PROCEEDINGS OF THE
MERCHANT MARINE COUNCIL
UNITED STATES COAST GUARD

The printing of this publication has been approved by the Director of the Bureau of the Budget, March 11, 1952.

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

CG 129

Vol. 9 July 1952 No. 7

THE FLYING CLOUD (1852)

THE S. S. *UNITED STATES* (1952)

"Long as a street and tall as a tower,
Ready to glide in thunder from the slip,
And shear the sea with majesty of power."

Proceedings of the

MERCHANT MARINE COUNCIL

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The Merchant Marine Council of the United States Coast Guard

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THE S.S. "UNITED STATES"

In 1852, the famous MacKay-built American clipper ship, *Flying Cloud*, held the record for the fastest day's run by a vessel under steam and sail. A 1,783-ton, 225-foot vessel, 40 feet 8 inches in breadth, the *Flying Cloud* drew 21 feet 6 inches of water and had a mainmast of 88 feet. She sailed 374 miles in 24 hours at an average speed of 15.7 knots to set the fastest day's run up to that time.

One hundred years later, as the time draws near for the S. S. *United States* to make her maiden voyage on July 3, 1952, mariners throughout the world are wondering if she will set new speed records. Sails have given way to power propulsion and ships have increased in size, but the men who sail the modern ships, like those before them, still take pride in the breaking of old records and the setting of new ones.

The two are depicted on the front cover where a pictorial comparison clearly shows the startling changes wrought by the span of a century.

PRINCIPAL CHARACTERISTICS S. S. "UNITED STATES"

Length over-all	990 feet.
Beam, molded, maximum	101 feet 6 inches.
Depth:	
Keel to top of superstructure	122 feet.
Keel to top of forward funnel	175 feet.
Number of decks	12.
Propulsion	Steam turbine, quadruple screw.
Speed	30 knots. (?)
Gross tonnage	51,500.
Net tonnage	26,000.
Total cargo capacity, cubic feet	148,000.
Refrigerated cargo space, cubic feet	48,000.
Total passengers	2,000.
Total crew	1,000.
Troop capacity	12,000–14,000.
Cost	$70,000,000.

THE LIGHTER SIDE

Safety is No accident. Or is it?
You've heard us say:

Leave nothing to chance.
Be safe.
Sail with safety.
Set a good example.
Every accident has its lesson.
Find the hazards.
Detect and correct unsafe conditions.
Don't be one who doesn't care.

Why do we do it? Listen! Should a man meet with a lost-time accident, there is 1 chance in 25 that he will be partially disabled for the rest of his life; 1 chance in 1,300 he will be completely disabled for the rest of his life; and, 1 chance in 125 that he will be killed. (Besides, we have to talk about it.)

So, here we are. You're tired of hearing us talk safety. We're kind'a tired of it ourselves.

William Henry Drummond (1854–1907) suggested a way to effect marine safety in "The Wreck of the Julie Plante." Perhaps we all should take his advice:

Wan dark nite on Lac St. Pierre,
De win' she blow, blow, blow,
An' de crew of de Wood Scow Julie Plante
Scar't an' run below;
De win' she blow lak hurricane,
Bimeby she blow some more,
An' de scow she bus' up on Lac St. Pierre,
Wan arpent from de shore.

De Captinne walk de fron' deck.
An' walk de hin' deck, too—
He call de crew from out de hole
He call de cook also.
De cook she's name was Rosie,
She come from Montreal,
Was chambre maid on lumber barge,
On de Grand Lachine Canal.

De win' she blow from Nor'—Eas'—Wes'—
De Sout' win' she blow, too,
W'en Rosie cry, "Mon cher Captinne,
Mon cher w'at I shal do?"
Den de Captinne t'row de beeg ankerre,
But st ll de scow she dreef,
De crew he can't pass on de shore,
Becos' he los' hees skeef.

De nite was dark, like wan blac' cat,
De waves run high an' fas',
W'en de Captinne take de Rosie girl
An' tie her to de mas'.
Den he also tak de life preserve,
An' jomp into de lac',
An' say, "Good bye, Rosie ma dear,
I go drown for your sake!"

Nex' mornin' very early,
'Bout ha'f pas' two—t'ree—four—
De Captinne, scow, and de poor Rosie
Was corpses on de shore;
For de win' she blow lak hurricane,
Bimeby she blow some more,
And de scow bus' up on Lac St. Pierre,
One arpent from de shore.

MORAL

Now, all good wood scow sailor man
Tak' warning by dat storm,
An' go an' marry some nice French girl
An' leev' in wan beeg farm;
Den win' can blow lak hurricane,
An' s'ppose she blow some more,
You can't get drown'd on Lac St. Pierre,
So long you stay on shore.

Of course his solution is a little on the drastic side. It's true most sailors would not object to marrying some nice French girl (bachelors, that is), but to turn to the farm—well—that's something else.

On the other hand, when reports of needless and foolish casualties continue to pour in, it's difficult not to feel that perhaps friend Drummond's solution has some merit. We have the Hit Parade in music, the Honor Roll in school, Oscars for Hollywood's best. Why not a "Farmer's Roll" for the super-foolish sailor-accidentees? A brief glance through recent casualty reports shows several "candidates" fighting for first place.

Consider the engineer who was on his hands and knees cleaning the boiler feed drip pan. He was supporting himself on his left hand while reaching under the pump with his right. His left hand slipped, thrusting him forward into the path of the pump plunger as it made a stroke. The plunger struck his right forehead, knocking him sideways into the adjacent pump which, in turn, struck his left forehead. As long as his head held out, this could go on all day. But, after sustaining several cuts and bruises, the engineer decided the new game wasn't for him.

Or, figure this one out:

Rating: oiler.
Nature of injury: cement in eyes.
How injury occurred: Had eyes in front of pipe. A shipmate blew through the pipe.

Then there was the engineer who probably heard that an ant can carry an object weighing a hundred, or so, times its own weight. "Ah," said he, "Think of the changes that could be made if the American seaman could do as well. We could do away with cargo booms, winches, davits, blocks and tackles, and what not. A couple of men could heave in the anchor, lower a fully equipped lifeboat over the side, or load a vessel simply by tossing the cargo around." Unfortunately, a strained back later, he found it does not pay to emulate the ant. Although X-rays showed no broken bones, you can bet he didn't skip rope for a few days.

So it goes—On and on. Each one qualified for the "Farmer's Roll."

Of course, it wouldn't be fair to let the engineers believe only they can qualify. Nor would it be fair to let deckhands and others topside feel neglected. Suppose we look at a few incidents recently reported in the Farrell Lines' "Safety News," a fellow-in-arms in the promotion of marine safety. No reflection is meant, rather, our thanks for their interest in the battle against the super-foolish.

The "Safety News" reported as follows:

"Painting aloft is a job for Able Seamen, and an A. B., by one means or another, is supposed to be able to reach (and paint) any part of the ship.

"The Monkey Mast is not too easy to swarm with tools in hand, and aid of one kind or another is called for on a job of this sort. Our man used a Bosn's chair, and instead of lowering himself in a seamanlike manner, had, as an assistant, the Bos'n himself, whose sole duty was to lower away a bit at a time, whenever the man aloft called for it.

"We're not trying to imply that the Bos'n had a single tracked mind. Not at all. And at least he tried to do his job well. He lowered away every time he was told to. He figured he could save his eyes, too. Why bother looking around on a simple job like that!

"The last 'lower away' came when the chair was a scant foot above the Bos'n's head—yet he carried out the orders with a dignity matching the Charge of the Light Brigade. Down went the man in the chair—and down went the Bos'n.

"They were both up at the count of nine—without any major damage. The spilled paint was cleaned up before the trip was over—and the Bos'n's nose healed nicely—Thank you."

Next: "Regardless of the number of deaths that occur in bed as a result of illness, natural causes, etc., the old 'sack,' as it is known on shipboard, is a pretty safe place. From a standpoint of accidents, at least, and to most people.

"However, there seems to be a 'Department of Exceptions to all Rules.' It functions beautifully, and one of its

Continued on page 157

PLEASURE BOATING CAN BE PLEASURE

The motorboat operator should be thoroughly familiar with the dangers of handling gasoline and the necessary precautions to reduce the risk of fire. He should know the most effective means of extinguishing a gasoline fire. He should realize gasoline explosions and fires are the predominant causes of loss of life on small power boats. As gasoline is normally used as fuel on the majority of motorboats now in operation, the motorboat operator constantly faces the hazards of gasoline vapors.

The following instructions can be of value. Whether or not they are depends on the individual motorboat operator. If these instructions are strictly adhered to, danger from this source can be materially minimized. To do so causes little or no expense and the effort extended in this respect will be repaid twice over by the resultant safety obtained.

1. Make sure that the gasoline tank is so installed that it can be filled only from on deck. See that the tank has a properly screened vent leading to the open air on deck and away from all fires on the boat. Make absolutely certain that both the filler pipe and the vent pipe are firmly and tightly secured to the tank, so that if the tank should overflow when filling, all of the surplus gasoline will run on deck in the open air where it may be immediately washed away.

2. After refueling, open the engine compartment to let any fumes escape. Never step on the starter if there is any trace of gasoline vapor. Most explosions and fires occur within 15 minutes after fueling the boat.

3. Make sure there are no leaks in the tank or the pipe lines. Examine the valves in the pipelines, and repair or replace them immediately if there is even the slightest indication of a leak.

4. See that every carburetor is equipped with an efficient flame arrester of an approved type, backfire trap, or similar device, made by a reputable manufacturer.

5. Have a drip pan, screened with fine mesh wire gauze, under each carburetor, large enough and so placed that every drop of gasoline which may escape will be caught. Empty the pan frequently. The gasoline which escapes from the carburetor into the drip pan should and must be the only gasoline inside the boat, except in the tank and pipe lines.

6. See that the bilges are well ventilated. Gasoline vapors are heavy, sinking to the bilge at once, and are highly inflammable and explosive when present even in small quantities in air. They will remain in the bilges indefinitely unless removed by proper ventilation. A spark of any kind or any fire on the boat may ignite such vapors at any moment.

7. If, in spite of all precautions, gasoline does get in the boat, extinguish all fires immediately, permit no smoking, and do not attempt to start an engine until all of the gasoline is removed. If gasoline gets in the bilges, dry the bilges completely and then wash them out thoroughly until all trace of gasoline odor has disappeared; under no circumstances should any fire be permitted on board, or any smoking be allowed at any time while tanks are being filled or when any odor of gasoline may be perceived.

8. Avoid spontaneous combustion. All oily rags should be thrown overboard or stowed in a metal container. Never allow such rags to be in hot unventilated places. Wooden planks and boards should be painted or varnished to prevent oil or gasoline saturation.

9. Keep fire extinguishers readily available near gasoline installations. It is not adequate merely to have fire extinguishers on board, as they must be kept full and in good working order to be of any reliance in case of emergency. In this respect they should be frequently inspected for corrosion or jammed condition and should be emptied and refilled annually.

10. In case of gasoline fire, use a fire extinguisher immediately, directing the stream to the base of the fire until the fire is extinguished. The secret of success in the extinguishment of gasoline fires is to use the fire extinguisher while the fire is small and the capacity of the extinguisher is sufficient to cover the area of inflammation.

Of the above, suitable ventilation is especially important. Good ventilation prevents sweating, dry rot, spontaneous combustion, and above all prevents the accumulation of inflammable vapors. A good clean flow of air at all times from stem to stern will materially aid in the saving of life, property, and time. On the other hand, poor ventilation may result in a serious fire or explosion and undoubtedly will consequently weaken the hull of the vessel through dry rot.

SHOCK

A man whose life has been saved by artificial respiration is still not out of danger. Unless properly cared for he may die of shock.

What do we mean when we say someone is in a "state of shock"?

What should be done for a person suffering from shock?

People can't "blow a fuse" or "burn out a wire." But when the human nervous system suffers a severe jolt, the result is called "shock." The nerves lose control of the blood vessels, allowing them to relax. Blood will tend to stagnate in the abdomen because of the larger number of blood vessels there. Other parts of the body—such as the brain and heart—are then deprived of their normal blood supply and cannot function properly.

How can you tell if a man is in a state of shock? Here are the usual symptoms:

- Pale face; drooping eyelids; lips, fingernails and ears acquire a bluish tinge; eyes become glassy and get a "vacant stare."
- Cold perspiration appears, especially on forehead and palms of the hands.
- Pulse is rapid and weak; sometimes it can't be felt in the wrist.
- Severe chills—the body becomes cold, teeth chatter, the patient trembles violently.
- Patient loses interest in what is going on, may become restless. Unconsciousness sometimes results.
- Nausea and vomiting are frequent.
- Breathing is irregular — long, deep breaths alternate with short, shallow ones.
- Sensibility is lowered; pain is not felt as acutely as when the patient is normal.

Shock may last only a few seconds. It can also prove fatal. Since most serious injuries are followed by shock, you should treat for it as soon as possible.

There are three things to remember when treating shock—*heat, position,* and *stimulants,* in that order.

Heat—When the blood fails to circulate properly, there is a loss of body heat. Keep your patient warm by placing coats, robes, blankets under and over him. Newspapers placed between the layers of blankets or other covering will add to the warmth.

If possible, apply hot water bottles, hot bricks. Test them by holding them against your elbow or cheek first.

Position—Keep your patient lying down, with his head lower than his feet. The ideal way to accomplish this is to raise the foot of his cot—if

one is available—about 18 inches. Elevate his feet and thighs.

Stimulants—In mild cases of shock, stimulants often prove helpful. In more serious cases, their value is doubtful but they are not harmful. Do *not* give alcoholic beverages. Contrary to popular opinion, alcoholic beverages do not act as stimulants. In reality, they are "depressants."

Give the patient one-half to two teaspoonfuls of spirits of ammonia in half a glass of water. Strong, hot coffee or tea may also be used. Even hot water or milk may have a stimulating effect because of their heat.

Never try to give an unconscious man anything to drink—you may cause him to choke. If your patient is unconscious, use smelling salts or try placing a handkerchief or cloth moistened with aromatic spirits of ammonia near his nose.

Courtesy, All Hands.

The Lighter Side, continued from page 155

charter members is the Bos'n. He, a hardy soul, had 'safely' sacked in one night—when the unexpected happened. He decided to turn over in bed.

"The result was a sprained knee, and nine days lost from his labors. Not a very cheery picture. But like all dark clouds it had a silver lining. It was spotted by one of his shipmates, who praised the pillow our hero was using. 'Just think,' he mused, 'of what would have happened to his damn fool neck if it weren't for that big soft pillow.'"

This one, our last quote, stopped us: "A vessel sent the following from Savannah. We quote from the accident report: 'DESCRIBE FULLY HOW AND WHERE THE ACCIDENT HAPPENED'—At 0720 the chief officer was informed that someone was in number 3 hatch and was calling to be let out. At 0725 the hatches were uncovered and a stewards' utility man was found lying in the 'tween deck with an injured arm. Ambulance was called immediately and patient was removed to U. S. Marine Hospital at 0750.

"GIVE STATEMENT, IF ANY, MADE BY INJURED PERSON"—"He stated that he was sitting on the ledge of hatchway opening and something big and black reached out and grabbed him, dragging him in the shelter deck of #3 hatch and threw him down in the 'tween deck. He stated that it was an animal and that it was still in the hatch."

"COMMENT—We somehow feel that maybe this wasn't an accident. Suppose, for instance, that big black animal did all this on purpose!"

Hmm! Maybe we're wrong, Maybe there's a big black animal behind all these casualty reports. It could be!

Your Fact Forum

Q. What is the smallest applicable safety factor for rope?

A. The safety factor should never be less than five. In other words, the safe working load should never exceed one-fifth of the breaking stress.

Q. What is a twofold purchase?

A. A tackle made up from two double blocks where the standing and hauling parts are both at the same block. Its advantage is four.

Q. When do the International Rules apply?

A. On the high seas and outside the demarcation lines separating the high seas from inland waters.

Q. When are running lights displayed?

A. From sunset to sunrise.

Q. How often should chronometers be cleaned?

A. Every 3 or 4 years by an experienced watch or instrument maker. A greater interval than 4 years between cleaning will ruin a chronometer.

Q. What is the weight of the deep-sea lead?

A. Thirty to one hundred pounds.

Q. What is a "cofferdam"?

A. A narrow compartment formed by placing two bulkheads close together. It provides an empty space to prevent leaks between compartments forward and abaft of the cofferdam.

Q. What is the garboard strake?

A. The first outside plate next to and fastened to the keel.

Q. What is meant by the term "hogging"?

A. A vessel is said to be hogged when the ends are lower than the body.

Q. What are wing tanks?

A. Tanks located outboard.

Q. If the vessel is dragging her anchor, what is the proper thing to do?

A. Let out a greater scope of chain. If she continues to drag, let go the second anchor; pay out both chains; and place power on the engines and the wildcat.

Q. What is meant by the term "right-handed propeller"?

A. One that turns to the right, like the hands of a clock, when viewed from aft looking forward.

Q. Will the mere washing of a gasoline tank free it of gases?

A. No. It should be well ventilated also.

Q. What is the only one kind of matches permitted on tank vessels?

A. Safety matches.

Q. How should fire hose be carried on board a vessel?

A. Fire hose should be carried connected to the fire hydrant and should be of sufficient length to reach all parts of the deck. Suitable spanners should be secured close to the hydrants.

Q. Where and how does the law require the name and calling port to be marked on vessels?

A. The name of every documented vessel of the United States is required to be marked upon each bow and upon the stern. The home port is required to be marked upon the stern. These names must be painted or gilded or consist of cut or carved or cast roman letters in light color on a dark background or dark color on a light background. The smallest letters used cannot be less than 4 inches in size. Every steam vessel of the United States must also have her name conspicuously placed in distinct plain letters not less than 6 inches high on each outer side of the pilothouse.

Q. Where can one find the list of fire-fighting equipment to be carried on your vessel?

A. On the vessel's certificate of inspection.

Q. What are bilge keels?

A. Bilge keels or rolling chocks are longitudinal plates riveted or welded to the outside shell plating along the bilge to reduce the rolling of the vessel.

Q. What is the international audible distress signal?

A. A continuous sounding of the fog signal apparatus or the firing of a gun at intervals of about a minute.

Q. What entries should you make in the log book regarding fire and boat drills?

A. Enter the day and month; the time the alarm was sounded; the number of lengths of hose used; the number of boats swung out; the condition of all fire and lifesaving equipment; the length of the drill; the fact that the passengers and the crew were instructed in the adjustment of life preservers; the condition of watertight doors, mechanisms, valves, etc.

ARE YOU WILLING TO PAY THE PRICE?

They took me to Lexington, Ky., first. Maybe Kentucky is alright. That's not for me to say. I didn't see much of it. They took me to the hospital there and they gave me the cure. They said I had knifed Rick.

Knife Rick? Why he was like a brother to me.

I'd been sailing 3 months when I first met Rick. He was somewhat older than I, and he'd been sailing since he was 18. Everytime we'd put into port, he'd take me in tow. On board ship, he'd show me the ropes.

Would I knife Rick?

I remember my first trip to New York. That was 6 months ago. In fact it was the trip I first met him. We were on our way to the Village—Rick and I. We'd had a few brews and figured it was time to do the town.

"Pete," he said, "Let's swing over this way. I know just the place to go."

It proved to be a small, dimly lit sub-cellar such as they have in the Village. We squeezed our way past the sparsely filled tables to a corner booth, Rick nodding here and there. We ordered, and as the waiter went off to get our drinks, we started to light up.

"Here," said Rick, "Try one of these," pushing his pack toward me.

They looked different and they tasted different. That was just like Rick. Everything had to be different. After I had taken a drag or two, he asked, "Well, what do you say? Good, huh?"

I wasn't sure.

"A special blend," he continued, "Those regular brands are too flat for me. Go ahead—take a deep drag."

I did. His face blurred for a second, then my whole body seemed to relax. They intrigued me.

When I asked, "Where can I buy a pack," he grinned, "They have to be made special, but I can get you some if you want. Only, they are kinda expensive."

Could I have knifed Rick?

They said I did. They say those weren't special brand cigarettes he got me to smoke, but marihuana, that Rick was a dope peddler, a hop-head, and that he made me one too. They say I got hopped up one day and knifed Rick.

I don't remember!

Far fetched fiction? Don't be too sure. Why do you think it's illegal to possess marihuana? Why do you think heroin production has been forbidden in this country since 1922? Pete's story is typical. No sea-going man is safe with a dope addict on board ship. No sailor could make a more foolish mistake than to shrug off with the term "hop-head." The meekest sailor can turn into an ungovernable, unreasoning, raging beast after smoking marihuana or taking a shot of heroin. The dope addict has no friends. Dope is his god. He'll live for it, fight for it, steal for it, kill for it, until finally, he dies from it.

The narcotic story is a sordid story. Sea-going dope peddlers like Rick prey on young dupes. Many are dope-slaves themselves. Besides searching out new victims, they brazenly smuggle death-dealing, depraving drugs like marihuana and heroin to their cohorts ashore who, likewise, thrive on human depravity. Like human vultures, they swoop down on the Petes, leading them to self destruction, making them their grovelling slaves. On the other hand, the victims, the Petes, find themselves trudging through the tortures of the damned in answer to their body's cry of more, more, more. They no longer can control their destinies. They enter a horrible dream world from which there is no return. Their search for thrills is over. Only one thrill remains—death—and they soon welcome it.

Usually the sailor addict starts on marihuana. He gets a "kick," a release of tension, a relaxation. He strives to repeat this effect and soon finds he is no longer getting the satisfaction he first received. This leads him to "graduate" to other habit-forming narcotics, such as heroin. Soon he finds his body has built up an unquenchable thirst for more. The addict must then have his drug at any cost. It's expensive. His money is gone. To get more he must turn to crime. This means he must rob or kill, smuggle. Just like a baby cries for food periodically, his body makes its cry for more drug at regular intervals. If the addict's body has been denied its cry for dope for 8 hours, 18 different withdrawal symptoms surge through the dope-victim's nervous system in wracking and tearing torture. There is diarrhea, vomiting, perspiration, and streams of water running from the eyes, nose, and mouth. Burning cramps double the addict's deprived body. The skin crawls with cold flashes and the body shakes from jitters. It's just as if it says, "You've had your fun, now pay me."

Dope-addicted sailors cannot be depended on. When one is under the influence of marihuana or heroin anything can happen. Should one be temporarily deprived so withdrawal symptons set in, he's completely useless.

There is a Federal hopsital for narcotic addicts at Lexington, Ky. The Public Health Service will also help cure dope addicts. An addict can go anywhere in the country, walk into a police station and say, "I want to be cured." Unless the addict is a repeater, he will be treated secretly and without arrest. The trouble is many narcotic addicts do not know they can, or hesitate through fear of withdrawal pains, to take advantage of this opportunity to escape dope-slavery.

The problem is threefold: addiction, peddling, smuggling. One of the facets of the problem is to help those who have become victims and cannot help themselves. The real solution rests in eliminating the illegal traffic in drugs. But, to do this, every man at sea must pitch in and do his part. We in the Coast Guard have and will continue to remove dope addicts, peddlers and smugglers from your midst by withdrawing certificates and licenses whenever possible, but we need your help to give you this protection. The maritime unions and American shipping interests have already given their [unqualified] support. You can close the ranks.

Other forces are concentrating on the dope peddler.

Recently a judge in St. Louis gave a peddler 18 years. There was a surprising exodus of dope peddlers from St. Louis.

November 2, 1951, the President approved the Boggs Act. This act provides a minimum sentence of 2 years for the first offense of selling illegal narcotics. Second offenders will receive a mandatory sentence of 5 years. Third offenders will receive a mandatory sentence of 10 years.

Join this battle against illicit narcotics. If any of you at sea know of an addict, or suspect a shipmate of addiction, you will be doing him and society a favor, as well as protecting yourself, by turning him in to your master, the nearest Customs Officer, the United States Public Health Service, or the Bureau of Narcotics. It is virtually impossible to cure an addict unless he is placed in controlled surroundings for at least 4 months. If you know, or suspect, someone at sea of being a dope peddler or smuggler, turn him in to your ship's master or the nearest Customs Officer. If you can save but one shipmate from drug-slavery, you'll have done your part. Watch for the Ricks and Petes and act before it is too late. Don't wait for the cut of the knife.

LESSONS FROM CASUALTIES

BREAKING AWAY FROM WHARF

(Courtesy Safety Bulletin)

Recently the S. S. *J. L. Hanna* broke away from the Vancouver wharf. Fortunately no one was injured although considerable damage was done, both to the ship and the wharf. Let us review the incident briefly and see what lessons were taught by the casualty.

The vessel was tied up with three 9-inch manila supercore breast lines forward, two 9-inch manila supercore spring lines amidships leading fore and aft and three 1¼-inch wires aft.

The mooring arrangement was the one customarily employed by ships of this class at this wharf, with due regard for the tidal currents and eddies in the location and with due regard for the size and strength of the wharf. Previous experience had indicated this mooring arrangement to be adequate with a considerable factor of safety.

At 3 a. m., the ship was discharging lube oil, stove oil, diesel oil and gasoline. The gang was working freight. The Chief Mate was supervising the discharging of the dry cargo and the Second Mate was standing the deck watch. At 3:30, work was knocked off for a hot meal.

From the time the ship was made fast, the Second Mate made periodical checks on the mooring lines, and shortly before the ship carried away from the wharf had checked the forward lines which at that time showed no undue strain. At 3:45 a. m., as the Second Mate was walking from the position where the forward lines were secured to the after part of the ship to check the lines there, he noted that the stern lines were going slack. Upon looking forward he saw that the bow was falling away from the wharf. He immediately ran to the pumproom and stopped the cargo pumps, and then ran forward and called the First Mate. The First Mate, Second Mate and Pumpman then went to the forecastle head and dropped both anchors. While the other officers were forward tending the anchors, the Third Mate, upon instructions from the First Mate, put the engines on standby. The First Mate then had the valves at the ship end of the cargo hose closed and ordered the entire deck crew on deck. Meanwhile the Captain had gone to the bridge and the Chief Engineer to his station in the engine room.

By the time the First Mate, Second Mate and Pumpman got to the forecastle head, the three forward mooring lines had carried away, almost simultaneously, followed by the two spring lines which broke the wharf bollards to which they were attached. After the anchors had been dropped, the Second Mate hurried aft to check on the stern lines. By the time he reached there, one of the wires had already carried away a pile to which it was attached and the other two wires were backing off the mooring winch drums against the brakes. Within a matter of seconds, they slipped completely off the drums.

As the ship moved away from the wharf bow first, three cargo hose broke and the fourth pulled the dock header adrift. Some petroleum products were spilled into the water. There was a flash when the wharf's electrical wiring carried away but, fortunately, there was no fire.

The breaking away of the ship from the wharf is clearly attributable to a sudden very heavy surge on the vessel's starboard bow and side from a back eddy formed by the strong flood tide. With the strong tidal current, the vessel moved off from the wharf a distance of approximately 800 feet, where she brought up on her anchor chains. At this time one anchor was hove up. The terrific tide rips then caused the ship to turn in two complete right-hand circles, whereupon the other anchor was hove up and the vessel proceeded under her own power to a safer anchorage above Berry Point.

It is our view that the Captain, the First, Second, and Third Mates and the personnel under them, together with the Chief Engineer and the First and the Second Assistant Engineers, are to be commended for their alertness and prompt action which minimized the hazards of the situation and placed the ship in safety. Under their direction, the cargo pumps were stopped promptly and the valves at the ship's side closed. This action prevented a substantial loss of product overboard and lessened the possibility of fire. The dropping of the anchors kept the vessel from danger of drifting ashore. The engine was prepared for immediate maneuvering, thus allowing the vessel to be taken to a safe anchorage after breaking away from the wharf.

Careful consideration of all the circumstances leads us to the conclusion that the ship was well tied up, and that the officers and men of the watch were on the job as required and alert in their duties. We feel that a careful watch was kept on the mooring lines, on the position of the ship with respect to the wharf, and on the cargo hose and pumps. In view of this and of the fact that this ship and others of her class have had no previous difficulties at this wharf when similarly moored, we do not consider any of the ship's personnel to be at fault. * * *

What lessons can be learned from this accident?

We can learn from the example given by the officers and crew of the *Hanna*. When the chips were down, they took prompt effective action. When a ship is torn away from a wharf, either through extraordinary natural forces or another vessel striking the ship, proper action is to give the alarm, shut down handling cargo, call all hands, prepare to maneuver the engine and take such other steps as are required. In this case, the required action was to drop the anchors.

On the debit side, the wharf will be reconstructed with more suitable leads for the lines and with bollards or pilings that cannot be pulled adrift. Eleven-inch lines will be used instead of 9-inch lines.

A word is in order about the handling of the electric mooring winches. Here are specific instructions on the operation of these winches.

TO HEAVE OR PAY OUT WITH POWER

1. Check with engineers to see that main switch is in.
2. Lever on control box to be in neutral position.
3. Engage clutch by turning clutch wheel clockwise. Release hand brake by turning brake wheel counterclockwise.
4. Hold "deadman control" button down with one hand and operate control lever notch, by notch to turn drum in desired direction.
5. To stop, return control lever to neutral and release "deadman control" button.
6. When through heaving in or paying out, set hand brake and disengage clutch by turning wheel in counterclockwise direction.

Continued on page 161

TAKING CHANCES MAY TAKE YOUR LIFE

PREVENT THE LITTLE ACCIDENTS AND THE BIG ONES WILL TAKE CARE OF THEMSELVES

CO_2 ASPHYXIATION

Carbon dioxide in its solid form, known as dry ice, is useful as a refrigerant, because the temperature of solid carbon dioxide is approximately 110° below zero Fahrenheit. It sublimes rather than melts; that is, it passes from the solid to the gaseous state, and therefore leaves behind no objectionable pool of liquid which may damage the product refrigerated or the container. In its gaseous form it is odorless, colorless, and tasteless. When used in Good Humor trucks, by ice cream stands at carnivals, or semitrailers, the gaseous carbon dioxide given off by the solid carbon dioxide is dispersed in the atmosphere and nobody worries about it. However, this gas, if allowed to accumulate in a closed or poorly ventilated compartment, will reduce the percentage of oxygen below that point necessary for the support of life. The normal oxygen content of the air we have become so accustomed to breathe is approximately 21 percent. When the oxygen content is reduced to 16 percent, men may be able to work, but with greatly decreased efficiency. In an atmosphere of 8 to 11 percent oxygen, the average man loses consciousness and death will ensue from oxygen starvation. At 6 percent oxygen, death results in from 6 to 8 minutes.

The symptoms of suffocation by carbon dioxide vary with the concentration of the gas. Inhalation of the pure gas or of an atmosphere with a very high concentration of the gas is followed by almost immediate choking and strangulation, loss of muscular power to such an extent that the subject falls "as if struck by lightning," loss of consciousness, and death from asphyxia. If the amount is somewhat smaller, the above symptoms will be less intense and the individual may have time to recognize the danger signals: quickened breathing, dizziness, ringing in the ears, and nausea.

During the past several years, there have been many instances of suffocation which have resulted from the breathing of oxygen deficient air.

One of the earlier cases on record occurred several years ago on a vessel carrying a cargo of canned cherries in No. 2 hold. About a ton of dry ice had been distributed around the canned cherries in order to refrigerate them. Eight days later, at the vessel's destination, stevedores removed the hatch cover, entered the hold, and almost immediately collapsed upon the top of the cherry containers. Six stevedores were overcome. Evidently, to see what the trouble could be in the hold, the second mate and a deckhand climbed in and they, too, were overcome. The city police emergency squad was called and with the use of oxygen breathing apparatus, removed the bodies. The second mate, deckhand and two stevedores were resuscitated after extensive treatment in a hospital. Four of the stevedores were asphyxiated.

The inert bodies of the stevedores should have been evidence enough to indicate that all was not well in the hold. Unfortunately they weren't.

In another case, two semitrailers, refrigerated with dry ice, were loaded into the lower hold of a vessel in the late afternoon. At the close of the working day the hatches were covered as usual. The next morning when the stevedores returned to the ship the hatches were opened and the stevedores descended immediately in the hold which contained the semitrailers. During the night, large amounts of carbon dioxide gas had evaporated from the dry ice and had spread throughout the lower hold. Four of the stevedores who had descended into the hold were overcome. The chief mate donned the vessel's oxygen breathing apparatus and succeeded in getting one of them out. Then it was discovered that the oxygen in the apparatus was exhausted. (At the time of each fire and boat drill, the oxygen breathing apparatus was tested by opening the oxygen valve to observe the pressure. The cumulative effect of these tests had almost depleted the oxygen supply.) The three stevedores who remained in the hold awaiting the arrival of the fire department rescue squad died from the effects of carbon dioxide.

This casualty had a permanent effect on the regulations governing use of dangerous articles as ships' stores and supplies on board vessels. In view of this casualty and considering those of a similar nature which preceded it, "carbon dioxide, solid (dry ice)" was added as a separate commodity under the classification "ships' stores and supplies of a dangerous nature" (46 C. F. R. 147.05–100). The "new" regulation is quoted in part: "When used as a refrigerant, to be limited to well-ventilated spaces on or above weather deck. Warning sign at entrance to spaces in which stowed shall be 'Warning—CO_2 Solid (Dry Ice)'." Carbon dioxide solid (dry ice) when used as a refrigerant shall be kept in a well-ventilated place where gas cannot accumulate and shall be kept away from open ventilation and direct openings. An appropriate warning sign at the entrance to the spaces in which stowed shall be used.

Recently a freight vessel was receiving commissary stores for the voyage which was to begin the next day. As part of the stores 7½ gallons of ice cream were stored by the chief cook in the meat box. The ice cream was packaged in cartons and refrigerated by dry ice. After stowage of the ice cream, the ice boxes were locked and secured for the night. Early the following morning the chief cook opened the meat box and entered. Too late, he realized the effects of the carbon dioxide. He staggered out of the meat box, fell and in falling struck his face on a meat block. A fireman who was just outside saw the cook fall and went to his rescue, but before he could get the cook into fresh air, he too was overcome. Shortly afterwards, the second cook arrived, saw the two men lying on the deck and sounded the alarm. At a hospital, both men revived. However, the chief cook remained in the hospital for treatment of his facial injuries.

The following day an almost similar incident occurred on another freight vessel.

It seems appropriate to point out that since carbon dioxide, solid (dry ice), is now included in the table of articles of a dangerous nature, any violation of the regulations with respect to the marking, handling, storage, stowage, carriage, or conveyance of this article is subject to the penalty provided by R. S. 4472, as amended, subsection 14: "Whoever shall knowingly violate any of the provisions of this section or of any regulations established under this section shall be subject to a penalty of not more than $2 000 for each violation. In the case of any such violation on the part of the owner, charterer, agent, master, or person in charge of the vessel, such vessel shall be liable for the penalty and may be seized and proceeded against by way of libel in the district court of the United States in any district in which such vessel may be found." Because of a few pounds of dry ice, the person improperly stowing it can get himself and perhaps his ship in a lot of trouble. More important than mere monetary penalties, however, are the lives which may be jeopardized through improper and illegal stowage of carbon dioxide, solid (dry ice).

THEY LOWERED THE BOOM

The following accident occurred recently during a Pacific Coast stevedoring operation.

The gear was rigged to work the near end of the hatch. The midship boom was well topped up (at approximately 75° to the horizontal). The gang began to swing the midship boom outboard by hauling on the working guy. Suddenly the fitting on the heel of the boom gave a loud crack! Work ceased immediately. The mate lashed the fitting with wire rope and the boom was lowered and a new fitting installed.

In this case the boom was at too steep an angle for the guy lead. When the pull was exerted on the guy, it resulted in a force acting in a direction at right angles to the two possible directions of rotation. This "side pull" caused the vertical pin to be tilted enough to bind and allow no rotation. As the force continued to be applied, the boom acted as a 55-foot lever exerting a terrific strain on the heel fittings. This resulted in the cracking of the Pacific iron. (Goose neck.)

The following procedure is suggested when attempting to swing a boom:

When reasonable strain has been applied with no resulting movement of the boom, remove all strain from the boom until the cause of binding can be determined.

(Courtesy of Stevedore's Guide.)

Wharf, continued from page 159

CAUTION: Never attempt to pay out with power against a load greater than the motor can pull, as the strain may cause the motor to run backwards at such speeds as to cause the motor to fall apart. When there is a terrific strain on the wire, free wheel the winch.

TO PAY OUT—FREE WHEELING

1. Disengage clutch and control speed of drum with hand brake. On tying up at an outside port where cable is to be pulled by launch always free wheel.
2. When through paying out free wheeling set hand brake—DO NOT ENGAGE CLUTCH UNTIL READY TO HEAVE.

NOTES

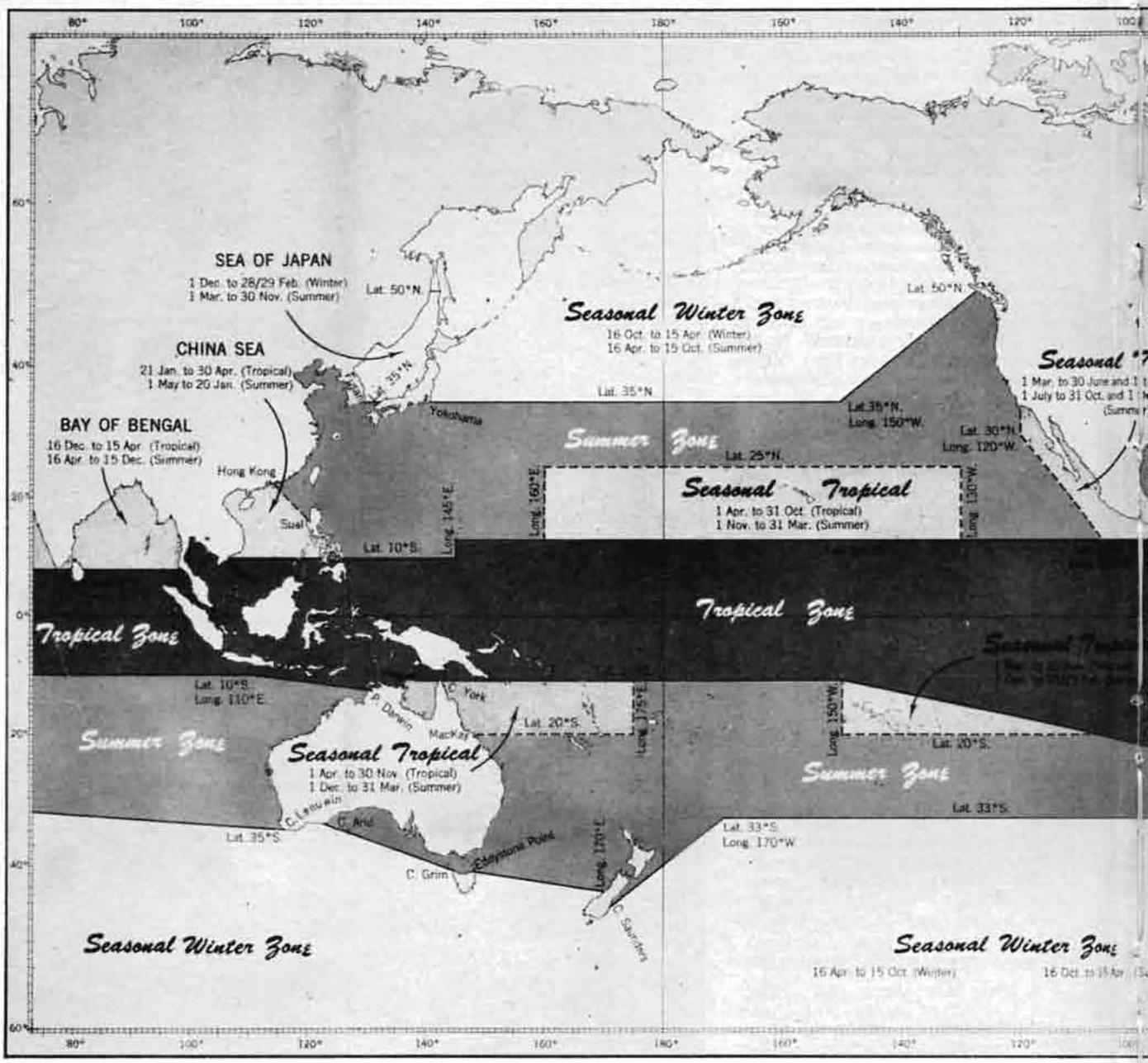
The magnetic brake keeps the drum from turning when the control lever is in neutral. The magnetic brake automatically releases when the power is on the motors.

NEVER jam the control lever from stop to full ahead—move the lever deliberately notch by notch.

* * * * *

MOPE AND DOPE

"You submerged beautifully. Now let's see you take her up."

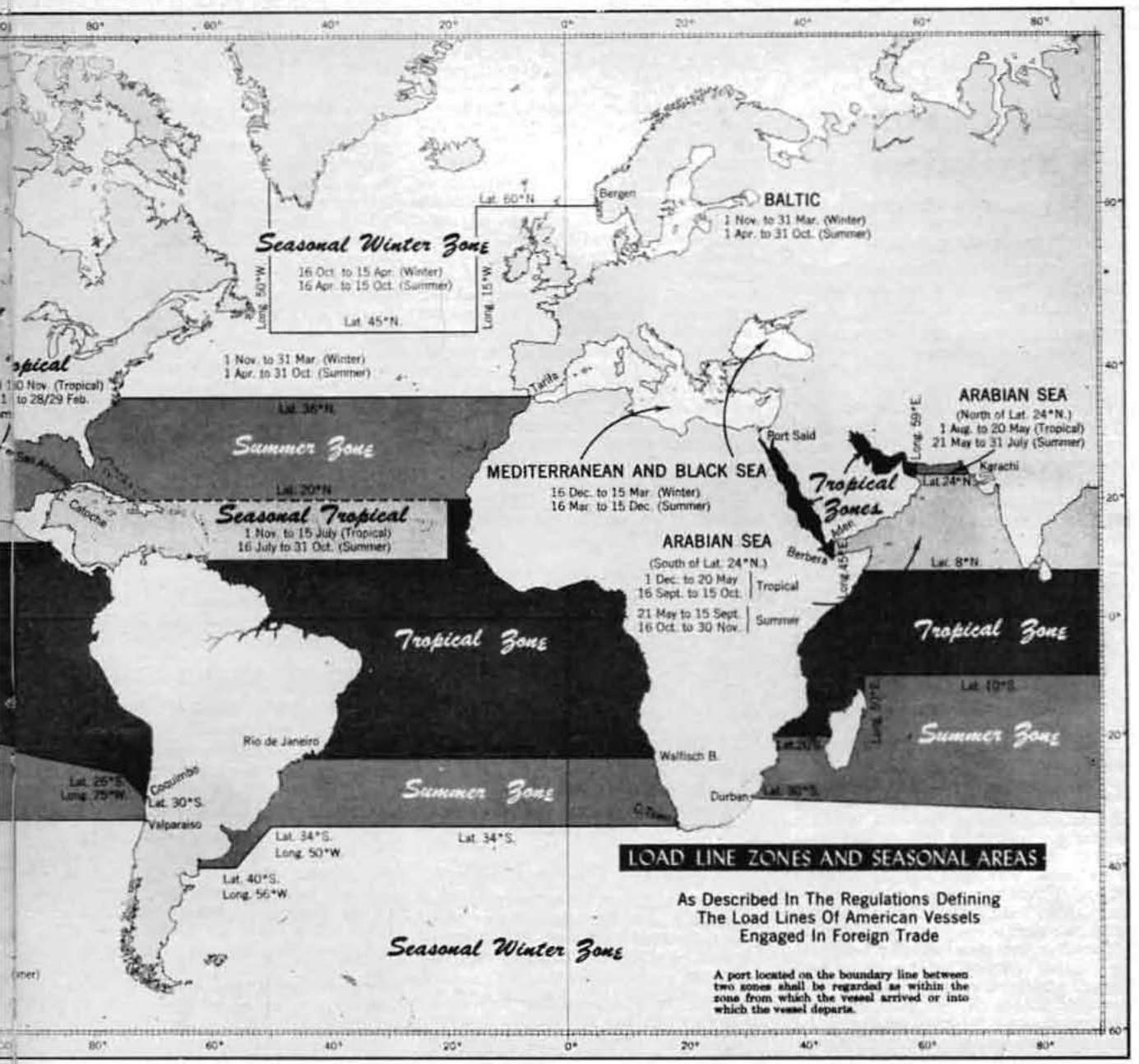


In former days, under the stress of competition, and probably in some cases due to the owner's cupidity, ships, both properly and improperly constructed, were overloaded and sent to sea where, in the course of their voyages, gales and hurricanes were encountered and due to lack of buoyancy, weakness of construction, or improper closing of the openings, many of these ships and crews were lost; or even if the vessel was not lost, a lack of buoyancy of the vessel and nearness of the working platform to the water, would oftentimes cause the seas to come aboard and wash men overboard.

Presently, Load lines are established for:

(a) Merchant vessels of 150 gross tons or over which are engaged in a foreign voyage by sea;

(b) Merchant vessels of 150 gross tons or over when engaged in a coastwise voyage by sea;



(c) Merchant vessels of 150 gross tons or over when engaged in a voyage on the Great Lakes and;

(d) Passenger vessels operated on the ocean or on the Great Lakes.

The U. S. Coast Guard has general authority over and responsibility for the enforcement of the laws and regulations governing load lines. However, the American Bureau of Shipping assigns load lines, determines whether the position and the manner of marking each vessel has been in accordance with the regulations, and issues and renews load line certificates. Shipmasters, shipowners, operators, builders and vessel operating forces affected by the regulations for load lines should familiarize themselves with the provisions contained in the U. S. Coast Guard publication, CG–176, "Load Line Regulations."

Amendments to Regulations

TITLE 3—THE PRESIDENT

PROCLAMATION 2974

TERMINATION OF THE NATIONAL EMERGENCIES PROCLAIMED ON SEPTEMBER 8, 1939, AND MAY 27, 1941

BY THE PRESIDENT OF THE UNITED STATES OF AMERICA

A PROCLAMATION

WHEREAS by Proclamation No. 2352 of September 8, 1939, the President proclaimed the existence of a national emergency in connection with and to the extent necessary for the proper observance, safeguarding, and enforcing of the neutrality of the United States of America and the strengthening of our national defense within the limits of peace-time authorizations; and

WHEREAS by Proclamation No. 2487 of May 27, 1941, the President proclaimed the existence of an unlimited national emergency, requiring that the military, naval, air, and civilian defenses of this country be put on the basis of readiness to repel any and all acts or threats of aggression directed toward any part of the Western Hemisphere; and

WHEREAS acts of aggression against the United States of America by Axis Powers subsequently led to declarations by the Congress of the existence of states of war between the United States of America and Japan, Germany, Italy, Hungary, Rumania and Bulgaria; and

WHEREAS the state of war between the United States of America and Japan, which was the last of the aforesaid states of war still existing, was terminated by the coming into force this day of the Treaty of Peace with Japan signed at San Francisco on September 8, 1951:

NOW, THEREFORE, I, HARRY S. TRUMAN, President of the United States of America, do proclaim that the national emergencies declared to exist by the proclamations of September 8, 1939, and May 27, 1941, terminated this day upon the entry into force of the Treaty of Peace with Japan.

Nothing in this proclamation shall be construed to affect Proclamation No. 2914, issued by the President on December 16, 1950, declaring that world conquest by communist imperialism is the goal of the forces of aggression that have been loosed upon the world, and proclaiming the existence of a national emergency requiring that the military, naval, air, and civilian defenses of this country be strengthened as speedily as possible to the end that we may be able to repel any and all threats against our national security and to fulfill our responsibilities in the efforts being made through the United Nations and otherwise to bring about lasting peace; and nothing herein shall be construed to affect the continuation of the said emergency of September 8, 1939, as specified in the Emergency Powers Interim Continuation Act, approved April 14, 1952 (Public Law 313—82d Congress), for the purpose of continuing the use of property held under the Act of October 14, 1940, ch. 862, 54 Stat. 1125, as amended.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the Seal of the United States of America to be affixed.

DONE at the City of Washington this twenty-eighth day of April in the year of our Lord nineteen [SEAL] hundred and fifty-two, and of the Independence of the United States of America the one hundred and seventy-sixth.

HARRY S. TRUMAN

By the President:

DEAN ACHESON,
Secretary of State.

[F. R. Doc. 52-4919; Filed, Apr. 29, 1952; 11:58 a. m., 17 F. R. 3813—4/30/52.]

EXECUTIVE ORDER 10352

AMENDMENT OF THE REGULATIONS RELATING TO THE SAFEGUARDING OF VESSELS, HARBORS, PORTS, AND WATERFRONT FACILITIES OF THE UNITED STATES

By virtue of the authority vested in me by the act of August 9, 1950, 64 Stat. 427, which amended section 1, Title II of the act of June 15, 1917, 40 Stat. 220 (50 U. S. C. 191), and as President of the United States, I hereby prescribe the following amendment of the regulations prescribed by Executive Order No. 10173 of October 18, 1950, as amended by Executive Order No. 10277 of August 1, 1951, which regulations constitute Part 6, Subchapter A, Chapter I, Title 33 of the Code of Federal Regulations:

Section 6.10–1 is amended to read as follows:

§ 6.10–1 *Issuance of documents and employment of persons aboard vessels.* No person shall be issued a document required for employment on a merchant vessel of the United States nor shall any person be employed on a merchant vessel of the United States unless the Commandant is satisfied that the character and habits of life of such person are such as to authorize the belief that the presence of the individual on board would not be inimical to the security of the United States: *Provided*, that the Commandant may designate categories of merchant vessels to which the foregoing shall not apply.

HARRY S. TRUMAN

THE WHITE HOUSE,
May 19, 1952.

[F. R. Doc. 52-5689; Filed, May 20, 1952; 10:08 a. m., 17 F. R. 4607—5/21/52.]

TITLE 46—SHIPPING

Chapter I—Coast Guard, Department of the Treasury

[CGFR 52-25]

Subchapter H—Great Lakes; General Rules and Regulations

PART 76—BOATS, RAFTS, BULKHEADS AND LIFESAVING APPLIANCES

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

PART 94—BOATS, RAFTS, BULKHEADS AND LIFESAVING APPLIANCES

LIFEBOATS AND LIFE RAFTS REQUIRED ON INSPECTED MOTOR VESSELS

Inspected motor vessels navigating on coastwise waters are allowed by 46 CFR 60.6 to substitute life rafts or life floats for lifeboats where it is impracticable to carry lifeboats. Inspected motor vessels navigating the Great Lakes, or bays, sounds, and lakes other than the Great Lakes are not presently allowed by 46 CFR 76.10 and 94.10 to substitute life rafts or life floats for lifeboats where it is impracticable to carry lifeboats. This inconsistency in the regulations has created a situation where more stringent requirements regarding lifesaving appliances apply to inspected motor vessels operating on waters where generally less restrictive requirements have been adopted.

The purpose of the amendments to 46 CFR 76.10 and 94.10 is to lower the requirements regarding lifeboats for inspected motor vessels navigating the Great Lakes or bays, sounds, and lakes other than the Great Lakes by allowing life rafts or life floats to be substituted for lifeboats in those cases where it is impracticable to carry lifeboats. These amendments to the regulations establish similar requirements regarding lifesaving equipment

on inspected motor vessels navigating on various classes of waters. 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 not required because these amendments to the regulations relieve restrictions placed on inspected vessels.

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 and shall become effective on and after the date of publication of this document in the Federal Register:

1. Section 76.10 is amended to read as follows:

§ 76.10 *Lifeboats and life rafts required on inspected motor vessels.* (a) All vessels propelled by machinery, other than steam, subject to the inspection laws of the United States shall be required to have the same lifeboat and life raft equipment as steam vessels of the same class and the Officer in Charge, Marine Inspection, shall so indicate in the certificate of inspection. This section shall not apply to such vessels under 50 tons, when navigating in daylight only, and when equipped with air tanks under deck of sufficient capacity to sustain afloat the vessel when full of water, with her full complement of passengers and crew on board, or when properly subdivided by iron or steel watertight bulkheads of sufficient strength and so arranged and located that the vessel will remain afloat with her complement of passengers and crew on board with any two compartments open to the sea.

(b) On vessels where it is impracticable to provide a lifeboat, sufficient life rafts or life boats shall be provided to accommodate the percentage of all persons on board required to be accommodated in such lifesaving equipment by the applicable regulations in this chapter.

(R. S. 4405, as amended, 4462, as amended, 4488, as amended, sec. 5, 55 Stat. 245, as amended; 46 U. S. C. 375, 416, 488, 50 U. S. C. App. 1275. Interpret or apply R. S. 4417, as amended, 4426, as amended, 41 Stat. 305; 46 U. S. C. 391, 404, 363)

2. Section 94.10 is amended to read as follows:

§ 94.10 *Lifeboast and life rafts required on inspected motor vessels.* (See § 76.10 of this chapter, as amended, which is identical with this section.)

(R. S. 4405, as amended, 4462, as amended, 4488, as amended, sec. 5, 55 Stat. 245, as amended; 46 U. S. C. 375, 416, 488, 50 U. S. C. App. 1275. Interpret or apply R. S. 4417, as amended, 4426, as amended, 41 Stat. 305; 46 U. S. C. 391, 404, 363)

Dated: April 30, 1952.

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

[F. R. Doc. 52-5057; Filed, May 5, 1952; 8:53 a. m., 17 F. R. 4170—5/6/52.]

[CGFR 52-27]

Subchapter K—Seamen

PART 136—MARINE INVESTIGATION REGULATIONS

PART 137—SUSPENSION AND REVOCATION PROCEEDINGS

COAST GUARD PERSONNEL AS WITNESSES IN JUDICIAL PROCEEDINGS

The purpose of the following amendments to 46 CFR 136.15-1 (c) and 137.17-25 (c) is to grant approval by the Commandant when Coast Guard personnel is desired by counsel representing the United States to support the affirmative claims or defenses in civil matters or on behalf of the United States in criminal matters in cases where Coast Guard personnel has made original inquiry into the subject matter which resulted in the filing of an original complaint. Because no additional requirements are added to the regulations, it is hereby found that compliance with the notice of proposed rule making, the 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), as well as the statutes cited with the regulations below, the following amendments to the regulations are prescribed which shall become effective on the date of publication of this document in the Federal Register:

1. Section 136.15-1 (c) is amended to read as follows:

§ 136.15-1 *Persons in service of Coast Guard.* * * *

(c) In cases where the appearance of Coast Guard personnel is desired by counsel representing the United States to support the affirmative claims or defenses of the United States in civil matters or on behalf of the United States in criminal matters no affidavit as described in paragraph (b) of this section shall be required, but the Commandant's prior approval must nevertheless be obtained, except in those cases where the Coast Guard personnel desired as witnesses file the original complaint or have made original inquiry into the subject matter which resulted in the filing of an original complaint.

(R. S. 4405, as amended, secs. 1, 2, 49 Stat. 1544, as amended, sec. 5, 55 Stat. 244, as amended; 46 U. S. C. 375, 367, 50 U. S. C. 1275. Interprets or applies R. S. 4450, as amended; 46 U. S. C. 239)

2. Section 137.17-25 (c) is amended to read as follows:

§ 137.17-25 *Testimony by Coast Guard personnel.* * * *

(c) In cases where the appearance of Coast Guard personnel is desired by counsel representing the United States to support the affirmative claims or defenses of the United States in civil matters or on behalf of the United States in criminal matters, no affidavit as described in paragraph (b) of this section shall be required, but the Commandant's prior approval must nevertheless be obtained, except in those cases where the Coast Guard personnel desired as witnesses file the original complaint or have made original inquiry into the subject matter which resulted in the filing of an original complaint.

(R. S. 4405, as amended, secs. 1, 2, 49 Stat. 1544, as amended, sec. 5, 55 Stat. 244, as amended; 46 U. S. C. 375, 367, 50 U. S. C. 1275. Interprets or applies R. S. 4450, as amended; 46 U. S. C. 239)

Dated: May 12, 1952.

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

[F. R. Doc. 52-5454; Filed, May 15, 1952; 9:04 a. m., 17 F. R. 4493—5/16/52.]

[CGFR 52-21]

Subchapter O—Regulations Applicable to Certain Vessels During Emergency

PART 154—WAIVERS OF NAVIGATION AND VESSEL INSPECTION LAWS AND REGULATIONS [1]

"SS ARTIC" (GUAM)

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, identified as CGFR 51-1, and published in the Federal Register dated January 26, 1951 (16 F. R. 731), the waiver order designated 46 CFR 154.31, as well as 33 CFR 19.31, regarding the "SS ARCTIC" (Guam), which was published in the Federal Register dated February 26, 1952 (17 F. R. 1687; CGFR 52-16), is hereby canceled, effective upon the date of publication of this document in the Federal Register. It is hereby found that compliance with a notice

[1] Also codified as 33 CFR Part 19.

of proposed rule making, public rule making procedure thereon, and effective date requirements of the Administrative Procedure Act is contrary to the public interest.

Dated: April 14, 1952.

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

[F. R. Doc. 52-4386; Filed, Apr. 15, 1952; 9:56 a. m., 17 F. R. 3385—4/16/52.]

Equipment Approved by the Commandant

[CGFR 52-22]

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 prescribed and shall be effective for a period of five years from date of publication in the Federal Register unless sooner canceled or suspended by proper authority:

LIFE PRESERVERS, FIBROUS GLASS, ADULT AND CHILD (JACKET TYPE)

Approval No. 160.005/3/0, Model 51 adult fibrous glass life preserver, U. S. C. G. Specification Subpart 160.005, manufactured by Atlantic-Pacific Manufacturing Corp., 124 Atlantic Avenue, Brooklyn 2, N. Y.

Approval No. 160.005/4/0, Model 55 child fibrous glass life preserver, U. S. C. G. Specification Subpart 160.005, manufactured by Atlantic-Pacific Manufacturing Corp., 124 Atlantic Avenue, Brooklyn 2, N. Y.

(R. S. 4405, 4417a, 4426, 4481, 4482, 4488, 4491, 4492, 35 Stat. 428, 49 Stat. 1544, 54 Stat. 164, 166, 346, and sec. 5 (e), 55 Stat. 244, as amended; 46 U. S. C. 375, 391a, 404, 474, 475, 481, 490, 396, 367, 526e, 526p, 1333, 50 U. S. C. 1275; 46 CFR 160.005)

BUOYANT CUSHIONS, NON-STANDARD

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

Rectangular buoyant cushions manufactured by The American Pad and Textile Co., Greenfield, Ohio, general assembly dwg. No. C-70, dated February 25, 1952, in the following sizes with the amount of kapok indicated for each size:

Approval No.	Size (inches)	Kapok (ounces)
160.008/508/0	15 x 17 x 2	22¾
160.008/509/0	18 x 14 x 2	22½
160.008/510/0	18 x 17 x 2	27¼

(R. S. 4405, 4491, 54 Stat. 164, 166, as amended; 46 U. S. C. 375, 489, 526e, 526p; 46 CFR 25.4-1, 160.008)

NOZZLES, WATER SPRAY (1½" FIXED TYPE)

Approval No. 160.025/5/1, Sprayco Model 6610H Fire Fog 1½-inch fixed type water spray nozzle, dwg. No. MN-5565 dated February 13, 1952, no revision, manufactured by Spray Engineering Co., 114 Central Street, Somerville 45, Mass. (Supersedes Approval No. 160.025/5/0 published in the Federal Register, 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, 489, 463a, 50 U. S. C. 1275; 46 CFR 34.10-40, 61.14)

LIFE FLOATS

Approval No. 160.027/5/1, 7.0' x 3.17' (9" x 9" body section) rectangular solid balsa wood life float, 10-person capacity, specification and dwg. No. 2-27-52, dated February 27, 1952, manufactured by Atlantic-Pacific Mfg. Corp., 124 Atlantic Avenue, Brooklyn 2, N. Y. (Supersedes Approval No. 160.027/5/0 published in the Federal Register, of July 31, 1947.)

Approval No. 160.027/6/1, 7.5' x 4.0' (11" x 11" body section) rectangular solid balsa wood life float, 15-person capacity, specification and dwg. No. 2-27-52, dated February 27, 1952, manufactured by Atlantic-Pacific Mfg. Corp., 124 Atlantic Avenue, Brooklyn 2, N. Y. (Supersedes Approval No. 160.027/6/0 published in the Federal Register, of July 31, 1947.)

Approval No. 160.027/7/1, 9.0' x 5.08 (12" x 12" body section) rectangular solid balsa wood life float, 25-person capacity, specification and dwg. No. 2-27-52, dated February 27, 1952, manufactured by Atlantic-Pacific Mfg. Corp., 124 Atlantic Avenue, Brooklyn 2, N. Y. (Supersedes Approval No. 160.027/7/0 published in the Federal Register, of July 31, 1947.)

Approval No. 160.027/8/1, 10.67' x 6.17' (13" x 13" body section) rectangular solid balsa wood life float, 40-person capacity, specification and dwg. No. 2-27-52, dated February 27, 1952, manufactured by Atlantic-Pacific Mfg. Corp., 124 Atlantic Avenue, Brooklyn 2, N. Y. (Supersedes Approval No. 160.027/8/0 published in the Federal Register, of July 31, 1947.)

Approval No. 160.027/9/1, 12.0' x 7.58' (15" x 15" body section) rectangular solid balsa wood life float, 60-person capacity, specification and dwg. No. 2-27-52, dated February 27, 1952, manufactured by Atlantic-Pacific Mfg. Corp., 124 Atlantic Avenue, Brooklyn 2, N. Y. (Supersedes Approval No. 160.027/9/0 published in the Federal Register, of July 31, 1947.)

(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. 160.032/131/0, mechanical davit, straight boom sheath screw, Type 22-25 MKII, approved for maximum working load of 7500 pounds per set (3750 pounds per arm), identified by general arrangement dwg. No. DB-151, Alt. B dated February 29, 1952, manufactured by Marine Safety Equipment Corp., Point Pleasant, N. J.

Approval No. 160.032/132/0, mechanical davit, straight boom sheath screw, Type 22-31 MKII, approved for maximum working load of 9000 pounds per set (4500 pounds per arm), identified by general arrangement dwg. No. DB-111, Alteration B dated February 4, 1952, manufactured by Marine Safety Equipment Corp., Point Pleasant, N. J.

(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)

LIFEBOATS

Approval No. 160.035/10/1, 14.0' x 5.2' x 2.3' steel, oar-propelled lifeboat, 10-person capacity, identified by general arrangement dwg. No. G-1410 dated August 20, 1951, manufactured by C. C. Galbraith and Son, Inc., 99 Park Place, New York, N. Y. (Supersedes Approval No. 160.035/10/0 published in the Federal Register, of July 31, 1947.)

Approval No. 160.035/276/0, 26.0' x 7.88' x 3.35' aluminum, oar-propelled lifeboat, 41-person capacity, identified by construction and arrangement dwg. No. 3359, dated June 28, 1951, manufactured by Welin Davit and Boat Division of Continental Copper and Steel Industries, Inc., Perth Amboy, N. J.

Approval No. 160.035/280/0, 26.0' x 9.0' x 3.83' aluminum, oar-propelled life-boat, 53-person capacity, identified by construction and arrangement dwg. No. 26-8 dated June 22, 1951 and revised Feb. 21, 1952, manufactured

by Marine Safety Equipment Corp., Point Pleasant, N. J.

(R. S. 4405, 4417a, 4426, 4481, 4488, 4491, 4492, 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, 396, 404, 474, 481, 489, 490, 1333, 50 U. S. C. 1275; 46 CFR 33.01–5, 59.13, 76.16, 94.15, 113.10, 160.035)

KITS, FIRST-AID

Approval No. 160.041/2/0, First-aid kit, Model X–173, dwg. No. 450–X, revision 2 dated March 10, 1952, and dwg. No. X-181, revision 2 dated March 10, 1952, submitted by Davis Emergency Equipment Co., Inc., 45 Halleck Street, Newark, N. J.

(R. S. 4405, 4417a, 4488, 4491, 49 Stat. 1544, 54 Stat. 346, 55 Stat. 244, as amended; 46 U. S. C. 367, 375, 391a, 481, 489, 1333, 50 U. S. C. 1275; 46 CFR 160.041)

VALVES, SAFETY

Approval No. 162.001/177/0, Series 100–E cast steel body safety valve, 600 p. s. i. maximum pressure, 650° F. maximum temperature, dwg. No. D–100–E dated July 10, 1950, approved for sizes 1½", 2", 2½", 3", and 4", manufactured by Marine & Industrial Products Co., 3731–35 Filbert Street, Philadelphia 4, Pa.

Approval No. 162.001/178/0, Series 110–E cast steel body safety valve, 600 p. s. i. maximum pressure, 650° F. maximum temperature, dwg. No. D–110–E dated July 10, 1950, approved for sizes 1½", 2", 2½", 3", and 4", manufactured by Marine & Industrial Products Co., 3731–35 Filbert Street, Philadelphia 4, Pa.

Approval No. 162.001/179/0, Series 100–HT cast steel body safety valve, 600 p. s. i. maximum pressure, 750° F. maximum temperature, dwg. No. D–100–HT dated July 10, 1950, approved for sizes 1½", 2", 2½", 3", and 4", manufactured by Marine & Industrial Products Co., 3731–35 Filbert Street, Philadelphia 4, Pa.

Approval No. 162.001/180/0, Series 110–HT cast steel body safety valve, 600 p. s. i. maximum pressure, 750° F. maximum temperature, dwg. No. D–110–HT dated July 10, 1950, approved for sizes 1½", 2", 2½", 3", and 4", manufactured by Marine & Industrial Products Co., 3731–35 Filbert Street, Philadelphia 4, Pa.

(R. S. 4405, 4417a, 4418, 4426, 4433, 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)

FIRE EXTINGUISHERS, PORTABLE, HAND, CARBON TETRACHLORIDE TYPE

Approval No. 162.004/3/1, Fire Gun No. 0, 1-qt. carbon tetrachloride type hand portable fire extinguisher, assembly dwg. No. 13X–1377, Rev. C dated September 20, 1951, instruction panel dwg. No. 13X–930, Rev. C dated March 11, 1952, manufactured by American-LaFrance-Foamite Corp., Elmira, N. Y. (Supersedes Approval No. 162.004/3/0 published in the FEDERAL REGISTER July 31, 1947.)

Approval No. 162.004/5/1, Fire Gun No. 2, 1½-qt. carbon tetrachloride type hand portable fire extinguisher, assembly dwg. No. 13X–1378, Rev. C dated September 20, 1951, instruction panel dwg. No. 13X–931, Rev. C dated March 10, 1952, manufactured by American-LaFrance-Foamite Corp., Elmira, N. Y. (Supersedes Approval No. 162.004/5/0 published in the FEDERAL REGISTER July 31, 1947.)

Approval No. 162.004/57/1, Kidde VL No. 6 (Symbol AM), 1-qt. carbon tetrachloride type hand portable fire extinguisher, assembly dwg. No. 13X–1379, Rev. C dated September 20, 1951, instruction panel dwg. No. 13X–928, Rev. C dated Nov. 27, 1951, manufactured for Walter Kidde & Co., Inc., Belleville 9, N. J., by American-LaFrance-Foamite Corp., Elmira, N. Y. (Supersedes Approval No. 162.004/57/0 published in the FEDERAL REGISTER April 1, 1948.)

Approval No. 162.004/58/1, Kidde VL No. 5 (Symbol AM), 1½-qt. carbon tetrachloride type hand portable fire extinguisher, assembly dwg. No. 13X–1380, Rev. C dated Sept. 20, 1951, instruction panel dwg. No. 13X–929, Rev. C dated November 27, 1951, manufactured for Walter Kidde & Co., Inc., Belleville 9, N. J., by American-LaFrance-Foamite Corp., Elmira, N. Y. (Supersedes Approval No. 162.004/58/0 published in the Federal Register Apr. 1, 1948.)

(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, 34.25–1, 61.13, 77.13, 95.13, 114.15)

REGULATORS AND LOW WATER ALARMS, BOILER FEED

Approval No. 162.024/10/0, Type "FW6" Feed Water Control System, dwg. No. HS–445–XM–1, Rev. 1 dated March 28, 1952, manufactured by The Swartwout Co., 18511 Euclid Avenue, Cleveland 12, Ohio.

(R. S. 4405, 4417a, 4418, 4433, 4491, 49 Stat. 1544, 54 Stat. 346, and sec. 5 (e), 55 Stat. 245, as amended; 46 U. S. C. 367, 375, 391a, 392, 411, 489, 1333, 50 U. S. C. 1275; 46 CFR Part 52)

BULKHEAD PANELS

Approval No. 164.008/12/1, Marinite–36, asbestos incombustible binder board type bulkhead panel identical to that described in National Bureau of Standards Test Report No. TG 3619–23; F. R. 1274 dated March 21, 1939; approved as meeting Class B–15 requirements in a ¾ inch thickness, manufactured by Johns-Manville Sales Corp., 22 East Fortieth Street, New York 16, N. Y. (Supersedes Approval No. 164.008/12/0 published in the Federal Register July 31, 1947.)

Approval No. 164.008/13/1, Marinite–30, asbestos incombustible binder board type bulkhead panel identical to that described in Protexol Testing Laboratory Test Report No. 146 dated November 15, 1946; approved as meeting Class B–15 requirements in a ¾ inch thickness, manufactured by Johns-Manville Sales Corp., 22 East Fortieth Street, New York 16, N. Y. (Supersedes Approval No. 164.008/13/0 published in the Federal Register July 31, 1947.)

Approval No. 164.008/14/1, Marinite–65, asbestos incombustible binder board type bulkhead panel identical to that described in Johns-Manville letter of March 6, 1947; approved as meeting Class B–15 requirements in a ¾ inch thickness, manufactured by Johns-Manville Sales Corp., 22 East Fortieth Street, New York 16, N. Y. (Supersedes Approval No. 164.008/14/0 published in the Federal Register July 31, 1947.)

Approval No. 164.008/15/1, Marine Veneer, asbestos cement board type bulkhead panel identical to that described in Johns-Manville letter of March 6, 1947; approved as meeting Class B–15 requirements in a ¾ inch thickness, manufactured by Johns-Manville Sales Corp., 22 East Fortieth Street, New York 16, N. Y. (Supersedes Approval No. 164.008/15/0 published in the Federal Register July 31, 1947.)

Approval No. 164.008/29/1, Marinite–23, inorganic composition board type bulkhead panel with aluminum or equivalent veneer on both sides, identical to that described in Protexol Testing Laboratory Report No. 193, dated February 24, 1950, approved as meeting Class B–15 requirements in a ⅞ inch thickness inclusive of veneers, manufactured by Johns-Manville Sales Corp., 22 East Fortieth Street, New York 16, N. Y. (Supersedes Approval No. 164.008/29/0 published in the Federal Register May 10, 1950.)

(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)

Dated: April 25, 1952.

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

[F. R. Doc. 52–4871; Filed, Apr. 30, 1952; 8:50 a. m., 17 F. R. 3860—May 1, 1952.]

[CGFR 52-23]

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 no longer being manufactured for marine service:

MECHANICAL DISENGAGING APPARATUS, LIFEBOATS

Termination of Approval No. 160.033/30/0, Rottmer Type A–1 releasing gear, approved for maximum working load of 21,300 pounds per set (10,650 pounds per hook), identified by hoist gear assembly dwg. No. M–25–1, dated July 23, 1946, and revised Feb. 18, 1948, manufactured by Marine Safety Equipment Corp., Point Pleasant, N. J. (Approved Federal Register dated Apr. 1, 1948.)

Termination of Approval No. 160.033/31/0, Rottmer Type A–2 releasing gear, approved for maximum working load of 37,540 pounds per set (18,770 pounds per hook), identified by hoist gear assembly dwg. No. M–55–1, dated July 29, 1946, and revised Mar. 10, 1948, manufactured by Marine Safety Equipment Corp., Point Pleasant, N. J. (Approved Federal Register dated April 20, 1948.)

(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 33.10–15, 33.10–20, 59.68, 76.62, 94.59, 160.033)

CONDITIONS OF TERMINATION OF APPROVALS

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

Dated: April 25, 1952.

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

[F. R. Doc. 52-4870; Filed, Apr. 30, 1952; 8:49 a. m., 17 F. R. 3861—5/1/52.]

[CGFR 52-24]

WITHDRAWAL OF APPROVAL OF EQUIPMENT

New specifications for flame arresters and pressure vacuum relief valves for tank vessels and revised regulations for liquefied compressed gas, safety relief valves were published in the Federal Register March 25, 1950, and February 14, 1951, respectively. Certain manufacturers of approved equipment have failed to take any action to have such equipment manufactured by them redesigned or changed to meet the new requirements adopted. A notice regarding the proposed action to withdraw the approvals of such equipment which do not comply with present regulations was published in the Federal Register, dated February 27, 1952 (17 F. R. 1731), and a public hearing was held by the Merchant Marine Council in Washington, D. C., on Tuesday, March 25, 1952. No written or oral comments concerning the proposed action to withdraw the approvals have been submitted.

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 withdrawn because the items of equipment covered by the approvals originally granted do not comply with present regulations:

FLAME ARRESTERS FOR TANK VESSELS

Withdrawal of Approval No. 162.-016/4/0, Model 1004, Protectoseal flame arrester, cast iron body; grid assembly consists of rectangular bank of 96 bronze plates; fully enclosed case; dwg. No. 1004A, dated June 22, 1937, approved for size 4" diameter, manufactured by Protectoseal Co. of America, Chicago, Ill. (Approved Federal Register, dated July 31, 1947.).

(R. S. 4405, 4417a, and 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)

VALVES, PRESSURE VACUUM RELIEF

Withdrawal of Approval No. 162.-017/9/0, McDonald type plate 925–T pressure vacuum relief valve, weight loaded, atmospheric pattern, flame arrester and conservation unit, dwg. No. 47047, dated August 30, 1937, approved for 3-inch vent, manufactured by McDonald Manufacturing Co., A. Y., Dubuque, Iowa. (Approved Federal Register, dated July 31, 1947.)

Withdrawal of Approval No. 162.-017/10/0, Vac-Rel Type No. 1–F pressure vacuum relief valve, atmospheric pattern, weight loaded, low and high pressure types, complete with flame screen; bronze body; regular spindle or solid type; flanged or screened base; dwg. No. 1–F–3IN, dated July 2, 1934; approved for 2½", 3", 3½", and 4" sizes, manufactured by Mechanical Marine Co., 17 Battery Place, New York, N. Y. (Approved Federal Register, dated July 31, 1947.)

Withdrawal of Approval No. 162.-017/11/0, Vac-Rel Type No. 2–F pressure vacuum relief valve, atmospheric pattern, weight loaded; low and high pressure type; regular and special atmospheric types; complete with flame screen; bronze body; approved for sizes 2½ and 4 inches, manufactured by Mechanical Marine Co., 17 Battery Place, New York, N. Y. (Approved Federal Register, dated July 31, 1947.)

Withdrawal of Approval No. 162.-017/12/0, Vac-Rel Type No. 2–R pressure only relief valve, enclosed pattern, weight loaded; spill valve fitted with pressure pallet only; flame screen monel wire cloth; all bronze castings; dwg. No. Plate 25 and 27, dated February 6, 1940 and November 9, 1942, respectively; approved for 3", 4", 5", and 6" sizes; manufactured by Mechanical Marine Co., 17 Battery Place, New York, N. Y. (Approved Federal Register, dated July 31, 1947.)

Withdrawal of Approval No. 162.-017/13/0, Vac-Rel Type No. 3 pressure vacuum relief valve, weight loaded, enclosed pattern; low and high pressure type fitted with or without lifting gear; bronze body, flanged connections; similar to plate No. 31, No. 3–6IN, dated September 26, 1940; approved for sizes 3", 4", and 6"; manufactured by Mechanical Marine Co., 17 Battery Place, New York, N. Y. (Approved Federal Register, dated July 31, 1947.)

Withdrawal of Approval No. 162.-017/14/0, Vac-Rel Type No. 3–F pressure vacuum relief valve, weight loaded, enclosed pattern; independent opening to atmosphere for vacuum valve; low and high pressure types fitted with or without lifting gear, or spindle type pressure valves, duplex and triplex valve assemblies; all atmospheric inlets fitted with double monel flame screens; bronze body and manifolds; approved for sizes 3" and 4"; manufactured by Mechanical Marine Co., 17 Battery Place, New York, N. Y. (Approved Federal Register, dated July 31, 1947.)

Withdrawal of Approval No. 162.017/15/0, Vac-Rel Type 3–V–4" vacuum relief valve, weight loaded, enclosed patterns, victaulic flanged connections; vacuum valve only; spindle or regular type valve; bronze body; dwg. No. 3V4–1A, dated December 22, 1945; approved for 4" diameter; manufactured by Mechanical Marine Co., 17 Battery Place, New York, N. Y.

(Approved Federal Register, dated July 31, 1947.)

Withdrawal of Approval No. 162.017/59/0, Vac-Rel series No. 1–N pressure vacuum relief valve, atmospheric pattern, weight loaded, bronze body, fitted with flame screen; for use with inflammable or combustible liquids of Grade "B" or lower in direct atmospheric vent system, dwg. No. 1N3–1A; approved for 2½", 3", and 4" sizes; manufactured by Mechanical Marine Co., Inc., 17 Battery Place, New York 4, N. Y. (Approved Federal Register, dated Apr. 13, 1949.)

Withdrawal of Approval No. 162.017/60/0, Val-Rec series No. 3-F–AT pressure vacuum relief valve, angle type, enclosed pattern, weight loaded; bronze body, fitted with flame screen, for use with inflammable and combustible liquids of Grade "A" or lower in closed vent header system, dwg. No. 3F–AT–1A; approved for 4" and 6" sizes; manufactured by Mechanical Marine Co., Inc., 17 Battery Place, New York 4, N. Y. (Approved Federal Register, dated Apr. 13, 1949.)

Withdrawal of Approval No. 162.017/19/0, Ohio Pattern Works Type No. 95–M pressure vacuum relief valve, weight loaded pressure disc valve; cast brass body and valves; atmospheric pattern; fitted with monel wire inner flame screen and brass wire lower flame screen; dwg. No. DC–95–M–3"; approved for 3-inch diameter; manufactured by Ohio Pattern Works & Foundry Co., 2735 Colerain Avenue, Cincinnati, Ohio. (Approved Federal Register, dated July 31, 1947.)

Withdrawal of Approval No. 162.017/20/0, Protectoseal Model No. 1554 pressure vacuum relief valve, spring loaded poppet-type valves; cast iron body; fitted with ratchet handle lever for relieving vacuum valve; dwg. No. 1554, dated June 4, 1937; approved for size 4-inch diameter; manufactured by Protectoseal Co. of America, Chicago, Ill. (Approved Federal Register, dated July 31, 1947.)

Withdrawal of Approval No. 162.017/28/0, Varec Figure No. 20, pressure vacuum relief valve, atmospheric pattern, weight loaded valves; aluminum body, hyperbolic pressure and vacuum pallet valves; dwg. No. C–1–A–4, dated July 29, 1931; approved for 2½", 3", 4", 6", and 8" pipe sizes; manufactured by Vapor Recovery Systems Co., 2820 North Alameda Street, Compton, Calif. (Approved Federal Register, dated July 31, 1947.)

Withdrawal of Approval No. 162.017/29/0, Varec Figure No. 20A pressure vacuum relief valve, open atmospheric pattern, fitted with manually operated flame snuffer for closing pressure valve; weight loaded, aluminum body, hyperbolic pressure and vacuum pallet valves; dwg. No. C–1–A11, dated January 14, 1936; approved for 2½", 3", 4", 6", and 8" pipe sizes; manufactured by Vapor Recovery Systems Co., 2820 North Alameda Street, Compton, Calif. (Approved Federal Register, dated July 31, 1947.)

Withdrawal of Approval No. 162.017/30/0, Varec Figure No. 20B pressure vacuum relief valve, open atmospheric pattern, fitted with manually operated snuffer attached to valve outlet; weight loaded, aluminum body, hyperbolic pressure and vacuum pallet valves; catalog No. P–7, approved for 2½", 3", 4", 6", and 8" pipe sizes; manufactured by Vapor Recovery Systems Co., 2820 North Alameda Street, Compton, Calif. (Approved Federal Register, dated July 31, 1947.)

Withdrawal of Approval No. 162.017/31/0, Varec Figure No. 22 pressure vacuum relief valve, atmospheric pattern, weight loaded valves; aluminum body; hyperbolic pressure and vacuum pallet valves; dwg. No. C–20–A, dated July 25, 1935; catalog No. P–7; approved for 4", 6", and 8" pipe sizes; manufactured by Vapor Recovery Systems Co., 2820 North Alameda Street, Compton, Calif. (Approved Federal Register, dated July 31, 1947.)

Withdrawal of Approval No. 162.017/32/0, Varec Figure No. 22A pressure vacuum relief valve, atmospheric pattern, weight loaded valves; fitted with manually operated flame snuffer for closing pressure valve; hyperbolic pressure and vacuum pallet valves; dwg. No. C–20–A2, dated July 25, 1935; catalog P–7; approved for 4", 6", and 8" pipe sizes; manufactured by Vapor Recovery Systems Co., 2820 North Alameda Street, Compton, Calif. (Approved Federal Register, dated July 31, 1947.)

Withdrawal of Approval No. 162.017/33/0, Varec Figure No. 30 pressure vacuum relief valve, enclosed pattern, weight loaded; bronze body; fitted with vacuum valve unloader; hyperbolic pressure and vacuum valves; dwg. No. C–30–A1, dated November 3, 1936; approved for 2½", 3", and 4" pipe sizes; manufactured by Vapor Recovery Systems Co., 2820 North Alameda Street, Compton, Calif. (Approved Federal Register, dated July 31, 1947.)

Withdrawal of Approval No. 162.017/34/0, Varec Figure No. 30A pressure vacuum relief valve, enclosed pattern, weight loaded; bronze body; without valve unloader; hyperbolic pressure and vacuum valves; dwg. No. C–30–A1, dated November 3, 1936; approved for 2½, 3", and 4" pipe sizes; manufactured by Vapor Recovery Systems Co., 2820 North Alameda Street, Compton, Calif. (Approved Federal Register, dated July 31, 1947.)

Withdrawal of Approval No. 162.017/35/0, Varec Figure No. 30B pressure vacuum relief valve, enclosed pattern, weight loaded; bronze body; fitted with pressure valve unloader; hyperbolic pressure and vacuum valves; dwg. No. C–30–A1, dated November 3, 1936; approved for 2½", 3", and 4" pipe sizes; manufactured by Vapor Recovery Systems Co., 2820 North Alameda Street, Compton, Calif. (Approved Federal Register, dated July 31, 1947.)

Withdrawal of Approval No. 162.017/36/0, Varec Figure No. 31 pressure vacuum relief valve, open atmospheric pattern, weight loaded; bronze body, hyperbolic pressure and vacuum relief valves; dwg. No. C–30–A2, dated January 20, 1937; catalog P–7; approved for 2½", 3", and 4" pipe sizes; manufactured by Vapor Recovery Systems Co., 2820 North Alameda Street, Compton, Calif. (Approved Federal Register, dated July 31, 1947.)

Withdrawal of Approval No. 162.017/37/0, Varec Figure No. 32 pressure vacuum relief valve, atmospheric pattern, weight loaded; all bronze body and valves; fitted with double flame screens; female pipe threaded side connection; dwg. No. C–30–A3, dated December 10, 1937; approved for 2½", 3", 4" and 6" pipe sizes; manufactured by Vapor Recovery Systems Co., 2820 North Alameda Street, Compton, Calif. (Approved Federal Register, dated July 31, 1947.)

Withdrawal of Approval No. 162.017/38/0, Varec Figure No. 32B pressure vacuum relief valve, atmospheric pattern, weight loaded; all bronze body and valves; fitted with double flame screens; flanged side connection; dwg. No. C–30–A3, dated December 10, 1937; approved for 2½", 3", 4", and 6" pipe sizes; manufactured by Vapor Recovery Systems Co., 2820 North Alameda Street, Compton, Calif. (Approved Federal Register, dated July 31, 1947.)

Withdrawal of Approval No. 162.017/39/0, Varec Figure No. 32D pressure vacuum relief valve, atmospheric pattern, dead weight loaded valves; all bronze body and valves; female pipe threaded connections; dwg. No. C–748, dated November 4, 1946; approved for 2½", 3", and 4" pipe sizes; manufactured by Vapor Recovery Systems Co., 2820 North Alameda Street, Compton, Calif. (Approved Federal Register, dated July 31, 1947.)

Withdrawal of Approval No. 162.-017/40/0, Varec Figure No. 33 pressure vacuum relief valve, triplex, weight loaded, enclosed pattern, bronze, body, Victaulic coupling connections; dwg. No. C–537, dated June 12, 1944; approved for 8-inch Victaulic connection for vent header and 4-inch Victaulic tank connections; manufactured by Vapor Recovery Systems Co., 2820 North Alameda Street, Compton, Calif. Approved Federal Register, dated July 31, 1947.)

Withdrawal of Approval No. 162.-017/41/0, Varec Figure No. 33A pressure vacuum relief valve, triplex, weight loaded, enclosed pattern, bronze body; Victaulic coupling connections; fitted with vacuum valve unloader; dwg. No. C–537, dated June 12, 1944; approved for 8-inch Victaulic connection for vent header and 4-inch Victaulic tank connections; manufactured by Vapor Recovery Systems Co., 2820 North Alameda Street, Compton, Calif. (Approved Federal Register, dated July 31, 1947.)

Withdrawal of Approval No. 162.-017/42/0, Varec Figure No. 33B pressure vacuum relief valve, triplex, weight loaded, enclosed pattern, bronze body; Victaulic coupling connections, fitted with pressure valve unloader; dwg. No. C–537, dated June 12, 1944; approved for 8-inch Victaulic connection for vent header and 4-inch Victaulic tank connections; manufactured by Vapor Recovery Systems Co., 2820 North Alameda Street, Compton, Calif. (Approved Federal Register, dated July 31, 1947.)

Withdrawal of Approval No. 162.-017/43/0, Varec Figure No. 34A pressure vacuum relief valve, enclosed pattern, weight loaded, atmospheric vacuum valve inlet; fitted with vacuum valve lifting screw; all bronze valve; dwg. No. DX–111, dated April 23, 1940; approved for 2½", 3", 4", and 6" pipe sizes; manufactured by Vapor Recovery Systems Co., 2820 North Alameda Street, Compton, Calif. (Approved Federal Register, dated July 31, 1947.)

Withdrawal of Approval No. 162.-017/44/0, Varec Figure No. 34B pressure vacuum relief valve, enclosed pattern, weight loaded valves; atmospheric vacuum valve inlet; fitted with pressure valve lifting screw; all bronze body and valves; dwg. No. DX–94, Alt. C, dated December 16, 1946; approved for sizes 2½", 3", and 4"; manufactured by Vapor Recovery Systems Co., 2820 North Alameda Street, Compton, Calif. (Approved Federal Register, dated July 31, 1947.)

Withdrawal of Approval No. 162.-017/45/0, Varec Figure No. 35 pressure vacuum relief valve, atmospheric pattern, weight loaded, all bronze; fitted with double flame screens; flanged connections; dwg. No. D–543, dated August 27, 1943; approved for 2½", 3", 3½", and 4" pipe sizes; manufactured by Vapor Recovery Systems Co., 2820 North Alameda Street, Compton, Calif. (Approved Federal Register, dated July 31, 1947.)

Withdrawal of Approval No. 162.-017/46/0, Varec Figure No. 35A pressure vacuum relief valve, atmospheric pattern, weight loaded, all bronze; fitted with double flame screens; female screwed connections; dwg. No. D–543, dated August 27, 1943; approved for 2½", 3", 3½", and 4" pipe sizes; manufactured by Vapor Recovery Systems Co., 2820 North Alameda Street, Compton, Calif. (Approved Federal Register, dated July 31, 1947.)

Withdrawal of Approval No. 162.-017/47/0, Varec Figure 37 pressure vacuum relief valve, duplex, enclosed pattern, weight loaded; flanged connections; bronze body; dwg. No. C–495, dated November 8, 1944; approved for 3" and 4" pipe size tank connections and 4" and 6" Victaulic vent header connections; manufactured by Vapor Recovery Systems Co., 2820 North Alameda Street, Compton, Calif. (Approved Federal Register, dated July 31, 1947.)

Withdrawal of Approval No. 162.-017/48/0, Varec Figure 37A pressure vacuum relief valve, duplex, enclosed pattern, weight loaded; flanged connections; bronze body; fitted with vacuum valve unloader; dwg. No. C–495, dated November 8, 1944; approved for 3" and 4" pipe size tank connections and 4" and 6" Victaulic vent header connections; manufactured by Vapor Recovery Systems Co., 2820 North Alameda Street, Compton, Calif. (Approved Federal Register, dated July 31, 1947.)

Withdrawal of Approval No. 162.-017/49/0, Varec Figure 37B pressure vacuum relief valve, duplex, enclosed pattern, weight loaded; flanged connections; bronze body; fitted with pressure valve unloader; dwg. No. C–495, dated November 8, 1944; approved for 3" and 4" pipe size tank connections and 4" and 6" Victaulic vent heater connections; manufactured by Vapor Recovery Systems Co., 2820 North Alameda Street, Compton, Calif. (Approved Federal Register, dated July 31, 1947.)

Withdrawal of Approval No. 162.-017/50/0, Varec Figure No. 73 pressure relief valve and spill valve; atmospheric pattern, weight loaded valve, all bronze body and valve; flanged connections; dwg. No. C–642, dated December 12, 1944; approved for 2½", 3", 3½", 4", 5", 6", and 8" pipe sizes; manufactured by Vapor Recovery Systems Co., 2820 North Alameda Street, Compton, Calif. (Approved Federal Register, dated July 31, 1947.)

Withdrawal of Approval No. 162.-017/51/0, Varec Figure No. 73A pressure relief valve and spill valve; atmospheric pattern, weight loaded valve, all bronze body and valve; screwed connections; dwg. No. C–642, dated December 12, 1944; approved for 2½", 3", 3½", 4", 5", 6", and 8" pipe sizes; manufactured by Vapor Recovery Systems Co., 2820 North Alameda Street, Compton, Calif. (Approved Federal Register, dated July 31, 1947.)

Withdrawal of Approval No. 162.017/62/0, Varec 6" Fig. 35D, pressure vacuum relief valve, single unit, open atmospheric pattern, spring loaded pressure and vacuum pallets, bronze body, dwg. No. C–1195–A, revised 5/11/49; approved for 6" inlet size, for use with inflammable and combustible liquids of Grade A or lower; manufactured by Vapor Recovery Systems Co., 2820 North Alameda Street, Compton, Calif. (Approved Federal Register, dated June 23, 1949.)

Withdrawal of Approval No. 162.017/54/0, Wheaton Type 93 pressure vacuum relief valve, weight loaded, atmospheric pattern; bronze body and poppet valves; fitted with flame screen; male screwed bottom connection; dwg. dated May 10, 1937, and May 17, 1937, 2" and 3" type 93 vent valve assembly; approved for sizes 2½", 3", and 4", manufactured by Wheaton Brass Works, A. W., Newark N. J. (Approved Federal Register, dated 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 162.017)

VALVES, SAFETY RELIEF, LIQUEFIED COMPRESSED GAS

Withdrawal of Approval No. 162.018/16/0, Farris Pop Type safety relief valve, type 2680, liquefied petroleum gas service, steel body, metal-to-metal valve seat; flanged connections; dwg. No. 1394-B-CG, dated November 1, 1946; approved for sizes 1½", 2", 2½", 3", 4", and 6" diameters, and following orifice areas; 22F—0.307 sq. in., 30H—0.785 sq. in., 34L—1.286 sq. in., 38K—1.838 sq. in., 42J—2.85 sq. in., 44N—4.34 sq. in., 46P— 6.38 sq. in., 50Q—11.045 sq. in.; manufactured by Farris Engineering Co., Commercial Avenue, Palisades Park, N. J. (Approved Federal Register, dated 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 WITHDRAWAL OF APPROVAL

The withdrawals of approval of equipment made by this document shall be made effective upon the thirty-first day after the date of publication of this document in the FEDERAL REGISTER. Notwithstanding this withdrawal of approval on any item of equipment, such equipment manufactured and installed on board merchant vessels before the effective date of withdrawal of approval may be used on board such merchant vessels so long as it is in good and serviceable condition.

Dated: May 1, 1952.

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

[F. R. Doc. 52-5112; Filed, May 6, 1952; 8:54 a. m., 17 F. R. 4225—5/7/52.]

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 April 15 to May 15, 1952, is as follows:

The Lunkenheimer Co., P. O. Box 360, Annex Station, Cincinnati 14, Ohio. Heat Nos. 433, 434, 435 and 436.

AFFIDAVITS

The following affidavits were accepted during the period from April 15 to May 15, 1952:

Buckeye Forging Co., Cleveland, Ohio. Fittings.

Rockford Drop Forge Co., 2031 Ninth Street, Rockford, Ill. Steel forgings.

The Trane Co., Second and Cameron Avenue, La Crosse, Wis. Valves.

CERTIFICATION OF ARTICLES OF SHIPS' STORES AND SUPPLIES

Articles of Ships' Stores and Supplies certificated from April 26 to May 25, 1952, inclusive, for use on board vessels in accordance with the provisions of part 147 of the regulations governing Explosives or Other Dangerous Articles on Board Vessels, are as follows:

Nassau Chemicals, Inc., 420 Market Street, San Francisco, Calif., Certificate No. 344, dated May 21, 1952, "NC 311."

Merchant Marine Personnel Statistics

MERCHANT MARINE OFFICER LICENSES ISSUED

March 1952

DECK

Grade	Original	Renewal
Master:		
Ocean	26	153
Coastwise	6	8
Great Lakes	9	55
B. S. & L.	9	64
Rivers	5	32
Radio officer licenses issued	134	----
Chief mate:		
Ocean	40	54
Coastwise	3	3
Mate:		
Great Lakes	----	1
B. S. & L.	3	7
Rivers	4	14
Second mate:		
Ocean	39	68
Coastwise	1	----
Third mate:		
Ocean	50	65
Coastwise	----	----
Pilots:		
Great Lakes	32	91
B. S. & L.	65	163
Rivers	67	62
Master: Uninspected vessels	----	1
Mate: Uninspected vessels	1	2
Total	494	843
Grand total	1,337	

ENGINEER

Grade	Original	Renewal
STEAM		
Chief engineer:		
Unlimited	27	214
Limited	17	152
First assistant engineer:		
Unlimited	39	65
Limited	4	10
Second assistant engineer:		
Unlimited	47	80
Limited	3	20
Third assistant engineer:		
Unlimited	31	81
Limited	2	1
MOTOR		
Chief engineer:		
Unlimited	3	58
Limited	19	95
First assistant engineer:		
Unlimited	2	12
Limited	7	2
Second assistant engineer:		
Unlimited	4	10
Limited	----	1
Third assistant engineer:		
Unlimited	47	92
Limited	2	----
Chief engineer: Uninspected vessels	4	2
Assistant engineer: Uninspected vessels	9	----
Total	267	895
Grand total	1,162	

INVESTIGATING UNITS

Coast Guard Merchant Marine Investigating Units and Merchant Marine Details investigated a total of 723 cases during the month of March 1952. From this number, hearings before Examiners resulted involving 27 officers and 63 unlicensed men. In the case of officers, 2 licenses were revoked, 3 were suspended without probation, 11 were suspended with probation granted, 3 licenses were voluntarily surrendered, 6 were dismissed after hearing, and 4 hearings were closed with an admonition. Of the unlicensed personnel 9 certificates were revoked, 13 were suspended without probation, 25 were suspended with probation granted, 5 were voluntarily surrendered, 7 hearings were closed with admonitions and 12 cases were dismissed after hearing.

ORIGINAL SEAMEN'S DOCUMENTS ISSUED

March 1952

Type of document	Canal Zone	Atlantic coast	Gulf coast	Pacific coast	Great Lakes and rivers	Total
Staff officer	----	48	14	23	----	85
Continuous discharge book.	----	----	----	----	----	----
Merchant mariner's documents.	9	1,794	628	1,061	1,142	4,634
AB any waters unlimited.	----	102	17	69	9	197
AB any waters, 12 months.	----	58	21	49	51	179
AB Great Lakes, 18 months.	----	1	4	1	26	32
AB tugs and towboats, any waters.	----	----	----	----	----	----
AB bays and sounds.[1]	----	----	1	----	----	1
AB seagoing barges	----	1	----	----	----	1
Lifeboatman	1	115	9	112	10	247
Q. M. E. D.	----	164	46	104	73	387
Radio operators	----	6	2	2	----	10
Certificate of service.	8	1,780	614	1,052	1,077	4,531
Tankerman	----	9	8	11	58	86

[1] 12 months, vessels 500 gross tons or under, not carrying passengers.

NOTE.—The last 11 categories indicate number of endorsements made on United States merchant mariner's documents.

WAIVER OF MANNING REQUIREMENTS

Waivers	Atlantic coast	Gulf coast	Pacific coast	Great Lakes	Total
Deck officers substituted for higher ratings	7	2	2	----	11
Engineer officers substituted for higher ratings	42	1	4	----	47
O. S. for A. B.	396	82	116	----	594
Wiper or coalpassers for Q. M. E. D.	230	32	74	----	336
Total waivers	675	117	196	----	988
Number of vessels	312	71	87	----	470

NOTE.—In addition, individual waivers were granted to permit the employment of 63 able seamen holding certificates for "any waters—12 months" in excess of the 25 percent authorized by statute.

U. S. GOVERNMENT PRINTING OFFICE: 1964