accident, then the following suggestions on training methods will be of interest to you.

TRAINING METHODS

Teaching is only a matter of helping a man learn. You may be able to feed him without any voluntary action on his part or even against his will, but you can't force information or skill into his head or hands. He must do the learning himself while the teacher puts the material in easy. logical steps and directs his efforts.

Training can be done most easily and effectively by using the four-step method.

Prepare the learner

Get him into a receptive mood so that he is interested in the subject and willing to make an effort to learn. Find out what he knows about the job. This is the starting point for the training. Explain the importance of the job and how it fits into the operation of the vessel. Show him how through knowing more he can do the job more easily, quickly, and safely.

Take time enough to get the learner started right. If he is not ready to learn, teaching effort is wasted.

Present the job to the learner

Tell him step-by- step what is to be done and why. Unless a man knows the reason for each step he may later try to change or short-cut some of the steps. Put the safety precautions into their proper order along with the rest of the procedure.

Show the man how to do the job. Repeat the key points for emphasis. Be sure he sees each movement. Watch to see that you don't "lose" him by presenting too much at one time. Save the tricks and short-cuts until after he has the fundamentals clearly in mind.

Test him

Have the man do the job as you watch him. Let him continue without interruption unless he makes a serious error. If he gets the main points the first time, that's good. Correct the minor ones on another try. Expect some mistakes, and don't be impatient. Keep him repeating the operation until you are sure he knows it.

Follow-up

Give him a job to do on his own. Check on him frequently to be sure that mistakes do not become habits. Encourage him to ask questions. Give careful consideration to any ideas he has for doing the job better or more quickly. Let him down easy if the idea is no good. Maybe he will have a very useful idea later.

The end of training is the beginning

of supervision, which never stops. If the basic training is good, the supervision brings further improvement. If basic training is poor, supervision will be a constant repetition of it without chance for improvement.

SUMMARY

 The record shows that many men need training in basic work method.

 You either take time to train properly at the start or spend more time throughout the voyage correcting mistakes.

 Break the job down into simple steps so that it is presented in an easy, logical order.

Use the four-step method of presentation;

(a) Prepare the learner.

(b) Present the information to him—tell, show, explain.

(c) Test the learner.

(d) Follow up to see that he is progressing.

LOCAL PORT REGULATIONS

The International Institute of Port Regulations. Port Huron, Mich., endeavors to maintain a complete and up-to-date library of port regulations of various ports throughout the world insofar as this organization is able to do so with the help of cooperating governments.

The purpose of the International Institute of Port Regulations is to meet an urgent and important need for furnishing information of this type. The Institute has spent years collecting information regarding local port regulations. This information was originally compiled by officials of various governments and it is doubted if such data would be compiled again because of the enormous difficulties involved in consolidating this information.

All the resources of the International Institute of Port Regulations are available to all interested persons throughout the world without charge or cost. The work of the Institute is paid for by voluntary contributions of persons, firms, and governments interested in furthering this work. The project is strictly nonpolitical and nonpartisan. The Institute will welcome all inquiries. The information available concerning various regulations of many important ports cover speed laws for ships in harbors, sanitary regulations, fire regulations, and various other laws and rules. All requests for information regarding local port regulations should be addressed to the Director, International Institute of Port Regulations. Post Office Box 291, Port Huron, Mich., U. S. A.

LESSONS FROM CASUALTIES

OIL FLOOD

A report of casualty was recently received relating an unusual accident to a Liberty-type tanker in a southern port.

The tanker in question was discharging a cargo of crude oil at the time of the accident. The forward pump room was in operation. Cargo valves had been set and pumps started.

The pumpman, after watching to see that the discharge rate had steadied down, departed, only to return at various intervals to examine their operation and oil them. It was during one of these periodic visits to the pump room that he observed an overflow of oil from the pump room escape hatch. The pumps were stopped and assistance was obtained in pumping out the flooded pump room. After the gas-freeing operation was completed, the pump room was examined by the chief and port engineer. From their examination it was learned that a 3-inch gate valve in the bilge had come completely adrift at its junction with an 8-inch cargo discharge line.

The valve was replaced in the line, flanged bolts secured with jamb nuts and discharging was resumed. During this second attempt to discharge the cargo 30 minute inspection rounds of the pump room were made. About 6 hours after the second start it was discovered that 5 feet of oil had flooded the pump room between two of the inspection rounds. The pump room was again emptied and again gas-freed. Upon examination it was discovered that another joint in a 3-inch bilge discharge line had opened up due to the slackening off of the nuts on the flanged bolts and that this spread joint had caused the second flooding. The bilge line was isolated by shutting the intermediate valve in the discharge line near the pump and discharging was resumed. Shortly thereafter it was discovered that the weld in the flange between the intermediate valve in the discharge line and its junction with the 8-inch cargo oil line was cracked. At this point the starboard cargo pump was secured and the remainder of the cargo discharged by means of the port pump.

No injuries to personnel occurred

as a result of this extraordinary accident and no damage to material other than that detailed above occurred.

The cargo pumps in the forward pump room of the vessel in question were steam-driven vertical pumps with a capacity of approximately 1,000 barrels per hour each. Apparently, excessive vibration in these pumps during operation had been noted by the chief engineer and pump man and shoring of the cargo pumps had been contemplated. During the repair operations it was found that the pumps were secured at the bottom only with 4 bolts. These 4 holdingdown bolts were smaller in diameter than the holes in the base of the pump. Repairs consisted of measures to reduce the vibration. Among the measures taken were the insertion of body bound bolts in the holes in the base of the pump and the nuts thereon were tack welded. The steam ends of the pump were reinforced by means of straps around the pump welded to the bulkhead. The tie rods between the steam and liquid ends of the pumps being loose in the threads were permanently secured by tack

welding. The cracked weld and other damage to the 3-inch bilge discharge line was of course repaired in the usual manner.

This accident is one in which no very serious consequences resulted. The vessel in question, however, was certificated for grade A cargo forward of the midships house and it needs little imagination to picture what might have happened if the vessel had been carrying high test gasoline instead of crude oil when the accident happened.

Excessive vibration of the cargo pumps seems to have been the sole cause of the loosening of the bolts which caused the drop of the 3-inch gate valve, the spreading of the flanged joint in the 3-inch discharge line, and the cracking of the welded joint between the 3-inch valve and the main cargo discharge line. It says very little for the maintenance work performed on this ship that the pumps were allowed to get into such a condition. However, in defense of the vessel's personnel it must be said that this ship had been lend-leased to a foreign government for several years and had only recently been removed from the laid-up fleet to go into active service. It appears that the deterioration in the condition of the vessel's equipment had taken place mostly during her foreign operation.

The lesson here is plain to see excessive vibration in machinery results in cold working and eventual cracking of piping, the working loose of nuts and bolts, with all the troubles which can follow. The remedy is equally evident—good maintenance of the vessel's machinery. While in this case there were no very serious consequences to the accident aside from the delay to the vessel, this was only a matter of great good luck. It is easy to envisage anything up to total destruction of the vessel as a result of such a casualty.

BUTANE EXPLOSION

An uncertificated inland towing vessel of small size was berthed for the night alongside the docks in a Texas port. The relief mate was in charge of the vessel. At about 6:30 in the morning he attempted to light the butane heater in the bath room when it exploded inflicting severe burns. There was no fire following the explosion.

Subsequent to the accident the vessel was examined by the master and the owner's representative and it was determined that the vessel had not suffered any damage. The butane heater and stove were tested and were found to be functioning normally.

From the facts adduced it is be-

lieved the butane heater had either been partially turned on by the night mate prior to his attempting to light it or it had been leaking slightly during the night. As has been pointed out many times previously, butane as well as other liquefied petroleum gases is practically odorless unless an odorizer has been added to the gas. This makes a leak extremely hard to detect. The only safe practice is to ventilate thoroughly before attempting to light a butane stove or heater.

MOPE and **DOPE**

Keeping one hand free to use on the handrail is enough on a sloping ladder, but you need both hands for yourself on a vertical ladder.

A man was coming out of a hatch with a bucket in one hand. He lost his balance and fell into the hold.

Use a handline to raise and lower gear in holds or aloft and keep both hands free for your own protection. Wear a safety belt aloft and tie your small tools to it.



APPENDIX

Amendments to Regulations

TITLE 33-NAVIGATION AND NAVIGABLE WATERS

CHAPTER I-COAST GUARD, DE-PARTMENT OF THE TREASURY

Subchapter K-Security of Vessels

[CGFR 51-29]

Part 121—Security Check and Clearance of Merchant Marine Personnal Requirements for Documents Bearing Security Clearance Indorsement

Pursuant to the authority of 33 CFR 6.10-3, Executive Order No. 10173 (15 F. R. 7007), the Commandant may require that all licensed officers and certificated men employed on other than exempted designated categories of merchant vessels of the United States be holders of specially validated documents. The purpose of the following new regulation, designated as § 121.16. is to require that all persons employed on merchant vessels of the United States of 100 gross tons and over engaged in trade on the Great Lakes shall be holders of a specially validated document as a condition precedent to employment thereon. This is the first of a series of similar requirements covering the categories of vessels listed in 33 CFR 121.02 (16 F. R. 817). Since the security Interests of the United States call for the aforesaid application of the provisions of 33 CFR 6.10-3 at the earliest practicable date and because of the national emergency declared by the President, it is found that compliance with the notice of proposed rule making, public rule making procedure thereon, and effective date requirements of the Administrative Procedure Act is impracticable and contrary to the public interest.

By virtue of the authority vested in me as Commandant, United States Coast Guard, by Executive Order No. 10173, the following regulation is prescribed which shall become effective on and after August 1, 1951:

Part 121 is amended by adding a new § 121.16 reading as follows:

§ 121.16 Requirements for documents bearing security clearance indorsement. (a) On and after August 1, 1951, all persons employed on merchant vessels of the United States of 100 gross tons and upwards engaged in trade on the Great Lakes shall be required as a condition of employment to be in possession of a document bearing a special validation indorsement for emergency service prior to acceptance of employment as members of crews of such vessels. The issuance of documents bearing security clearance shall be in the form and manner prescribed by \$ 121.15.

Dated: June 20, 1951.

SEAL MERLIN O'NEILL. Vice Admiral, U. S. Coast Guard. Commandant.

[F. R. Doc. 51-7315; Filed, June 26, 1951; 8:50 a. m., 16 F. R. 6180-6/27/511

TITLE 46-SHIPPING

CHAPTER I-COAST GUARD, DE-PARTMENT OF THE TREASURY

Subchapter B-Merchant Marine Officers and Seamen

(CGFR 51-24)

Part 12-Certification of Seamen

SUBPART 12.02-GENERAL REQUIRE-MENTS FOR CERTIFICATION

COLLECTION OF FEES FOR DUPLICATE DOCUMENTS

The amendment to 46 CFR 12.02-23 (c) is to change the procedure and practice of collecting fees for duplicate documents from the time the seaman files an application for duplicate documents to the time the duplicate documents are issued to the seaman. The change in procedure is necessary because it is not always possible to determine the exact fee to be collected for duplicate documents at the time the application is filed and in some instances it is necessary to reject a seaman's application for duplicate documents for reasons of security or otherwise. Since the fees collected are turned into the United States Treasury before the duplicate documents may be issued to the seaman, it is not possible for the Coast Guard to refund the fees collected if the documents are withheld or if the fee has been incorrectly calculated. In such a case it is necessary for the seaman to file a claim for the fee with the United States General Accounting Office. In order to reduce unnecessary paper work and to make it easier to calculate the fees for duplicate documents, the procedures and practices in connection with the issuance of duplicate documents are revised to require the payment of such fees at the time the duplicate documents may

be given to the seaman. Because this amendment merely changes the procedures and practices regarding the collection of fees from seamen for duplicate documents, it is hereby found that compliance with the notice of proposed rule making, public rule making procedure thereon. and effective date requirements of the Administrative Procedure Act is unnecessary.

By virtue of the authority vested in me as Commandant, United States Coast Guard, by Treasury Department Order No. 120, dated July 31. 1950 (15 F. R. 6521), to promulgate regulations in accordance with the statutes cited with the regulations below, the following amendment to the regulations is prescribed which shall become effective on the date of publication of this document in the FED-ERAL REGISTER :

Section 12.02-23 (c) is amended to read as follows:

§ 12.02-23 Issuance of duplicate . documents.

(c) The seaman shall be required to pay for the reissue document (if payment is required) at the time of the issuance of such document to him and in the event the lost document is found he shall be required to surrender same to the shipping commissioner, collector or deputy collector of customs, or the Officer in Charge, Marine Inspection. If the seaman requests a certificate of identification in lieu of a lost book, or vice versa. he shall be required to pay for the reissue of the lost document at the time of its issuance (if payment is re-When the reissue of the quired), document is issued to him, he may then exchange the same in accordance with the regular procedure.

(R. S. 4405, 4551, 49 Stat. 1544, sec. 5, 55 Stat. 244, as amended; 46 U. S. C. 375, 643, 367, and 50 U. S. C. 1275)

Dated: May 25, 1951.

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

[F. R. Doc. 51-6366; Filed, May 31, 1951; 8:54 a. m., 16 F. R. 5132-6/1/51)

CHAPTER I-COAST GUARD, DE-PARTMENT OF THE TREASURY (CGFR 51-20)

LIMIT SWITCHES AND EMERGENCY DIS-CONNECT SWITCHES IN CONTROL CIRCUITS OF LIFEBOAT WINCHES

regarding proposed notice A changes in the regulations for limit switches and emergency disconnect

switches was published in the FEDERAL REGISTER dated February 27, 1951, 16 F. R. 1831, as Item II on the Agenda to be considered by the Merchant Marine Council, and a public hearing was held by the Merchant Marine Council on March 27, 1951, in Washington, D. C. All the comments submitted were considered and where practicable were incorporated into the regulations.

The purpose of the amendments to 46 CFR 59.3a (b), 60.21a (b), 76.15a (b), 94.14a (b), and 160.015-3 (k) is to have the requirements for limit switches and emergency disconnect switches in the control circuits for lifeboat winches on existing vessels and new vessels to be the same, to require effective means for cutting off the electric power to lifeboat winches. During the last five years the records of the Coast Guard show there have been thirty accidents caused by defective limit switches. These thirty casualties have resulted in three deaths, eighteen persons injured, and considerable property damage. During this same period two men were killed and seven were injured as a result of being struck by spinning crank handles while in the act of hand cranking the davits to their final position.

The extension of the application of the regulations to installations on existing vessels and revision of requirements for limit switches and emergency disconnect switches are in the interest of safety of life at sea.

By virtue of the authority vested in me as Commandant, United States Coast Guard, by Treasury Department Order No. 120, dated July 31, 1950 (15 F. R. 6521), to promulgate regulations in accordance with the statutes cited with the regulations below, the following amendments to the regulations are prescribed which shall become effective ninety days after date of publication of this document in the FEDERAL REGISTER.

Subchapter G—Ocean and Coastwise; General Rules and Regulations

Part 59—Boats, Rafts, Bulkheads, and Lifesaving Appliances (Ocean)

Section 59.3a (b) is amended to read as follows:

§ 59.3a Mechanical means for lowering.

(b) (1) Winches proposed for use in new installations shall be of an approved type and constructed in accordance with Subpart 160.015 of Subchapter Q (Specifications) of this chapter.

(2) All existing vessels fitted with gravity davits and winches shall comply with the requirements contained in § 160.015-3 (k) of Subpart 160.015 of Subchapter Q (Specifications) of this chapter not later than July 1, 1952.

(R. S. 4405, as amended, 4488, as amended; 46 U. S. C. 375, 481. Interprets or applies R. S. 4491, as amended, 49 Stat, 1544, sec. 3, 54 Stat. 347, sec. 5, 55 Stat. 244, as amended; 46 U. S. C. 1, 489, 367, 1333, 50 U. S. C. App, 1275)

Part 60—Boats, Ralts, Bulkheads, and Lifesaving Appliances (Coastwise)

Section 60.21a (b) is amended to read as follows:

§ 60.21a Mechanical means for lowering. (See § 59.3a of this subchapter, as amended, which is identical with this section.)

(R. S. 4405, as amended, 4488, as amended; 46 U. S. C. 375, 481. Interprets or applies R. S. 4491, as amended, 49 Stat. 1544, sec. 3, 54 Stat. 347, sec. 5, 55 Stat. 244, as amended; 46 U. S. C. 1, 489, 367, 1333, 50 U. S. C. App. 1276)

Subchapter H—Great Lakes; General Rules and Regulations

Port 76—Boats, Rafts, Bulkheads, and Lifesaving Appliances

Section 76.15a (b) is amended to read as follows:

§ 76.15a Mechanical means for lowering. (See § 59.3a of this chapter, as amended, which is identical with this section.)

(R. S. 4405, as amended, 4483, as amended; 46 U. S. C. 375, 481. Interprets or applies R. S. 4491, as amended, 49 Stat. 1544, sec. 3, 54 Stat. 347, sec. 5, 55 Stat. 244, as amended; 46 U. S. C. 1, 489, 367, 1333, 50 U. S. C. App. 1275)

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

Part 94—Boots, Rafts, Bulkheads, and Lifesaving Appliances

Section 94.14a (b) is amended to read as follows:

§ 94.14a Mechanical means for lowering. (See § 59.3a of this chapter, as amended, which is identical with this section.)

Subchapter Q-Specifications

Part 160-Lifesoving Equipment

SUBPART 160.015 - LIFEBOAT WINCHES FOR MERCHANT VESSELS

Section 160.015-3 (k) is amended to read as follows:

§ 160.015-3 Construction of lifeboat winches.

(k) Limit switch and emergency disconnect switch requirements:

 A main line emergency disconnect switch shall be provided, the opening of which will disconnect all electrical potential to the lifeboat winch. This switch shall be located in a position accessible to the person in charge of the boat stowage, and for gravity davit installations, shall be in a position from which the movement of both davit arms can be observed as they approach the final stowed position.

(2) Where power driven winches are used with gravity davits, two limit switches, one for each davit arm, shall be provided to limit the travel of the davit arms as they approach the final stowed position. These switches shall be connected in series, they may be connected in either the control or the power circuit, and they shall be so arranged that the opening of either switch will disconnect all electrical potential of the circuit in which the switches are connected. These switches shall be arranged to stop the travel of the davit arms not less than 12 inches from their final stowed position and they shall remain open until the davit arms move outboard beyond the tripping position of the switches.

(3) Other arrangements equivalent in design and safety will be given special consideration.

(R. S. 4405, as amended, 4488, as amended; 46 U. S. C. 375, 481. Interprets or applies R. S. 4417a, as amended, 4426, as amended, 4481, 4491, as amended, sec. 11, 35 Stat. 428, 49 Stat. 1544, sec. 3, 54 Stat. 347, sec. 5, 55 Stat. 244, as amended; 46 U. S. C. 1, 391a, 4C4, 474, 489, 396, 367, 1333, 50 U. S. C. App. 1275)

Dated: May 31, 1951.

ISEALI A. C. RICHMOND, Rear Admiral, U. S. Coast Guard, Acting Commandant.

[F. R. Doc. 51-6653; Filed, June 7, 1951; 8:52 a. m., 16 F. R. 5443-6/8/51]

[CGFR 51-23]

BULKHEADS AND WATERTIGHT SLIDING DOORS FOR PASSENGER VESSELS

notice regarding A proposed changes in the regulations for watertight sliding doors for passenger vessels was published in the FEDERAL REGISTER dated August 25, 1950 (15 F. R. 5706), et seq., as Item XXIV on the Agenda to be considered by the Merchant Marine Council, and a public hearing was held by the Merchant Marine Council on September 20, 1950. The amendments to 46 CFR 46.30, 46.32, 46.38, 46.42, 59.64, 60.57, 76.57, 80.2, 94.56, 98.2, 113.50, 117.2, and 163.001-1 to 163.001-8, inclusive, regarding bulkheads, subdivision, and watertight integrity of passenger vessels or ferry vessels to improve the standard of safety and to eliminate inconsistencies between the various regulations and to adequately describe these requirements,

were published in the FEDERAL REGIS-TER dated February 6, 1951 (16 F. R. 1073-1088). In adopting the specification for sliding watertight doors (and door controls) for merchant vessels certain requirements were made which duplicate or conflict with the requirements in other regulations in 46 CFR 46.21, 46.22, 46.23, 46.24, and 46.25. The purpose for the following amendments is to editorially correct the requirements and in cases of duplication to cancel the duplicate requirements. These changes do not introduce any additional requirements that are not presently required.

The purpose of the amendments to 46 CFR 46.21, 46.22, 46.23, 46.24, and 46.25 is editorial in nature and cancels duplicating or conflicting requirements with those published in the FEDERAL REGISTER of February 6. 1951. The reason for canceling 46 CFR 59.64a and 60.57a is to remove conflicting requirements because these vessels are now covered by the requirements in 46 CFR 59.64 and 60.57. Because the following amendments to 46 CFR 46.21, 46.22, 46.23, 46.24, 46.25, 59.64a, and 60.57a are editorial in nature and cancel duplicate requirements or revise the requirements to agree with those published in the FEDERAL REGISTER ON February 6, 1951, it is hereby found that compliance with the notice of proposed rule making, public rule making procedure thereon, and effective date requirements of the Administrative Procedure Act is impracticable and contrary to the public interest.

By virtue of the authority vested in me as Commandant, United States Coast Guard, by Treasury Department Order No. 120, dated July 31, 1950 (15 F, R. 6521), to promulgate regulations in accordance with the statutes cited with the regulations below, the following amendments to the regulations are prescribed which shall become effective on and after the date of publication of this document in the FEDERAL REGISTER.

Subchapter E-Load Lines

Part 46-Subdivision Load Lines for Passenger Vessels

1. Section 46.21 is amended to read as follows:

§ 46.21 Watertight doors, types. (a) The only types of watertight doors permissible are hinged doors, sliding doors, and doors of other equivalent patterns, excluding plate doors secured only by bolts and doors required to be closed by dropping or by the action of a dropping weight.

(b) The permissible classes of doors are: Class 1: Hinged doors.

Class 2: Sliding doors, operated by hand gear only.

Class 3: Sliding doors, operated by power and by hand gear.

2. Section 46.22 is amended by changing paragraphs (e), (f), and (g) to read as follows:

§ 46.22 Doors, location of allowed types.

(e) Doors that may be opened at sea. When any watertight doors which may sometimes be opened at sea, excluding those at the entrance to tunnels, are fitted in the main transverse watertight bulkheads at such a height that their sills are below the deepest subdivision load line, the following rules of this paragraph shall apply, subject to class 3 doors being required in special cases. (See paragraphs (f) and (g) of this section.)

(1) When the number of such doors exceeds 5, all the watertight sliding doors whose sills are below the deepest subdivision load line shall be of class 3, capable of being simultaneously closed from a station situated on the bridge.

(2) When the number of such doors does not exceed 5, all the watertight doors whose sills are below the deepest subdivision load line may be of class 2 if the Criterion Numeral does not exceed 30, and shall be of class 3 if the Criterion Number exceeds 30.

(f) Doors between coal bunkers. (1) Watertight doors fitted in bulkheads between permanent and reserve coal bunkers shall be always accessible except as provided in the following subparagraph for 'tween deck bunker doors. Screens shall be fitted or other arrangements provided to prevent coal from interfering with the closing of watertight coal bunker doors.

(2) If watertight doors which have sometimes to be opened at sea for the purpose of trimming coal are fitted between bunkers in the 'tween decks below the bulkhead deck, these doors shall be of class 3.

(g) Doors in trunkways with refrigerated cargo. When trunkways in connection with refrigerated cargo are carried through more than one main transverse watertight bulkhead and the sills of the openings are less than 7 feet above the deepest subdivision load line the watertight doors at such openings shall be of class 3.

 Section 46.23 is amended to read as follows:

§ 46.23 Watertight doors, operation and fittings...(a) Hinged watertight door fittings. Hinged watertight doors (class 1) shall be fitted with catches workable from either side of the bulkhead so spaced that the door can be made effectively watertight. In the case of a door which is required to be closed before the voyage commences and kept closed all during the voyage, the catches may be fitted to operate from one side only, provided it be shown that under all operating conditions the door shall be always closed from the one side.

(b) Sliding door operating gear. The hand closing gear for sliding doors is to be accessible in all cases and capable of being operated both at each side of the door itself and from above the bulkhead deck.

The (c) Power doors, control. power gear for closing doors of class 3 shall be operated from a central control in an accessible position above the bulkhead deck. The central control stations for power doors required under the provisions of § 46.22 (e) (1) shall be on the bridge. The power gear shall be so arranged that it can be operated from each side of the door itself, and also so that the door if opened by this local control after being closed from the central control will reclose automatically. The arrangement shall also be such that the door can be kept closed from the local control so that it cannot be opened from the central control. Power doors shall also be fitted with hand gear as required in paragraph (b) of this section. The arrangements shall be such that in the event that the power gear is disabled it will in no way interfere with the efficient operation of the hand gear.

(d) Door indicators. In all classes of doors indicators shall be fitted at all operating stations other than at the door itself showing whether the doors are open or closed and at all operating stations directions for closing the doors should be clearly marked.

(e) Power door warning signals. Where power doors in passenger, crew, or working spaces are capable of being closed from a position from which the doors are not visible, sound signals for giving warning when they are about to be closed are to be provided. These signals shall be of the electric horn or howler type.

4. Section 46.24 is amended to read as follows:

§ 46.24 Watertight doors, design and installation. The design of all watertight doors shall be subject to approval by the Commandant, U. S. Coast Guard. For specification requirements on design and installation of sliding watertight doors see Subpart 163.001, of Subchapter Q (Specifications) of this chapter.

5. Section 46.25 is amended to read as follows:

§46.25 Watertight doors, tests. The requirements for testing sliding watertight doors and controls are specified in Subpart 163.001, of Subchapter Q (Specifications) of this chapter.

(Sec. 2, 49 Stat. 888, as amended; 46 U. S. C. 88a)

Subchapter G—Ocean and Coastwise; General Rules and Regulations

Part 59—Boots, Rafts, Bulkheads, and Lifesoving Appliances (Ocean)

 Section 59.64a Bulkheads on passenger vessels 100 gross tons and over is canceled.

(R. S. 1405, 4417, 4426, 4490, 49 Stat. 1384, 54 Stat. 346, sec. 5, 55 Stat. 244, as amended; 46 U. S. C. 375, 391, 404, 482, 483, 367, 1333, and 50 U. S. C. 1275)

Part 60—Boots, Rofts, Bulkheads, and Lifesaving Appliances (Contrivise)

7. Section 60.57a Bulkheads on passenger vessels 100 gross tons and over is canceled.

(R. S. 4405, 4417, 4426, 4490, 49 Stat. 1384, 54 Stat. 346, sec. 5, 55 Stat. 244, as amended; 46 U. S. C. 375, 391, 404, 482, 483, 367, 1333, and 50 U. S. C. 1275)

Dated: May 25, 1951.

ISEAL] MERLIN O'NEILL, Vice Admiral, U. S. Coast Guard,

[F. R. Doc. 51-6365; Filed May 31, 1951; 8:54 a. m., 16 F. R. 5132-6/1/51]

CHAPTER I-COAST GUARD, DEPARTMENT OF THE TREASURY

Subchapter O—Regulations Applicable to Certain Vessels During Emergency

[CGFR 51-27]

Part 154—Waivers of Navigation and Vessel Inspection Laws and Regulations

PROCEDURES FOR EFFECTING GENERAL WAIVERS

The purpose of the following waiver orders is to modify certain statutory requirements relating to manning to such extent and in such manner and upon such terms as are set forth below. These waiver orders are published in both 33 CFR Part 19 and 46 CFR Part 154. Because of the urgency of providing general waiver authority in the interest of national defense, it is found that compliance with the notice of proposed rule making procedure thereon, and effective date requirements of the Administrative Procedure Act is Impracticable and contrary to the public interest.

By virtue of the authority vested in me as Commandant, United States Coast Guard, by an order of the Acting Secretary of the Treasury, dated January 23, 1951, and identified as CGFR 51-1 and published in the Federal Register dated January 26, 1951 (16 F. R. 731), these waiver orders are hereby promulgated and shall become effective on and after June 1, 1951.

§ 154.08 Able seamen employed on Great Lakes merchant cargo and tank vessels-(a) Waiver. I hereby waive compliance with the provisions of section 13 of the act of March 4, 1915. as amended (38 Stat. 1169, sec. 1, 50 Stat. 199; 46 U.S.C. 672 (a)), to the extent that when properly qualified able seamen are not available to man merchant cargo and tank vessels of the United States navigating the Great Lakes, to allow certificated ordinary seamen who have served a minimum of 8 months on deck at sea or on the Great Lakes, to compose not more than one-half the number of able seamen required by such section to be shipped or employed on any Great Lakes merchant cargo and tank vessel.

(b) Terms and conditions. The employment of certificated ordinary seamen who have served at least 8 months on deck at sea or on the Great Lakes, as herein authorized, shall be permitted only to the extent of the nonavailability of properly qualified able seamen, as determined after reasonable efforts made by the master, owner, and others con-cerned to secure the employment of properly qualified seamen, and in no event to exceed one-half the number of able seamen required by law to be employed on any merchant cargo and tank vessel navigating the Great Lakes, and as specified in the vessel's certificate of inspection, Seamen employed under this waiver shall present to the master of the vessel at the time of being employed authentic evidence of at least 8 months' service on deck at sea or on the Great Lakes. This evidence shall consist of one or more certificates of discharge or other properly authenticated record of service showing the name of the ves-

Allbis don't excuse accidents:

- It was the handiest tool
- It looked safe enough
- I was in a hurry
- Nobody told me to watch out
- It was too much trouble
- I did it that way for years
- It was just a temporary set-up
- It wasn't my fault

How do you compute a nautical mile? A nautical mile equals the length of 1 minute of arc of a great circle of a sphere whose surface equals that of the earth. It equals 6,080.204 feet or 1.1516 statute miles. sel or vessels and the dates employed thereon.

(c) Penalties. The failure of the master of any vessel sailing with a deficiency in the required complement of able seamen to comply with the conditions required by this waiver shall be considered misconduct within the meaning of R. S. 4450, as amended, 46 U. S. C. 239, and shall constitute grounds for suspension or revocation of the license of such master; and shall subject him and the owners to all other penalties provided by law. No penalty shall be imposed as a consequence of any waiver made effective pursuant hereto.

(d) Effective date. This order shall be in effect on and after June 1, 1951.

\$ 154.09 Qualified members of engine department on Great Lakes merchant cargo and tank vessels-(a) Waiver, I hereby waive compliance with the provisions of section 13 of the act of March 4, 1915, as amended (46 U. S. C. 672 (e)), to the extent that when qualified members of the engine department in the rating of fireman are not available for employment on coal burning merchant cargo and tank vessels of the United States navigating the Great Lakes, 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 firemen of such vessels.

(b) Terms and conditions. The employment of certificated seamen who have served at least 3 months in the fireroom on coal burning Great Lakes vessels, as herein authorized, shall be permitted only to the extent of the nonavailability of qualified members of the engine department in the rating of fireman, as determined after reasonable efforts made by the master, owner, or others concerned to secure the employment of properly qualified seamen. Any seaman employed under this waiver shall present to the master of the vessel at the time of being employed authenic evidence of at least 3 months' service in the fireroom of coal burning Great Lakes vessels. This evidence shall consist of one or more certificates of discharge or other properly authenticated record of service showing the name of the vessel or vessels and the dates employed thereon.

(c) Penalties. The failure of the master of any Great Lakes merchant cargo or tank vessel sailing with a deficiency in the required complement of qualified members of the engine department to comply with the conditions required by this waiver shall be considered misconduct within the meaning of R. S. 4450, as amended, 46 U. S. C. 239, and shall constitute grounds for suspension or revocation of the license of such master; and shall subject him and the owners to all other penalties provided by law. No penalty shall be imposed as a consequence of any waiver made effective pursuant hereto.

(d) Effective date. This order shall be in effect on and after June 1, 1951.

§ 154.10 Able seamen employed on merchant cargo and tank vessels other than Great Lakes vessels-(a) Waiver. I hereby waive compliance with the provisions of section 13 of the act of March 4, 1915, as amended (38 Stat. 1169, sec. 1, 50 Stat. 199; 46 U. S. C. 672 (a)), to the extent that when properly qualified able seamen are not available to man merchant cargo and tank vessels of the United States other than those navigating the Great Lakes, to allow seamen examined and rated able seamen under said section after having served on deck 12 months at sea or on the Great Lakes, to compose not more than onehalf of the number of able seamen required by such section to be shipped or employed on merchant cargo and tank vessels other than those navigating the Great Lakes

(b) Terms and conditions. The employment of seamen examined and rated able seamen after having served on deck 12 months at sea or on the Great Lakes, as herein authorized, shall be permitted only to the extent of the nonavailability of properly qualified able seamen, as determined after reasonable efforts made by the master, owner and others concerned to secure the employment of properly qualified able seamen, and in no event to exceed one-half the number of able seamen required by law to be employed on any merchant cargo and tank vessel other than those navigating the Great Lakes, and as specified in the vessel's certificate of inspection.

(c) Penalties. The failure of the master of any vessel sailing with a deficiency in the required complement of able seamen to comply with the conditions required by this waiver shall be considered misconduct within the meaning of R. S. 4450, as amended, 46 U. S. C. 239, and shall constitute grounds for suspension or revocation of the license of such master; and shall subject him and the owners to all other penalties provided by law. No penalty shall be imposed as a consequence of any waiver made effective pursuant hereto.

(d) Effective date. This order shall be in effect on and after June 1, 1951. § 154.11 Crew of non-subsidized merchant vessels—(a) Waiver. I hereby waive compliance with the provisions of 46 U. S. C. 672a to the extent that the percentage of citizens required in the crew of non-subsidized merchant vessels is reduced in the amount necessary to permit onehalf the number of able seamen required on such vessels to be alien seamen who hold currently valid United States certification as able seamen.

(b) Terms and conditions. The number of properly certificated able seamen who are aliens and who are employed under this waiver shall not exceed one-half the total number of able seamen required on a non-subsidized vessel; and the employment of properly certificated able seamen shall be permitted only to the extent of the nonavailability of properly qualified able seamen who are citizens of the United States as determined after reasonable efforts made by the master, owner, and others concerned to obtain properly qualified able seamen, and further provided the alien able seamen can speak and understand the English language to the extent required by their shipboard duties including emergency duties.

(c) Penalties. The failure of the master of any vessel sailing with a deficiency in the required complement of able seamen to comply with the conditions required by this waiver shall be considered misconduct within the meaning of R. S. 4450, as amended, 46 U. S. C. 239, and shall constitute grounds for suspension or revocation of the license of such master; and shall subject him and the owners to all other penalties provided by law. No penalty shall be imposed as a consequence of any waiver made effective pursuant hereto.

(d) Effective date. This order shall be in effect on and after June 1, 1951.

(e) Termination date. The terms of this waiver shall cease to be in effect after September 1, 1951, Provided, That any vessels the crew of which was engaged on or before September 1, 1951 under the terms of this waiver may continue with such deficiencies in its crew for the remainder of the period for which the entire crew is signed on, and no penalty of law shall be imposed because of failure to comply with the provisions of 46 U. S. C. 672a which are relaxed by this waiver.

(Pub. Law 891, 81st Cong.)

Dated: May 28, 1951.

[SEAL] MERLIN O'NEILL, Vice Admiral, U. S. Coast Guard,

Commandant. [F. R. Doc. 51-6345; Filed, May 29, 1951; 8:53 a. m., 16 F. R. 5060-5 5/30/51] Subchapter Q-Specifications

[CGFR 51-25]

Part 164-Materials

SUBPART 164.009-INCOMBUSTIBLE MA-TERIALS FOR MERCHANT VESSELS

ASBESTOS MILLBOARD

The purpose for the amendment to 46 CFR 164.009-2 (b) is to add asbestos millboard meeting the requirements of Federal Specification HH-M-351a to the items of material which are automatically accepted as meeting the specification requirements of 46 CFR Subpart 164.009. Since this material has been used in "Bulkhead Panels" approved under 46 CFR Subpart 164.008 and as the material is generally in good supply throughout the country, it is felt that it will be advantageous to the public to automatically accept asbestos millboard meeting the Federal Specification HH-M-351a rather than to specifically approve and separately list the asbestos millboard made by each manufacturer. Because this amendment removes a restriction and will expedite the use of incombustible material in the construction, repair, or alteration of merchant vessels, it is hereby found that compliance with the notice of proposed rule making, public rule making procedure thereon. and effective date requirements of the Administrative Procedure Act is unnecessary and contrary to the public interest.

By virtue of the authority vested in me as Commandant, United States Coast Guard, by Treasury Department Order No. 120, dated July 31, 1950 (15 F. R. 6521), to promulgate regulations in accordance with the statutes cited with the regulations below, the following amendment to the regulations is prescribed which shall become effective upon the date of publication of this document in the Federal Register.

Section 164.009-2 is amended by adding a new subparagraph (4) to paragraph (b), reading as follows:

§ 164.009-2 Material.

(b) * *

(4) Asbestos millboard meeting the requirements of Federal Specification HH-M-351a.

Dated: May 25, 1951.

(SEAL) MERLIN O'NEILL, Vice Admiral, U. S. Coast Guard, Commandant.

[F. R. Doc. 51-5363, Filed, May 31, 1951; 8:54 n. m., 16 F. R. 5153-6/1/51]

Famous last words: "It can't happen to me"

Equipment Approved by the Commandant

(CGFR 51-21)

APPROVAL OF EQUIPMENT AND CHANGE IN NAME OF MANUFACTURER

By virtue of the authority vested in me as Commandant, United States Coast Guard, by Treasury Department Order No. 120, dated July 31, 1950 (15 F. R. 6521), and in compliance with the authorities cited 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, and the following change in name of a manufacturer of approved equipment shall be made:

BUOYANT CUSHIONS, KAPOK, STANDARE

Note: Buoyant cushions are for use on motorboats of Classes A, 1, or 2 not carrying passengers for hire.

Approval No. 160.007/102/0, Standard kapok buoyant cushion, U. S. C. G. specification Subpart 160.007, manufactured by Obora Manufacturing, Co., 24531 Ryan Road, RFD No. 3, Box 149, Hazel Park, Mich.

Approval No. 160.007/103/0, Standard kapok buoyant cushion, U. S. C. G. Specification Subpart 160.007, manufactured by Wm. Buis Mattress Co., 174 Central Avenue, Holland, Mich.

BUOYS, LIFE, RING, CORK OR BALSA WOOD

Approval No. 160.009/34/0, 30-inch cork ring life buoy, U. S. C. G. Specification Subpart 160.009, manufactured by Western Canvas Products Co., 417 East Pine Street, Seattle 22, Wash.

Approval No. 160.009/35/0, 30-inch balsa wood ring life buoy, U. S. C. G. Specification Subpart 160.009, manufactured by Western Canvas Products Co., 417 East Pine Street, Seattle 22, Wash.

(R. S. 4405, 4417a, 4426, 4482, 4488, 4491, sec. 11, 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, 375, 391a, 396, 404, 475, 481, 489, 526e, 526p, 1333, 50 U. S. C. 1275; 46 CFR 25.4–1, 33.7–1, 59.56, 60.49, 76.53, 94.53, 113.46, 160.009)

BUOYANT APPARATUS

Approval No. 160.010/18/0, 5.17' x 2.67' x (8" x 8" body section) elliptical solid balsa wood buoyant apparatus, 5-person capacity, dwg. No. BBA-1, dated July 7, 1950, revised March 7, 1951, manufactured by Seaway Manufacturing Co., Inc., 511 North Solomon Street, New Orleans 19, La. Approval No. 160.010/19/0, $7.0' \times 3.17' \times (9'' \times 9'' \text{ body section})$ elliptical solid balsa wood buoyant apparatus, 10-person capacity, dwg. No. BBA-2, dated July 7, 1950, manufactured by Seaway Manufacturing Co., Inc., 511 North Solomon Street, New Orleans 19, La.

(R. S. 4405, 4417a, 4426, 4488, 4491, 49 Stat. 1544, 54 Stat. 346, and sec. 5 (e), 55 Stat. 244, as amended; 46 U. S. C. 367, 375, 391a, 404, 489, 1333, 50 U. S. C. 1275; 46 CFR 37.1-1, 59.54a, 60.47a, 76.51a, 160.010)

WINCHES, LIFEBOAT

Approval No. 160,015/55/0, Type HM, Size 3 lifeboat winch for use with mechanical davits, fitted with wire rope not greater than $\frac{1}{2}$ inch in diameter and with not more than 4 wraps of the falls on the drums, approved for maximum working load of 5,700 pounds pull at the drums (2,850 pounds per fall), identified by General Arrangement dwg. No. 1482, dated May 8, 1950, manufactured by C. C. Galbraith and Son, Inc., 99 Park Place, New York 7, N. Y.

(R. S. 4405, 4417a, 4426, 4488, 4491, 49 Stat. 1544, 54 Stat. 346, and sec. 5 (e), 55 Stat. 244, as amended; 46 U. S. C. 367, 375, 391a, 404, 481, 489, 1333, 50 U. S. C. 1275; 46 CFR 37.1-5, 59.3a, 60.21, 76.15a, 94.14a, 160.015)

CONTAINERS, EMERGENCY PROVISIONS AND WATER

Approval No. 160.026/11/0, Container for emergency provisions, dwg. No. 51-104, dated January 15, 1951, revised March 28, 1951, submitted by The Multiple Breaker Co., 184 Commercial Street, Malden, Mass.

Approval No. 160.026/12/1, Container for emergency provisions, dwg. No. 201-P, dated August 21, 1950, Specification 201-S-1, dated April 4, 1951, manufactured by Globe Equipment Corp., 30-32 Gold Street, Brooklyn 1, N. Y. (This supersedes Approval No. 160.026/12/0 published in the FEDERAL REGISTER January 19, 1951.)

Approval No. 160.026/15/0, Container for emergency provisions, dwg. No. 503, dated October 24, 1950, submitted by Chemical Service of Baltimore, Howard and West Streets, Baltimore, Md.

Approval No. 160.026/17/0, Container for emergency drinking water, dwg. No. 505, dated November 14, 1950, submitted by Chemical Service of Baltimore, Howard and West Streets, Baltimore, Md.

(R. S. 4405, 4417a, 4426, 49 Stat. 1544, 54 Stat. 346, and sec. 5 (e), 55 Stat. 244, as amended; 46 U. S. C. 367, 375, 391a, 404, 489, 1333, 50 U. S. C. 1275; 46 CFR 33.3-1, 59.11)

LIFE FLOATS

Approval No. 160.027/16/1, 7.5' x 4.0' x (11'' x 11'' body section) rectangular solid balsa wood life float, 15-person capacity, dwg. No. BF-3, dated July 7, 1950, revised March 17, 1951, manufactured by Seaway Manufacturing Co., Inc., 511 North Solomon Street, New Orleans 19, La. (This supersedes Approval No. 160.-027/16/0 published in the FEDERAL REGISTER JULY 31, 1947.)

Approval No. 160.027/18/0, 7.0' x 3.17' x (9'' x 9'' body section) rectangular solid balsa wood life float, 10-person capacity, dwg. No. BF-2. dated July 7, 1950, revised March 7, 1951, manufactured by Seaway Manufacturing Co., Inc., 511 North Solomon Street, New Orleans 19, La.

Approval No. 160.027/19/0, 9.0' x 5.08' x (12'' x 12'' body section) rectangular solid balsa wood life float, 25-person capacity, dwg. No. BF-4, dated July 7, 1950, manufactured by Seaway Manufacturing Co., Inc., 511 North Solomon Street, New Orleans 19, La.

Approval No. 160.027/21/0, 7.5° x 4.0' x (11" x 11" body section) elliptical solid balsa wood life float, 15person capacity, dwg. No. BEF-3, dated March 19, 1951, manufactured by Seaway Manufacturing Co., Inc., 511 North Solomon Street, New Orleans 19, La.

(R. S. 4405, 4417a, 4426, 4481, 4488, 4491, sec. 11, 35 Stat. 428, 49 Stat. 1544, 54 Stat. 346, and sec. 5 (e), 55 Stat. 244, as amended; 46 U. S. C. 367, 375, 391a, 404, 474, 475, 481, 489, 1333, 50 U. S. C. 1275; 46 CFR 160.027)

DAVITS, LIFEBOAT

Approval No. 160.032/119/1. Mechanical davit, crescent sheath screw. Type C58A, approved for maximum working load of 11,600 pounds per set (5,800 pounds per arm), using 2-part falls, identified by Arrangement dwg. No. 3327 dated April 14, 1950, and Detail dwg. No. 3327-1 dated April 10. 1950, and revised September 7, 1950, manufactured by Welin Davit and Boat Division of Continental Copper & Steel Industries, Inc., Perth Amboy, N. J. (This approval supersedes Approval No. 160.032/119/0, published in the FEDERAL REGISTER March 21, 1951.)

(R. S. 4405, 4417a, 4426, 4481, 4488, 4491, 49 Stat. 1544, 54 Stat. 346, and sec. 5 (e), 55 Stat. 244, as amended; 46 U. S. C. 367, 375, 391a, 404, 474, 481, 489, 1333, 50 U. S. C. 1275; 46 CFR 160.032)

VALVES, SAFETY

Approval No. 162.001/141/0, Type 1415A, Consolidated carbon steel body pop safety valve, exposed spring, fitted wth spring cover, 300 p. s. i. and 600 p. s. i. primary service pressure ratings, 650° F. maximum temperature, dwg. No. 3VA953, issued March 5, 1951, approved for sizes $1\frac{1}{2}$, $2^{\prime\prime}$, $2\frac{1}{2}$, and 4'', manufactured by Manning, Maxwell & Moore, Inc., Bridgeport 2, Conn.

Approval No. 162.001/142/0, Type 1415B, Consolidated carbon steel body pop safety valve, exposed spring, fitted with spring cover, 300 p. s. i. and 600 p. s. 1. primary service pressure ratings, 750° F. maximum temperature, dwg. No. 3VA953, Issued March 5, 1951, approved for sizes 1¹/₂.", 2", 2¹/₂.", 3", and 4", manufactured by Manning, Maxwell & Moore, Inc., Bridgeport 2, Conn.

Approval No. 162.001/143/0, Type 1415C, Consolidated alloy steel body pop safety valve, exposed spring fitted with spring cover, 300 p. s. 1. and 600 p. s. i. primary service pressure ratings, 900° F. maximum temperature, dwg. No. 3VA953, issued March 5, 1951, approved for sizes 1½2", 2", 2½2", 3", and 4", manufactured by Manning, Maxwell & Moore, Inc., Bridgeport 2, Conn.

Approval No. 162.001/144/0, Type 1415AS, Consolidated carbon steel body pop safety salve, exposed spring, fitted with spring cover, 300 p. s. i. and 600 p. s. 1. primary service pressure ratings, 650° F. maximum temperature, dwg. No. 3VB953, issued March 5, 1951, approved for size 1½" and effective discharge area of 0.307 square inches, manufactured by Manning, Maxwell & Moore, Inc., Bridgeport 2, Conn.

Approval No. 162.001/145/0, Type 1415BS, Consolidated carbon steel body pop safety valve, exposed spring fitted with spring cover, 300 p. s. 1. and 600 p. s. i. primary service pressure ratings, 750° F. maximum temperature, dwg. No. 3VB953, issued March 5. 1951, approved for size 1½" and effective discharge area of 0.307 square inches, manufactured by Manning, Maxwell & Moore, Inc., Bridgeport 2, Conn.

Approval No. 162.001/146/0. Type 1415CS, Consolidated alloy steel body pop safety valve, exposed spring, fitted with spring cover, 300 p. s. i. and 600 p. s. i. primary service pressure ratings, 900° F. maximum temperature, dwg, No. 3VB953, issued March 5, 1951, approved for size 1½" and effective discharge area of 0.307 square inches, manufactured by Manning, Maxwell & Moore, Inc., Bridgeport 2, Conn.

Approval No. 162.001/147/0. Type 1415GA, Consolidated carbon steel body pop safety valve, exposed spring, fitted with spring cover, 300 p. s. i. and 600 p. s. i. primary service pressure ratings, 650° F, maximum

temperature, dwg. No. 3VB953, issued March 5, 1951, approved for size 1½", and effective discharge area of 0.503 square inches, manufactured by Manning, Maxwell & Moore, Inc., Bridgeport 2, Conn.

Approval No. 162.001/148/0, Type 1415GB, Consolidated carbon steel body pop safety valve, exposed spring, fitted with spring cover, 300 p. s. i. and 600 p. s. i. primary service pressure ratings, 750° F. maximum temperature, dwg. No. 3VB953, issued March 5, 1951, approved for size 1¹/₂...' and effective discharge area of 0.503 square inches, manufactured by Manning, Maxwell & Moore, Inc., Bridgeport 2, Conn.

Approval No. 162.001/149/0, Type 1415GC, Consolidated alloy steel body pop safety valve, exposed spring, fitted with spring cover, 300 p. s. i. and 600 p. s. i. primary service pressure ratings, 900° F. maximum temperature, dwg No. 3VB953, issued March 5, 1951, approved for size $1\frac{1}{2}$." and effective discharge area of 0.503 square inches, manufactured by Manning, Maxwell & Moore, Inc., Bridgeport 2, Conn.

Approval No. 162.001/150/0. Type 1415JA, Consolidated carbon steel body pop safety valve, exposed spring, fitted with spring cover, 450 p. s. 1. maximum allowable pressure, 650° F. maximum temperature, dwg. No. 3VB953, issued March 5, 1951, approved for size 4" and effective discharge area of 4.340 square inches, manufactured by Manning, Maxwell & Moore, Inc., Bridgeport 2, Conn.

Approval No. 162.001/151/0, Type 1415JB, Consolidated carbon steel body pop safety valve, exposed spring. fitted with spring cover, 450 p. s. i. maximum allowable pressure, 750° F. maximum temperature, dwg. No. 3VB953, issued March 5, 1951, approved for size 4'' and effective discharge area of 4.340 square inches, manufactured by Manning, Maxwell & Moore, Inc., Bridgeport 2, Conn.

Approval No. 162.001/152/0, Type 1415JC, Consolidated alloy steel body pop safety valve, exposed spring, fitted with spring cover, 450 p. s. i. maximum allowable pressure, 900° F. maximum temperature, dwg. No. 3VB953, issued March 5, 1951, approved for size 4" and effective discharge area of 4.340 square inches, manufactured by Manning, Maxwell & Moore, Inc., Bridgeport 2, Conn.

(R. S. 4405, 4417a, 4418, 4426, 5533, 4491, 49
49 Stat. 1544, 54 Stat. 346, and sec. 5
(e), 55 Stat. 244, as amended; 46 U. S. C. 367, 375, 391a, 392, 404, 411, 489, 1333, 50
U. S. C. 1275, 48 CFR 5265)

BOILERS, HEATING

Approval No. 162.003/115/0, Model 450, steam and hot water heating boiler, steel plate welded construction horizontal fire tube type, dwg. No. L-3236, dated November 14, 1950, boiler rating 180 pounds per hour or 180,000 B. t. u. per hour, approved for 15 p. s. i. maximum steam pressure and 30 p. s. i. maximum water pressure for bare boiler only, manufactured by Harvey-Whipple, Inc., Springfield, Mass.

(R. S. 4405, 4417a, 4418, 4426, 4433, 4434, 4491, 49 Stat. 1544, 54 Stat. 346, and sec. 5 (e), 55 Stat. 244, as amended; 46 U. S. C. 507, 375, 391a, 392, 404, 411, 412, 489, 1333, 50 U. S. C. 1275; 46 CFR Part 52)

FIRE EXTINGUISHER, PORTABLE, HAND, SODA-ACID TYPE

Approval No. 182.007/39/0, General Quick Aid Fire Guard Model TS-15, 2½-gallon soda-acid type hand portable fire extinguisher. Assembly dwg. No. BHS-303-XC dated December 23, 1946, revised August 11, 1950, Name plate dwg. No. CHS-303-14 dated May 15, 1947, revision 3 dated December 7, 1949, manufactured by The General Detroit Corp., 2272 East Jefferson Avenue, Detroit 7, Mich.

(R. S. 4405, 4417a, 4426, 4479, 4491, 4492, 49 Stat. 1544, 54 Stat. 165, 166, 346, 1028, and sec. 5 (e), 55 Stat. 244, as amended: 46 U. S. C. 367, 375, 391a, 404, 463a, 472, 489, 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)

VALVES, RELIEF (FOR HOT WATER HEATING BOILERS)

Approval No. 162.013/8/0, Type D-175 relief-valve for hot water heating boilers, maximum set pressure 30 p. s. i., relieving capacity 175.000 B. t. u. per hour, dwg. No. RA-14, revised April 27, 1950, inlet size 34". manufactured by Bell & Gossett Co., 8200 North Austin Avenue, Morton Grove, Ill.

Approval No. 162.013/9/0, Type D-250 relief-valve for hot water heating boilers, maximum set pressure 30 p. s. i., relieving capacity 250,000 B. t. u. per hour, dwg. No. RA-15, dated April 4, 1950, inlet size ³/₄. manufactured by Bell & Gossett Co., 8200 North Austin Avenue, Morton Grove, Ill.

(R. S. 4405, 4417a, 4418, 4426, 4433, 4491, 49 Stat. 1544, 54 Stat. 346, and sec. 5 (e), 55 Stat. 244, as unmended; 46 U. S. C. 367, 375, 391a, 392, 404, 411, 488, 1333, 50 U. S. C. 1275; 46 CFR 53.03-60)

FLAME ARRESTERS FOR TANK VESSELS

Approval No. 162.016/3/1. Figure ST-863 flame arrester, cast iron or aluminum body and copper or aluminum tube bank, dwg. No. ST-7995, dated March 20, 1951, approved for sizes 3", 4", 6", 8" and 10", manufactured by Shand & Jurs Co., Carlton and Eighth Streets, Berkeley 10, Calif. Supersedes Approval No. 162.016/3/0 published in the Federal Register July 31, 1947.)

Approval No. 162.016/6/1, Figure ST-4300 flame arrester, cast iron body and aluminum or copper tube bank, dwg. No. ST-4362, dated Nov. 29, 1943, approved for 8" size only, manufactured by Shand & Jurs Co., Carlton and Eighth Streets, Berkeley 10. (Supersedes Approval No. Calif. 162.016/6/0 published in the Federal Register July 31, 1947.)

(R. S. 4405, 4417a, 4491, and sec. 5 (e), 55 Stat. 244, as amended; 46 U. S. C. 375, 391a, 489, 50 U.S.C. 1275; 46 CFR 162.016)

GAS CONSUMING APPLIANCES, LIQUEFIED PETROLEUM

Approval No. 162.020/45/0, Garland Range Model A38, approved by the American Gas Association, Inc., under Certificate No. 11-53-1.001 dated August 28, 1950, for liquefied petroleum gas service, manufactured by the Detroit-Michigan Stove Co., 6900 Jefferson Avenue, East Detroit 31, Mich.

FIRE EXTINGUISHING SYSTEMS, SEMI-PORTABLE

Ansul Model 350-S dry chemical stationary type fire extinguisher unit. semiportable fire extinguishing system, Assembly dwg, No. DM-969 dated February 3, 1948, Rev. 10, dated January 8, 1951, Name plate dwg. No. DM-1335, dated November 16, 1949. Rev. 2, dated January 4, 1951, manufactured by Ansul Chemical Co., Marinette, Wis.

Ansul Model 150-S dry chemical stationary type fire extinguisher unit, semiportable fire extinguishing system, Assembly dwg. No. DM-969, dated February 3, 1948, Rev. 10, dated January 8, 1951, Name plate dwg. No. DM-1334, dated November 16, 1949, Rev. 2, dated January 4, 1951, manufactured by Ansul Chemical Co., Marinette, Wis.

(R. S. 4405, 4417a, 4426, 4479, 4491, 4492, 49 Stat. 1544, 54 Stat. 375, 346, 1028, and sec. 5 (c), 55 Stat. 244, as amended; 46 U. S. C. 367, 391a, 404, 463a, 472, 489, 490, 1333, 50 U. S. C. 1275; 46 CFR 34.3-2, 61.14, 77.14, 95.14)

CHANGE IN NAME OF MANUFACTURER

The name of Grand Novelty Co., 273-81 State Street, Brooklyn 2. N. Y., has been changed to Grand Novelty Hassock Co., Inc., for Approval Nos. 160.002/12/0 and 160.002/13/0, pub-

SHORT SHORT

- "Injury", said the workman.
- "Inattention", said the supervisor.
- "Inflammation", said the hospital.

- "Incurable", said the hospital. "Incredible", said the mourners. "In PEACE", said the tombstone.

lished in the Federal Register of July 31, 1947, under the heading "Life Preservers, Kapok, Adult and Child (Jacket Type)."

Dated: May 25, 1951.

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

[F. R. Doc. 51-6365; Filed, May 31, 1951; 8:54 a. m., 16 F. R. 5136-6/1/51]

[CGFR 51-22]

TERMINATION OF APPROVAL OF EQUIPMENT

By virtue of the authority vested in me as Commandant, United States Coast Guard, by Treasury Department Order No. 120, dated July 31, 1950 (15 F. R. 6521), and in compliance with the authorities cited below. the following approvals of equipment are terminated because the items of equipment covered are being replaced by new designs or manufacture of items is being discontinued or the items no longer require formal approval;

VALVES, SAFETY

Nore: The following items are terminated because they are being replaced by new designs.

Termination of Approval No. 162. 001/45/0, Type 1415, Consolidated pop safety valve, cast steel body, exposed spring, single lifting lever, maximum working pressure 600 p. s. i., maximum temperature 750" F., dwg. No. S-5886-00, dated May 29, 1934, approved for sizes 11/2", 2", 21/2", 3", 4" and 41/2" manufactured by Manning, Maxwell & Moore, Inc. Bridgeport 2, Conn. Approval published in Federal Reg-Ister July 31, 1947.)

Termination of Approval No. 162.001/62/0, Type 1415-W, Consolidated pop safety valve, welded joint between inlet flange, body and bushing, cast steel body, bottom guided feather disc, exposed spring, single lifting lever, maximum working pressure 600 p. s. i., maximum temperature 850" F., dwg. No. S-6335, dated December 2, 1942, approved for sizes 11/2", 2", 21/2", 3" and 4", manufactured by Manning, Maxwell & Moore, Inc., Bridgeport 2, Conn. (Approval published in Federal Register July 31, 1947.)

(R. S. 4405, 4417a, 4418, 4426, 5533, 4491, 49 Stat. 1544, 54 Stat. 346, and sec. 5 (e). 55 Stat. 244, as amended; 46 U. S. C. 367, 375, 391a, 392, 404, 411, 489, 1333, 50 U. S. C. 1275, 46 CFR 52.65)

VALVES, PRESSURE VACUUM RELIEF, FOR TANK VESSELS

NOTE: The following items are terminated because manufacture of same is being discontinued.

Termination of Approval No. 162.-017/1/1, Butterworth Type E pressure vacuum relief valve, atmospheric pattern, spring loaded, fitted with flame arrester, bronze body, dwg. No. PV-116, dated August 21, 1948, approved for sizes 3", 4", and 6" for use with inflammable or combustible liquids of Grade A or lower, manufactured by Butterworth System, Inc., Bayonne, N. J. (Approval published in Federal Register August 28, 1948.)

Termination of Approval No. 162 .-017/2/1, Butterworth Type F pressure vacuum relief valve, atmospheric pattern, spring loaded, fitted with flame arrester and spring lifting lever. bronze body, dwg. No. PV-12, dated March 30, 1936, approved for sizes 3" 4", and 6" for use with inflammable and combustible liquids of Grade A or lower, manufactured by Butterworth System, Inc., Bayonne, N. J. (Approval published in Federal Register August 28, 1948.)

Termination of Approval No. 162 .-017/3/0, Butterworth Type G pressure vacuum relief valve, spring loaded, enclosed pattern, for use in conjunction with flame arrester, fitted with spring lifting lever, bronze body, dwg. No. PV-160, dated January 6, 1937, approved for 3", 4", and 6" sizes for use with inflammable or combustible liquids of Grade A or lower in closed venting system with flame arrester, manufactured by Butterworth System, Inc., Bayonne, N. J. (Approval published in Federal Register July 31, 1947.)

Termination of Approval No. 162 .-017/5/0. Butterworth Type H-2 pressure vacuum relief valve, triplex enclosed pattern with atmospheric vacuum inlet fitted with flame arrester, spring loaded, spring lifting lever fitted with each valve, victaulic flanged openings, bronze valve and manifold, dwg. No. PV-120 and PV-121, dated November 15, 1938, approved for 3", 4", and 6" valves for use with inflammable or combustible liquids of Grade A or lower in closed venting system, manufactured by Butterworth System, Inc., Bayonne, N. J. (Approval published in Federal Register July 31, 1947.)

Termination of Approval No. 162 .-017/56/0, Butterworth Type 2H-1 pressure vacuum relief valve, two unit duplex enclosed pattern in solid manifold, spring loaded, fitted with spring lifting levers, bronze body, dwg, No. PV-204, dated June 10, 1948, approved for 3", 4", 5", and 6" inlet sizes for use with inflammable or combustible liquids of Grade A or lower in closed venting system, manufactured by Butterworth System, Inc., Bayonne, N. J. (Approval published in Federal Register July 28, 1948.)

Termination of Approval No. 162.-017/57/0. Butterworth Type 3H-1 pressure vacuum relief valve, three unit triplex enclosed pattern in solid manifold, spring loaded, fitted with spring lifting levers, bronze body, dwg. No. PV-203, dated June 8, 1948, approved for 3'', 4'', 5'', 6'' inlet sizes for use with inflammable or combustible liquids of Grade A or lower in closed venting system, manufactured by Butterworth System, Inc., Bayonne, N. J. (Approval published in Federal Register August 28, 1948,)

Termination of Approval No. 162.-017/61/0, Butterworth Type 1H-1 pressure vacuum relief valve, single unit, enclosed pattern, spring loaded, fitted with spring lifting lever, bronze body, dwg. No. PV-206, dated February 16, 1949, approved for 3", 4", 5", and 6" inlet sizes for use with inflammable and combustible liquids of Grade A or lower in closed venting system, manufactured by Butterworth System, Inc., Bayonne, N. J. (Approval published in Federal Register April 30, 1949.)

(R. S. 4405, 4417a, 4491, and sec. 5 (e), 55 Stat. 244, as amended: 46 U. S. C. 375, 391a, 489, 50 U. S. C. 1275; 46 CFR 162.017)

VALVES, SAFETY RELIEF, LIQUEFIED COMPRESSED GAS

Note: The following items are terminated because they no longer require formal approval by the Commandant.

Termination of Approval No. 162.-018/1/0. Type MA-1 American Car and Foundry angle valve, liquefied petroleum gas service, steel body, dwg. No. 31-645, approved for 2" diameter pipe size, manufactured by American Car & Foundry Co., 30 Church Street, New York, N. Y. (Approval published in Federal Register July 31, 1947.)

Termination of Approval No. 162.-018/2/0. Type MC-1 American Car and Foundry check valve. liquefied petroleum gas service, steel body, dwg. No. 11-646. dated July 3, 1941. approved for 2" diameter pipe size, manufactured by American Car & Foundry Co., 30 Church Street, New York, N. Y. (Approval published in Federal Register July 31, 1947.)

Termination of Approval No. 162.-018/7/0, Rego excess flow check valves, liquefied petroleum gas service, marked "Rego No. 2137", plug check poppet, spring loaded, bronze body, threaded connection, dwg. No. 2137 and Catalog No. L-500, Section LG, approved for 2" pipe size, for maximum working pressure of 150 p. s. i. with liquefied butane or propane, manufactured by the Bastian-Blessing Co., 4201 West Petersen Avenue, Chicago, III. (Approval published in Federal Register July 31, 1947.)

Termination of Approval No. 162 .-018/8/0. Rego excess flow check valve. liquefied petroleum gas service, marked "Rego No. 2138", plug check poppet, spring loaded, bronze body, threaded connection, dwg. No. 2138 and Catalog No. L-500 Section LG. approved for 212" pipe size, for maximum working pressure of 150 p. s. i. with liquefied butane or propane, manufactured by the Bastian-Blessing Co., 4201 West Petersen Avenue, Chicago, Ill. (Approval published in Federal Register July 31, 1947.)

Termination of Approval No. 162.-018/9/0, Rego excess flow check valves, liquefield petroleum gas service, marked "Rego No. 2139", plug check poppet, spring loaded, bronze body, threaded connection, dwg. No. 2139 and Catalog No. L-500 Section LG, approved for 3" pipe size, for maximum working pressure of 150 p. s. I. with liquefied butane or propane, manufactured by the Bastian-Blessing Co., 4201 West Petersen Avenue, Chicago, III. (Approval published in Federal Register July 31. 1947.)

(R. S. 4405, 4417a, 4491, and sec. 5 (e), 55 Stat. 244, as amended; 46 U. S. C. 375, 391a, 489, 50 U. S. C. 1275; 46 CFR Part 38)

CONDITIONS OF TERMINATION OF APPROVALS

The termination of approval for safety valves and pressure vacuum relief valves for tank vessels 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 manufactured before the effective date of termination of approval may be used on merchant vessels so long as it is in good and serviceable condition.

The termination of approvals for angle and check valves originally approved and listed under "Valves, Safety Relief, Liquefied Compressed Gas," is made because it is no longer required that formal approvals for angle and check valves shall be published in the Federal Register as a prerequisite for the use of such equipment on merchant vessels. The termination of approvals for angle and check valves, therefore, shall in no way affect the use of such equipment. The equipment manufactured while these approvals were in effect or which may hereafter be manufactured may be used on merchant vessels so long as such equipment is in good and serviceable condition.

Dated: May 25, 1951.

SEAL MERLIN O'NEILL, Vice Admiral, U. S. Coast Guard, Commandant,

[F. R. Doc. 51-6364; Filed, May 31, 1951; 8:54 a. m., 16 F. F. 5138-6/1/51]

(CGFR 51-30)

APPROVAL OF EQUIPMENT AND CORREC-TION OF PRIOR DOCUMENT

By virtue of the authority vested in me as Commandant, United States Coast Guard, by Treasury Department Order No. 120, dated July 31, 1950 (15 F. R. 6521), and in compliance with the authorities cited 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, and the following correction to Federal Register Document dated March 21, 1951, 16 F. R. 2580, shall be made:

BUOYANT CUSHIONS, KAPOK, STANDARD

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

Approval No. 160.007/104/0. Standard kapok buoyant cushion, U. S. C. G. Specification Subpart 160.007. manufactured by Noble Products Co., Box 327. Caldwell, Ohio.

(R. S. 4405, 4491, 51 Stat. 164, 166, as amended; 46 U. S. C. 375, 489, 526e, 526p; 46 CFR 25.4-1, 160.007)

BUOYS, LIFE, RING, CORK OR BALSA WOOD

Approval No. 160.009/36/0, 30-inch cork ring life buoy, dwg. No. 5-1-51, manufactured by Atlantic-Pacific Manufacturing Corp., 124 Atlantic Avenue, Brooklyn 2, N. Y.

(R.S. 4405, 4417a, 4426, 4482, 4488, 4491, sec. 11, 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, 375, 391a, 396, 404, 475, 481, 489, 526e, 526p, 1333, 50 U. S. C. 1275; 46 CFR 25.4-1, 33.7-1, 59.56, 60.49, 76.53, 113.46, 160.009) GAS MASKS, SELF-CONTAINED BREATHING APPARATUS, AND SUPPLIED-AIR RESPI-RATORS

Approval No. 160.011/3/1, Davis Type BLS fresh air hose mask assembly with velocity blower, Davis Unit Nos. 4066, 4067, 4087, 4088, 4090, 4091, 4092, or 4093 with a maximum length of hose not exceeding 150 feet, Bureau of Mines Approval No. BM-1906 when assembled with BM-1902 face piece and BM-1902 or 1902A harness and hose, manufactured by Davis Emergency Equipment Co., Inc., 45 Halleck Street, Newark 4, N. J. (Supersedes Approval No. 160.011/3/0 published in the Federal Register dated July 31, 1947.)

Approval No. 160.011/9/1, Davis Type BLS fresh air hose mask assembly with positive pressure blower, Davis Unit Nos. 4402, 4403, 4408, or 4409 with a maximum length of hose not exceeding 150 feet, Bureau of Mines Approval No. BM-1904 when assembled with BM-1902 face piece and BM-1902 or 1902A harness and hose, manufactured by Davis Emergency Equipment Co., Inc., 45 Halleck Street, Newark 4, N. J. (Supersedes Approval No. 160.011/9/0 published in the Federal Register dated July 31, 1947.)

(R. S. 4405, 4417a, 4426, 4491, 49 Stat. 1544, 54 Stat. 1028, and sec. 5 (e), 55 Stat. 244, as amended; 46 U. S. C. 367, 375, 391a, 404, 463a, 489, 50 U. S. C. 1275; 46 CFR 35.4-5, 61.16, 77.18, 95.17, 114.18, 160.11)

LIFE RAFTS

Approval No. 160.018/10/0, Type B life raft, for other than ocean and coastwise service, 12.25' x 7.5' x 3.17', 15 person capacity, identified by construction dwg. No. 3331, dated April 20, 1951, manufactured by the Welin Davit and Boat Division of Continental Copper & Steel Industries, Inc., Perth Amboy, N. J.

(R. S. 4405, 4417a, 4426, 4481, 4488, 4491, sec. 11, 35 Stat. 428, 49 Stat. 1544, 54 Stat. 246, and sec. 5 (e), 55 Stat. 244, as amended; 46 U. S. C. 367, 375, 391a, 396, 404, 474, 475, 481, 489, 1333, 50 U. S. C. 1275; 46 CFR 160.018)

CONTAINERS, EMERGENCY PROVISIONS AND WATER

Approval No. 160.026/20/0, Container for emergency provisions, dwg. No. 202-P, dated March 26, 1951, and Specification 202-S-1, dated April 6, 1951, manufactured by Globe Equipment Corp., 30-32 Gold Street, Brooklyn 1, N. Y.

(R. S. 4405, 4417a, 4426, 49 Stat. 1544, 54 Stat. 346, and sec. 5 (e), 55 Stat. 244, as amended; 46 U. S. C. 367, 375, 391a, 404, 489, 1333, 50 U. S. C. 1275; 46 CFR 33.3-1, 59.11)

LIFEBOATS.

Approval No. 160.035/121/1, 22.0' x 6.67' x 3.0' steel, oar-propelled life-

August 1951

boat, 25-person capacity, identified by dwg. No. 22-6/8-25-2, dated August 16, 1950, manufactured by Frank Morrison and Son Co., 1330 West Eleventh Street, Cleveland, Ohio. (Supersedes Approval No. 160.035/121/0, published in the Federal Register dated July 31, 1947.)

Approval No. 160.035/197/1, 18.0° x 5.75° x 2.42° steel, oar-propelled lifeboat, 15-person capacity, identified by construction and arrangement dwg. No. 18-2, dated October 14, 1947, and revised April 10, 1951, manufactured by Marine Safety Equipment Corp., Point Pleasant, N. J. (Supersedes Approval No. 160.035/ 197/0, published in the Federal Register dated February 12, 1948.)

Approval No. 160.035/216/1, $14.0^{\circ} \times 5.0^{\circ} \times 2.17^{\circ}$ steel, oar-propelled lifeboat, 9-person capacity, identified by construction and arrangement dwg. No. 14-1, dated January 26, 1948, and revised April 16, 1951, manufactured by Marine Safety Equipment Corp., Point Pleasant, N. J. (Supersedes Approval No. 160.035/216/0, published in the Federal Register dated May 15, 1948.)

(R. S. 4405, 4417a, 4426, 4481, 4488, 4491, 4492, 35 Stat. 428, 49 Stat. 1544, 54 Stat. 340, and sec. 5 (e), 55 Stat. 244, as amended: 46 U. S. C. 367, 375, 391a, 396, 404, 474, 481, 489, 490, 1333, 50 U. S. C. 1275; 46 CFR 37.1-1, 59.13, 76.16, 94.15, 113.10, 160.035)

TELEPHONE SYSTEMS, SOUND POWERED

Approval No. 161.005/41/0. Sound powered telephone station signal relay control, for operation with hand generator, manual release, splashproof, dwg. No. 19, Alt. 1, dated June 1950, manufactured by Hose-Mc-Cann Telephone Co., Inc., Twentyfifth Street and Third Avenue, Brooklyn 32, N. Y.

(R. S. 4405, 4417a, 4418, 4426, 4491, 49 Stat. 1544, 54 Stat. 346, and sec. 5 (e), 55 Stat. 244, as amended; 46 U. S. C. 367, 375, 391a, 392, 404, 489, 1333, 50 U. S. C. 1275; 46 CFR 32.9-4, 63.11, 70.12, 97.14, 116.10)

VALVES, SAFETY

Approval No. 162.001/64/1, Type 1515B, Consolidated carbon steel body pop safety valve, exposed spring, fitted with spring cover, 300 p. s. 1. and 600 p. s. 1. primary service pressure rating, 750° F. maximum temperature, dwg. No. 3VH953, issued March 30, 1951; approved for sizes $1\frac{1}{2}$ ", 2", $2\frac{1}{2}$ " and 3", manufactured by Manning, Maxwell & Moore, Inc., Bridgeport 2, Conn. (Supersedes Approval No. 162.001,64/0, published in the Federal Register dated July 31, 1947.)

Approval No. 162.001/65/1, Type 1515C, Consolidated alloy steel body pop safety valve, exposed spring, fitted with spring cover 300 p. s. 1, and 600 p.s. i. primary service pressure rating, 900° F. maximum temperature, dwg. No. 3VH953, issued March 39, 1951; approved for sizes 1½", 2", 2½" and 3", manufactured by Manning, Maxwell & Moore, Inc., Bridgeport 2, Conn. (Supersedes Approval No. 162,001/ 65/0, published in the Federal Register dated July 31, 1947.)

Approval No. 162.001/66/1, Type 1515A, Consolidated carbon steel body pop safety valve, exposed spring, fitted with spring cover, 300 p. s. i. and 600 p. s. i. primary service pressure rating, 650° F. maximum temperature, dwg. No. 3VH953 issued March 30, 1951; approved for sizes 1½", 2", 2½" and 3", manufactured by Manning, Maxwell & Moore, Inc., Bridgeport 2, Conn. (Supersedes Approval No. 162.001/66/0, published in the Federal Register dated July 31, 1947.)

Approval No. 162.001/153/0, Type 1555A, Consolidated carbon steel body pop safety valve, exposed spring, fitted with spring cover, 300 p. s. i. and 600 p. s. 1. primary service pressure rating, 650° F. maximum temperature, dwg. No. 3VD953 issued April 13, 1951; approved for sizes $1\frac{1}{2}$ ", $2\frac{1}{2}$ " and 3", manufactured by Manning, Maxwell & Moore, Inc., Bridgeport 2, Conn.

Approval No. 162.001/154/0, Type 1555B, Consolidated carbon steel body pop safety valve, exposed spring, fitted with spring cover, 300 p. s. i. and 600 p. s. i. primary service pressure rating, 750° F. maximum temperature, dwg. No. 3VD953 issued April 13, 1951; approved for sizes 1½°, 2°, 2½° and 3°, manufactured by Manning, Maxwell & Moore, Inc., Bridgeport 2, Conn.

Approval No. 162.001/155/0, Type 1555C, Consolidated alloy steel body pop safety valve, exposed spring, fitted with spring cover, 300 p. s. 1, and 600 p. s. 1, primary service pressure rating, 900° F. maximum temperature, dwg. No. 3VD953 issued April 13, 1951; approved for sizes 1½', 2'', 2½' and 3'', manufactured by Manning, Maxwell & Moore, Inc., Bridgeport 2, Conn.

Approval No. 162.001/156/0. Type 1555D, Consolidated alloy steel body pop safety valve, exposed spring, fitted with spring cover, 300 p. s. i. and 600 p. s. i. primary service pressure rating, 1,000° F. maximum temperature, dwg. No. 3VD953 issued April 13, 1951; approved for sizes $1\frac{1}{2}$ °, 2°, $2\frac{1}{2}$ ° and 3°, manufactured by Manning, Maxwell & Moore, Inc., Bridgeport 2, Conn.

Approval No. 162.001/157/0. Type 1556HA, Consolidated carbon steel body pop safety valve, exposed spring, fitted with spring cover, 900 p. s. i. primary service pressure rating, 650° F. maximum temperature, dwg. No. 3VG953 issued April 13, 1951; approved for size 1½" only, manufactured by Manning, Maxwell & Moore, Inc., Bridgeport 2, Conn.

Approval No. 162.001/158/0, Type 1556A, Consolidated carbon steel body pop safety valve, exposed spring, fitted with spring cover, 900 p. s. 1. primary service pressure rating, 650° F, maximum temperature, dwg. No. 3VG953 issued April 13, 1951; approved for sizes 2'', 2¹/₂'' and 3'', manufactured by Manning, Maxwell & Moore, Inc., Bridgeport 2, Conn.

Approval No. 162.001/159/0, Type 1556HB. Consolidated carbon steel body pop safety valve, exposed spring. fitted with spring cover, 900 p. s. i, primary service pressure rating, 750° F. maximum temperature, dwg. No. 3VG953 issued April 13, 1951; approved for size $1\frac{1}{2}$ ° only, manufactured by Manning, Maxwell & Moore, Inc., Bridgeport 2, Conn.

Approval No. 162.001/160/0, Type 1556B, Consolidated alloy steel body pop safety valve, exposed spring, fitted with spring cover, 900 p. s. i. primary service pressure rating, 750° F, maximum temperature, dwg. No. 3VG953 issued April 13, 1951; approved for sizes 2", 2½", and 3", manufactured by Manning, Maxwell & Moore, Inc., Bridgeport 2, Conn.

Approval No. 162 001/161/0, Type 1556HC, Consolidated alloy steel body pop safety valve, exposed spring, fitted with spring cover, 900 p. s. i. primary service pressure rating, 900° F. maximum temperature, dwg. No. 3VG953 issued April 13, 1951; approved for size 1½" only, manufactured by Manning, Maxwell & Moore, Inc., Bridgeport 2, Conn.

Approval No. 162.001/162/0, Type 1556C, Consolidated alloy steel body pop safety valve, exposed spring, fitted with spring cover, 900 p. s. 1. primary service pressure rating, 900° F. maximum temperature, dwg. No. 3VG953 issued April 13, 1951; approved for sizes 2'', 2½° and 3'', manufactured by Manning, Maxwell & Moore, Inc., Bridgeport 2, Conn.

Approval No. 162.001/163/0, Type 1556HD, Consolidated alloy steel body pop safety valve, exposed spring, fitted with spring cover, 900 p. s. i. primary service pressure rating, $1,000^{\circ}$ F. maximum temperature, dwg. No. 3VG953 issued April 13, 1951; approved for size $1\frac{1}{2}$ " only, manufactured by Manning, Maxwell & Moore, Inc., Bridgeport 2, Conn.

Approval No. 162.001/164/0, Type 1556D, Consolidated alloy steel body pop safety valve, exposed spring, fitted with spring cover, 900 p. s. i. primary service pressure rating, 1,000° F. maximum temperature, dwg. No. 3VG953 issued April 13, 1951; approved for sizes 2'', 2¹/₂'', and 3'', manufactured by Manning, Maxwell & Moore, Inc., Bridgeport 2, Conn.

Approval No. 162.001/165/0, Type 1557HRA. Consolidated carbon steel body pop safety valve, exposed spring, fitted with spring cover, 1,200 p. s. i. maximum pressure, 650° F. maximum temperature, dwg. No. 3VE953 issued April 13. 1951; approved for sizes 2'', 2¹2'', 3'' and 4'', manufactured by Manning, Maxwell & Moore, Inc., Bridgeport 2, Conn.

Approval No. 162.001/166/0. Type 1557HRB. Consolidated carbon steel body pop safety valve, exposed spring, fitted with spring cover, 1.200 p. s. i. maximum pressure, 750° F. maximum temperature, dwg. No. 3VE953 issued April 13, 1951; approved for sizes 2'', 3^{1}_{2} '', 3'' and 4'', manufactured by Manning, Maxwell & Moore, Inc.. Bridgeport 2, Conn.

Approval No. 162.001/167/0, Type 1557HRC. Consolidated alloy steel body pop safety valve, exposed spring, fitted with spring cover, 1.200 p. s. i. maximum pressure, 900° F. maximum temperature, dwg. No. 3VE953 issued April 13, 1951; approved for sizes 2'', 2¹/₂'', 3'' and 4'', manufactured by Manning, Maxwell & Moore, Inc., Bridgeport 2, Conn.

Approval No. 162.001/168/0. Type 1557HRD. Consolidated alloy steel body pop safety valve, exposed spring, fitted with spring cover, 1,200 p. s. i. maximum pressure, $1,000^\circ$ F. maximum temperature, dwg. No. 3VE953 issued April 13, 1951: approved for sizes 2'', 2¹/₂'', 3'' and 4'', manufactured by Manning, Maxwell & Moore, Inc., Bridgeport 2, Ccnn.

Approval No. 162.001/169/0. Type 1557A, Consolidated carbon steel body pop safety valve, exposed spring, fitted with spring cover, 1,500 p. s. i. primary service pressure rating, 650° F. maximum temperature, dwg. No. 3VF953 issued April 13, 1951; approved for size $1\frac{1}{2}$ ° only, manufactured by Manning, Maxwell & Moore, Inc., Bridgeport 2, Conn.

Approval No. 162.001/170/0, Type 1557RA, Consolidated carbon steel body pop safety valve, exposed spring, fitted with spring cover, 1,500 p. s. 1. primary service pressure rating, 650° F. maximum temperature, dwg. No. 3VF953 issued April 13, 1951; approved for sizes 2'', 2¹/₂'', and 3'', manufactured by Manning, Maxwell & Moore, Inc., Bridgeport 2, Conn.

Approval No. 162.001/171/0, Type 1557B. Consolidated carbon steel body pop safety valve, exposed spring, fitted with spring cover, 1,500 p. s. i. primary service pressure rating, 750° F. maximum temperature, dwg. No. 3VF953 issued April 13, 1951; approved for size 1½" only, manufactured by Manning, Maxwell & Moore, Inc. Bridgoport 2, Conn. Approval No. 162.001/172/0, Type 1557RB, Consolidated carbon steel body pop safety valve, exposed spring, fitted with spring cover, 1,500 p. s. i. primary service pressure rating, 750° F. maximum temperature, dwg. No. 3VF953 issued April 13, 1951; approved for sizes 2'', 2½'', and 3'', manufactured by Manning, Maxwell & Moore, Inc., Bridgeport 2, Conn.

Approval No. 162.001/173/0, Type 1557C, Consolidated alloy steel body pop safety valve, exposed spring, fitted with spring cover, 1,500 p. s. 1, primary service pressure rating, 900° F. maximum temperature, dwg. No. 3VF953 issued April 13, 1951; approved for size $1\frac{1}{2}$ ° only, manufactured by Manning, Maxwell & Moore, Inc., Bridgeport 2, Conn.

Approval No. 162.001/174/0, Type 1557RC, Consolidated alloy steel body pop safety valve, exposed spring, fitted with spring cover, 1.500 p. s. i. primary service pressure rating, 900° F. maximum temperature, dwg. No. 3VF953 issued April 13, 1951; approved for sizes 2". 2½" and 3", manufactured by Manning, Maxwell & Moore, Inc., Bridgeport 2, Conn.

Approval No. 162.001/175/0, Type 1557D, Consolidated alloy steel body pop safety valve, exposed spring, fitted with spring cover, 1,500 p. s. i, primary service pressure rating, 1,000° F. maximum temperature, dwg, No. 3VF953 issued April 13, 1951: approved for size $1\frac{1}{2}$ " only, manufactured by Manning, Maxwell & Moore, Inc., Bridgeport 2, Conn.

Approval No. 162.001/176/0, Type 1557RD, Consolidated alloy steel body pop safety valve, exposed spring, fitted with spring cover, 1,500 p. s. 1, primary service pressure rating, 1,000° F. maximum temperature, dwg. No. 3VF953 issued April 13, 1951; approved for sizes $2^{\prime\prime}$, $2^{1}/_{2}^{\prime\prime}$, and $3^{\prime\prime}$, manufactured by Manning, Maxwell & Moore, Inc., Bridgeport 2, Conn.

GAS CONSUMING APPLIANCES, LIQUEFIED PETROLEUM

Approval No. 162.020/46/0, Magic Chef Model HD-17 Roast Oven, approved by the American Gas Association, Inc., under Certificate No. 11-22-28.901, dated November 14, 1950, for liquefied petroleum gas service, manufactured by the American Stove Co., 4931 Daggett Avenue, St. Louis 10, Mo.

Approval No. 162.020/47/0. Magic Chef Model HD-18 Deep Fat Fryer, approved by the American Gas Association, Inc., under Certificate No. 13-9-1.011. Supplement serial number 3, dated June 7, 1949, for liquefied petroleum gas service, manufactured by the American Stove Co., 4931 Daggett Avenue, St. Louis 10, Mo.

(R. S. 4405, 4417a, 4426, 4491, 49 Stat. 1544, 54 Stat. 1028 and sec. 5 (e), 55 Stat. 244, as amended; 46 U. S. C. 367, 375, 391a, 404, 463a, 489, 1333, 50 U. S. C. 1275; 46 CFR 32.9-11, 61.25, 95.24, 114.25)

BULKHEAD PANELS

Approval No. 164.008/30/0, Jackson Snap-In Panel, hollow steel, insulation board lined Bulkhead Panel identical to that described in A. L. Jackson dwg. No. 6, dated April 9, 1951, approved as meeting Class B-15 requirements in a 17/10 inch thickness when lined each side with 31n inch asbestos millboard, manufactured by A. L. Jackson, 1146 Ogden Avenue, New York 52, N. Y.

(R. S. 4405, 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, 375, 391a, 404, 463a, 1333, 50 U.S.C. 1275; 46 CFR 164.008)

CORRECTION TO PRIOR DOCUMENT

The approval of the National Aer-O-Foam Marine Foam Fire Extinguishing System, published in the Federal Register March 21, 1951, 16 F. R. 2580, superseded the approval of the same extinguishing system published in the Federal Register Sept. 5, 1946, 11 F. R. 9785.

Dated: June 20, 1951.

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

[F. R. Doc. 51-7257; Filed, June 25, 1951; 8:56 a. m., 16 F. R. 6050-6/26/511

BETTER BE SAFE THAN SORRY

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.

	Locati				
Manufacturer and description of equipment	Passen- ger and crew quarters and pub- lic spaces	Machin- ery, cargo, and work spaces	Open decks	Pump rooms of tank vessels	Date of action
Economy Electric Lautern Co., Inc. Sturgeon Bay, Wis.;					1
Model 700 hand lantern, self-contained, 6-volt, dry cell lantern battery, explosion-proof, class I, group D.		1000		x	5/21/51
Vibrating bells, waterlight, 8-inch, 6-, 20-, 115-, and 230- volt, DC, and single-stroke bell, 115-volt, DC, drawing		1.0		1.11	
No. 7844, alt. 4. Henschel Corp., Amesbury, Mass.:	x	x	x	e had a black	5/2/51
40-041-1, alt. 2	8				5/29/51
Electric telegraph constant ringing relay panel, types 1 and II, 115-yoll, AC, drawing No. 60-159, alt, 4	x				3/28/51
Whistle control switch, types A and B, 115-volt, AC or DC drawing No. 60-210-1, alt, 1		÷			5/94/51
Shaft speed transmitter with 8-figure counter, types R11	1 3	-			1/10-1/14
Shaft direction transmitter, type 1, 115-volt, AC, type 11.		x			1/27/01
115-volt, DC, drawing No. 14-106, alt. 2 Semiautomatic running light panel, 4-circuit, 115-volt.	2	x	ishthe here	14-12-24	5/2/51
DC, drawing No. 40-035-4, all 0 Semiantamatic summing light panel Science 115 colt	- 3	x			5/4/51
AC, drawing No. 40-042-5, alt. 0					5/24/51
Jackes-Kvans Manufacturing Co., St. Lonis, Mo.: Marine type solenoid valve, §4 inch diameter port, 115-, 230-, and 440-volt, AC, 115- and 230-volt DC, maximum operating pressure 250 pounds per square inch. drawing					
No. CD 37-A, alt, A Loglie Co. Lyndhurst N. L		x			4/2/51
Electrically operated steam whistles, DC and AC, types 30019V-3 and 30019VE-3, drawing Nos, 3482-F, alt. 2, 30019V-3 and 30019VE-3.					alatisi
E. W. Mink & Associates, Inc., Dayton, Ohio.:	x	4			9(21)91
Ceiling fixture, nonwatertight, 1100-watt lamp maximum, fixture No. C-11030, drawing No. 51D560, alt. 0. Ceiling fixture, nonwatertight, recessed, 1 150-watt lamp					3/29/51
nli, A	x			inner	3/29/51
Wall light fixture No. B-568s, nonwatertight, 2 60-watt lamp maximum, drawing No. 50D232s, rev. A. Murlin Manufacturing Co., Philadelphia, Pa.:	x		()i		3/29/5
Galley range light, vaportight, 1 96712 fluorescent lamp (with separate ballast housing) 115-volt, AC only, drawing No. 1492, alt, 2		x			3/29/51
Ceiling fixture, nonwatertight, 1 100-watt lamp maxi-		1.5			4/5/51
Table lamp, nonwatertight, 2 60-watt lamp maximum,					4/00/24
Table lamp, nonwatertight, 2 60-watt lamp maximum,		1-111-12	*****		4/40/51
drawing No. 1484, alt. 1 Table lamp, nonwatertight, 2 60-watt lamp maximum,			********	+++++++++++++++++++++++++++++++++++++++	4/30/51
drawing No. 1486/1486-A, alt. 0.	x	a shrelet re			4/30/51
drawing No. 1487, alt. 1	x			Same	4/30/51
Table lamp, nonwaterlight, 1 75-watt lamp maximum, drawing No. 1488, alt. 1	x			munit	4/30/51
Table lamp, nonwatertight, 1 60-watt lamp maximum, drawing No. 1458, alt, 2	x	in the second	hanne		5/31/51
Mirror light, nonwatertight, 1 40-watt lamp maximum					5/31/51
Mirror light, nonwatertight, 1 40-watt lamp maximum,			1		2711/21
Mirror light, nonwatertight, 1 40-watt lamp maximum,	x		induitable.	0+1.43+3.44	0/01/01
drawing No. 336, all. 4 Mirror and desk light, nonwatertight, 1 40-watt lamp	x	and an end of the			5/34/51
maximum, drawing No. 508/508-1, alt. 5 Micros light and beth light nonwatertight 1 40-watt	. <u>x</u>				5/31/51
lamp maximum, drawing No. 863/863-1, alt. 3	x	a balla ball			5/31/51
Mirror light and bern light, howwateright, 1 do-watt hamp maximum, drawing No. 942/942-1, alt. 4 Photoswitch Marine Division, Inc., Washington 5, D. C.: Satinity indicating continuent:	x	1001-010	0+++2=X+3	+++++++++++++++++++++++++++++++++++++++	5/31/51
Cell and valve assembly, model CN-9-C, drawing No.	1				6/12/21
Model SNB-1, panel assembly, drawing No. 60-129,	x	×.			0/10/04
alt, 0 Model SNB-5, panel assembly, drawing No. E00-128.	x	x	1.0000000000		5/15/61
alt, 0 Model SNB-7, panel assumbly, drawing No. E60-126	. x	x	******		5/15/51
alt, 0	x				5/15/51
C60-125, alt, 0		x			5/15/51
The simes Co., College Point, N. Y.; Wall bracket fixture, nonwaterlight, 1 100-wait lamp maximum, drawing No. 44338, alt. 0. Stobart Manufacturing Co., Broadvlaw, III.					3/29/51
Floodlight, watertight, 1 500-watt lamp maximum, draw- ing No. 1005, rev. 3/23/51					4/19/51

AFFIDAVITS

The following affidavits were accepted from April 15 to June 15, 1951; Automatic Shut-Off Valve Co., Box

6084, Jacksonville, Fla. Valves. Hack Valve Corp., 7112 South Vic-

toria Avenue, Los Angeles, Calif. Valves.

Klingerit, Inc., 16-22 Hudson Street, New York 13, N. Y. Fittings.

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 May 15 to June 15, 1951, is as follows:

The Lunkenheimer Co., P. O. Box 360 Annex Station, Cincinnati 14, Ohio, Heat Nos. 392 and 393.

ACCEPTABLE WELDING ELECTRODES

The following table on welding electrodes lists those electrodes published in June 1951, for purposes of clarification, in addition to new listings.

Distributor or manufacturer	AWS	Operating positions and electrode sizes (inch)								Current	
	symbol	1/16	3/64	3/32	1/8	5/32	3/16	7/32	1/4	6/16	limitation
Air Reduction Sales Co.: Airco 93 (.5 Mo) Airco 94 (.5 Mo)	E 7010 E 7020	12	(1++++) (1++++	1 2	12	12	1 2	22	72	3	AC-DC
GE W-52 (.5 Mo) GE W-54 (.5 Mo)	E 7010 E 7020	1 2		1	12	12	12	22	22	3	DC.
Metal & Thermit Corp.: Murex Molex (.5 Mo) Murex Type O (.5 Mo)	E 7010 E 7020	$\frac{1}{2}$		12	2	2		22	22	3	DC AC-DC
Wilson Welder & Metals Co., Inc.) Wilson Alloyrod A (5 Mo) Wilson Alloyrod B (5 Mo)	E 7010 E 7020	12	1	12	$\frac{1}{2}$	$\frac{1}{2}$	12	22	22	3	DC AC-DC
A. O. Smith Corp.; SW-35. SW-75	E 6020 E 7010	12	+++++	21	2	2	2 1	22	$^{2}_{2}$	3	AC-DC DC
LOH-2 Red-Avery Co.: RACO 16.	E 6016 E 6016	-		1	1	1	22	22	22	3 3	AC-DC AC-DC
Type D.	E 6020					_	2	2	2	3	AC-DC

