PROCEEDINGS OF THE
MERCHANT MARINE COUNCIL

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UNITED STATES COAST GUARD

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PASS IT ALONG

CG 129

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Proceedings of the

MERCHANT MARINE COUNCIL

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DRYDOCKING REQUIREMENTS CLARIFIED

Drydocking regulations for passenger, tank, cargo, and miscellaneous vessels—which were considered by the Merchant Marine Council at a public hearing on 7 May 1957—has resulted in these regulations being clarified and revised.

The major changes in the regulations remove requirements regarding "calendar year" as a period of time in determining when vessels are required to be drydocked and substitutes instead maximum periods between drydockings and aggregate amount of service as the governing factors.

For passenger, tank, and cargo vessels the new regulations include:

- Shall be drydocked or hauled out at intervals not to exceed 18 months if operated in salt water and aggregate of 9 months in the 18-month period since it was last drydocked or hauled out.
- Shall be drydocked or hauled out at intervals not to exceed 36 months if it operates in salt water an aggregate of 6 months or less in each 12-month period since it was last drydocked or hauled out. If this aggregate amount of service in salt water is exceeded in any 12-month period since it was last drydocked or hauled out, the vessel shall be drydocked or hauled out within 6 months after the end of this period or within the 36-month interval, whichever is earlier.
- Shall be drydocked or hauled out at intervals not to exceed 60 months if it operates exclusively in fresh water.

Regulations for tank barges and wood hull tank vessels follow:

- Tank barges used in fresh-water service exclusively need not be drydocked or hauled out during the first 60-month interval after date of build, but shall be drydocked or hauled out between that time and the end of the 120th month after date of build, and at least once in each 60-month interval thereafter.
- Each wood hull tank vessel shall be placed in drydock or on a slipway or hauled out for examination not to exceed 48 months.

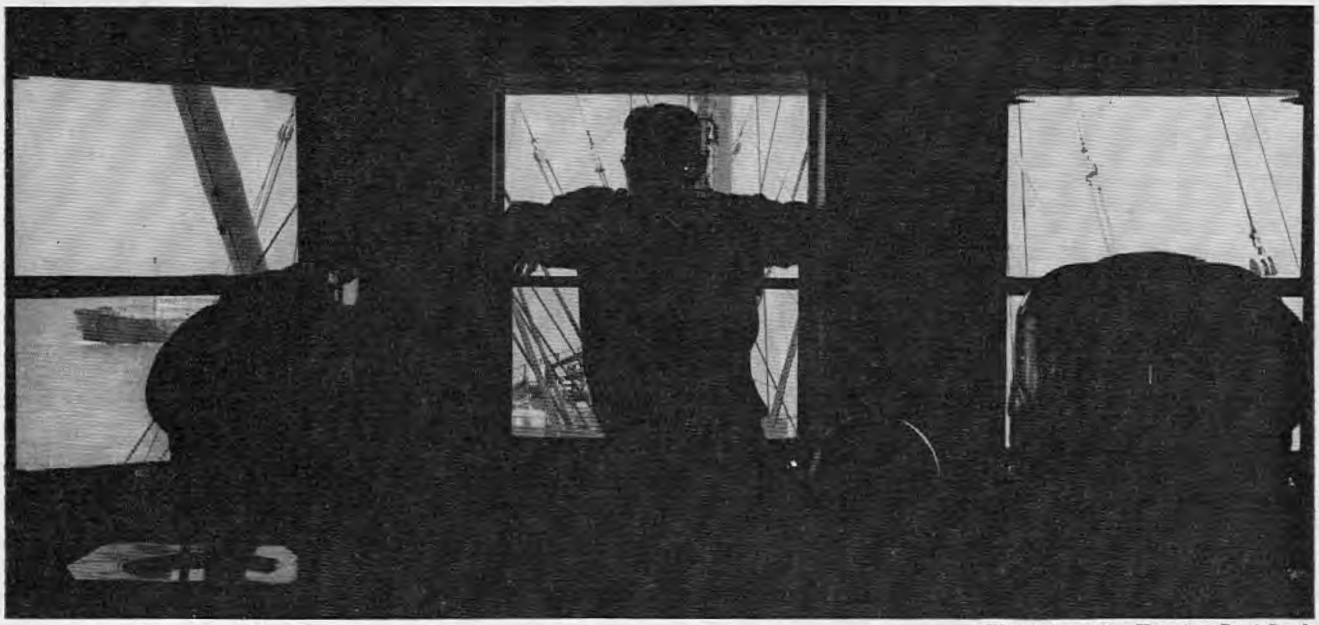


Photo Courtesy Houston Port Book

BRIDGE SAFETY FOR SHIP SAFETY

By Capt. H. R. Bishop, U. S. Maritime Administration

PERHAPS my concept of safety is not the same as that held by others—certainly it is not the same as that of a landlubber, for frankly the things that happen on shore, which violate all the instincts of a seaman, still frighten me. I tell Mrs. Bishop that I'd be a lot safer at sea in a hurricane than I am on lower Broadway in a drizzle—those umbrellas are a menace and some safety-minded person should at least take the points off of them. But sailors have a traditional dislike for umbrellas, so I suppose I am prejudiced.

Men at sea do lead a different life than those ashore. Oh, yes, today we have more modern facilities aboard ship—with short wave radio and rescue aircraft in case of injury, providing the weather is right and there is time. But still a personal accident at sea is by its very removal from shoreside medical facilities potentially more serious. Seafaring men still have to be their own doctors and put out their own fires. Because of these things, I believe seamen are more fire- and safety-conscious than nonseafaring men.

However, ashore or afloat, there's a world of improvement to be sought.

That this is true is borne out by the records. Recently an MSTS publication carried some statistics on ship collisions. It quoted Lloyd's as reporting that 6,110 seagoing vessels were involved in collisions in the last 6 years. Over 1,000 a year—3 a day! The Merchant Vessel Inspection Division of the U. S. Coast Guard reports that in 1956, 379 vessels were in collisions with damage exceeding $1,500 each. This includes United States vessels involved in foreign waters and all nationalities in United States coastal waters and harbors. We, in this harbor, know something about that for we have had too many serious collisions in the last few months.

What then, are we going to do about it? I do not believe any safety-minded person connected with, and consequently interested in, the maritime industry can answer—"nothing." But what is to be done?

NEED ANALYSIS

Well, what would a safety engineer do? Probably start with an analysis. I believe one is in order, and I further believe the bridge of a ship is a good place to start. It is elementary to say that if someone, on one or the other of most ships in collision, had taken some action he did not take, or if he had acted a little sooner, the collision would not have occurred. Certainly most of the accidents seem to fall in the human-error category, so we will concentrate for the moment on them. Decency dictates that I must not name vessels, companies, or nationalities, so where I speak of actual occurrences I must ask you to take my word for it. But I am speaking of facts, not fancy.

First, then, the bridge is manned by personnel. On the average cargo vessel, and I'll try to stick with that type, when a ship is entering or leaving port, on the bridge we have a master, one deck officer, a helmsman, and a pilot. At sea we have one officer and a helmsman. That is all, and I take the risk of boring you with this detail because sometimes it seems people think we have unlimited numbers on the bridge.

We all know the ship at sea is as safe as the skill of the watch officer, for he is in charge when the master is below. The master, of course, is responsible for the ship at all times—but he does have to sleep.

When I was a brash young third mate on my first ship on my license, the master took my new Bowditch and wrote on the flyleaf: "If you wish to succeed as an officer, you must first consent to be taught many things you may know already." A schoolteacher might take exception to the grammer and also the spelling, but he had something. True, pilots were not too fond of him, for he never let them take charge, always docking and un-

docking his own ship. But he was outstanding in that he never failed to let even a young officer say his piece, though he probably had heard it all before. Thus he learned how much the officer knew, or didn't know, and sometimes picked up a few pointers himself. He never assumed he knew it all, nor that his officers did. He kept them on their toes. Yes, he wrote his night orders and made sure his officers did their jobs. I also learned at this point that "a good officer not only gives an order but he sees that it is carried out."

TWO CASUALTIES

The following could not have occurred aboard his ship. To wit, a recent issue of PROCEEDINGS OF THE MERCHANT MARINE COUNCIL told of a vessel that took departure from the Delaware Capes and for 12 hours thereafter steamed in the wrong direction, due to a faulty gyro repeater system. In this period the watches were changed three times. The vessel should have been in the Gulf Stream (it was winter). But even a sudden change of wind, the sighting of fishing boats where they should not have been, failed to awaken the ship's officers to the realization that the ship was off course. In fact, they didn't realize it until she took her own soundings the hard way—with her bottom, off Fire Island Inlet.

ABOUT THE AUTHOR:

A native of New York, Capt. H. R. Bishop, backs up this article with 30 years of experience as a seaman, licensed Mate and Master, senior port captain for the Maritime Commission, Atlantic Coast Director of the War Shipping Administration, and presently Atlantic Coast Director for the Maritime Administration. Married, with two children, Captain Bishop makes his home in Freeport, Long Island.

In another case, a new multimillion-dollar ship was lost not too long ago. And where were the night orders? Posted under glass in the chartroom. There had been a change of masters and the new one had merely crossed out the former's signature and signed his own name. No law against it—except the unwritten law of good seamanship.

There are many more such instances, so perhaps if our safety officers could get together with our marine superintendents to follow up and see that their masters were on their toes, and kept the watch officers on theirs, it would help. It certainly would have in the two cases just mentioned. Of course, we must overcome prejudice, for time and again you hear the same old story—Captain So-and-So never had an accident, so why should some young safety expert or port captain tell him his business! But let us not forget—that in this business—a captain usually has only one bad collision or grounding. (There are no good ones.) Certainly there is no time or room for seconds.

Essentially, I believe "Safety at Sea" is synonymous with "good seamanship."

Now for our second point—what about bridge equipment? We have tried to put all the new aids to navigation on our bridges. You know their names—Loran, radar, direction finders. Fathometers, gyrocompasses, and gyro pilots, to name a few.

Historically, the industry has looked to the manufacturers to instruct the steamship companies' personnel in the use of new equipment. This is normal, for if a manufacturer wants to sell a new product, he has to educate the customer to its use and acceptance. That is good business and is part of the sales programs.

But I believe that most of the manufacturers have failed to do this with radar, for only one company, to my knowledge, has furnished an adequate school of instruction readily available to mariners. Why? Probably because the demand was great and they did not have to furnish instruction in order to sell their sets. This is regrettable, for we all know now that radar is no cure-all; that radar, unless intelligently used, is not only useless but can be dangerous. The purchaser should see to it that his personnel is trained in the use of the equipment he puts aboard his ships. Some mariners may be reluctant to "return to school," but after they take the course, they will be the strongest supporters of this type of instruction.

And now for our third point of approach to ship safety—the location and layout of the bridge.

Before we tackle this, however, let us look at the automobile industry. Car manufacturers have opened up vision so that we sit in a car like a goldfish. More, we don't have to shift gears, put out our hands, screw up windows, or even strike a match. Not because car designers think we are lazy, but to make things easier for the driver to operate, so he can concentrate on handling the car, and thus make driving safer.

BRIDGE IMPORTANT

Let's try this on for size with the ship's bridge. We are now coming to a new building program—a peacetime one—to revitalize our merchant fleet, and it is time to act. Mariners for years, to my knowledge, and surely before my time have growled about "blueprint artists" and their bridge layouts. They have growled on the ships and to each other, and it hasn't done very much good. So, we who are now ashore can perhaps help them, and our companies, and agencies, and the American merchant marine in general.

Naval architects have told me that the trouble with operating people is that they never can agree on anything. Now I'll admit there are differences of opinion, but I think we can agree on a few items. At least let's try.

Let's take vision. There should be no question about the need for clear, wide-swept vision from the bridge. We are building larger and faster ships and with increase in speed and size, vision becomes more important than ever. The bridge should be high enough—yes, and far enough forward—so that its officers can see over the fo'c'sle head from any position when the vessel has an extreme drag (or deck cargo), and it should afford an unobstructed view of the horizon forward of the beam. This will require plenty of windows in the wheelhouse. From the wings we should have a good view aft as well, so that in close waters and in docking, the master and pilot can see what the ship is doing. That is simple enough, but sometimes I think designers lay awake nights thinking how they can put obstacles in the way of proper vision.

One of the ships with which I happen to have something to do was recently hit while at anchor by a ship from which, "galley wireless" tells me, the pilot couldn't see over the fo'c'sle head. Who am I to argue with "galley wireless"? (The vessel underway was not American.)

While we are talking about vision, let us not forget in most places in the world the sun goes down and it gets dark—sometimes it even gets foggy. And yet, some recent ships were designed with a foremast light which shone brightly on (of all things) the safety rail on the crosstrees. Any seaman knows what a detraction of vision this can be on a damp night when everything glistens.

BRIDGE LAYOUT

Now let us consider the layout of the bridge. There are a few basics that, if followed, will help. The master, when on the wing of the bridge, should

be able to see from wing to wing through the wheelhouse, and be able to get to the opposite wing without having to hurdle telegraphs, repeaters, compasses, radar, or log desks.

He also should be able to see the helmsman and telegraphs, in order to ascertain that his orders are understood and carried out. These things he should be able to see out of the corner of his eye, without having to take his attention off the ship's head, traffic, or pier if docking. Those seconds, or even split seconds, saved may avoid a collision, ship or dock damage. This will require the proper location and widening of the wheelhouse doors. Sliding doors will easily accomplish this. Double hinged doors are too hard to handle in the wind. And the doors should have enough glass in them so the men in the wheelhouse can see abeam and well on the quarter to observe overtaking traffic.

The telephones should be located in the forepart of the wheelhouse so that, on a one-officer-per-watch ship, they can be used without the watch officer having to take his eyes off traffic. We all know how costly that can be. A plug-in box on each wing, with a portable phone, would also be convenient for docking.

To seamen, these things are obvious, but how many of our ships have them today? Try looking at the vessels in your own fleets. Here, however, I want to make clear the fact that our passenger ships are the exception. Their bridges have good layout, good visibility—there is no doubt about that. But I also know, in these cases, seamen had something to say about their design.

You will also note that these suggestions are not going to cost any extra money if built in with the ship.

MORE SUGGESTIONS

Now for some more suggestions.

The chartroom should be handy—the chart table on the forward bulkhead with a window opening to the forepart, so that in daylight hours an officer, even while looking at the chart, can keep his eyes ahead. I prefer a door directly into the wheelhouse with an unobstructed passage to the forward part of same.

Some may ask, where are we going to get all this room? Admittedly, we have been adding to our navigation equipment, but in most cases it can be done simply by properly locating the instruments.

We might gain some space by a device that seems to be standard on new foreign ships. It is called the reflection compass and eliminates the need for the wheelhouse magnetic compass—which was never too reliable an instrument if the vessel were equipped with a gyro pilot.

In the reflection type, the standard compass on "monkey island" is fitted with a card on the bottom as well as the top. The bottom of the bowl is glass, and by means of a periscope arrangement which protrudes from the wheelhouse deckhead about 10 to 12 inches, the ship's heading on the standard is easily read in the wheelhouse by the helmsman or ship's officer. This instrument was referred to the Coast Guard by the Maritime Administration, and I have recently learned it has their tentative approval. This will make the space formerly occupied by the wheelhouse magnetic compass available for something else—perhaps the radar.

Another thing that should receive serious consideration is the location of the bearing repeaters, one in each wing, out of the way, yet in a convenient spot so that when an officer is taking bearings, he will have an unobstructed view of the entire horizon.

A detail, yes—these suggestions all deal with details mainly intended to save minutes and even seconds. But I know of one large ship that went ashore due to seconds lost in taking and plotting bearings. And any officer knows that if he has to guess or estimate the bearing of a lighthouse, especially at night, due to a blindspot caused by a kingpost or other obstruction, it takes three times as long to obtain a bearing that is not as accurate as it would be if he had a clear view.

Finally, the telegraphs should be handy to each side and out of the way.

TWO LADDERS

Two ladders do cost more than one, but having one on each side leading to "monkey island" is far quicker in an emergency than going around to the after end of the wheelhouse.

Understand, I am not claiming originality nor am I trying to design a perfect bridge. Rather, I am trying to provide a few ground rules to show how easy it would be to achieve our purpose. A third mate can pick a bridge apart after it is constructed, but I believe we should use our knowledge as mariners and as safety-minded, safety-conscious men ahead of time and put the most efficient bridge possible on our ships when they are building. Then when a pilot boards an American ship anywhere in the world, he will not be able to say that Americans do not know how to lay out a bridge. We do know how—and if we don't help the naval architects to design safe bridges by giving them the benefit of our experience, it will be our own fault.

To complete our analysis, we must take a look at the *Rules of the Road*. We all know that if the rules had been obeyed, many of the collisions would have been avoided.

In this respect, one thing that I think can be improved is the *whistle signals*. I will confine my remarks to these. Any seaman knows you can see the steam from a ship's whistle before you can hear the sound. More important, if there are several vessels crossing, you can readily identify the one blowing. But what about at night? You can't see the steam and sometimes you don't know which ship is signaling; and frequently, due to ship noise or wind direction, you don't even hear it. Result—trouble that costs money and sometimes lives.

I think something should be done about this. Perhaps the answer is a distinctive colored light (such as Indian orange) that will show up as the whistle blows in daylight as well as at night. We have daylight blinkers, and I am sure someone can come forward with a reasonably priced light to fit this need. This will require amending the law, but I think it is a weakness in the rules, and such an arrangement might have prevented a few of the recent nighttime collisions in coastal waters.

So, in our analysis we have covered, first, personnel—their instruction and followthrough. Second, navigating equipment and the instruction the manufacturers should offer. Third, the location and layout of the bridge so that everything is at the mariner's finger tips; and fourth, a brief look at the laws to see what improvements can be made.

Obviously, this is not intended to cover everything, for the subject is too large and varied. But I have tried to highlight some of the important items and to point out that improvements can be made—and many are long overdue.

(*Continued on page 129*)

EDITOR'S NOTE:

Captain Bishop's remarks, relative to a colored light in conjunction with whistle signals, overlooks that Rule 95.21, Pilot Rules for the Western Rivers—CG–184, states:

"All whistle signals shall be further indicated by a visual signal consisting of an amber-colored light so located as to be visible all around the horizon for a distance of not less than 1 mile. This light shall be so devised that it will operate simultaneously and in conjunction with the whistle-sounding mechanism, and remain ignited or visible during the same period as the sound signal * * *."

THE LOOKOUT—A WEAK LINK?

By Commander John A. Montgomery, USN

(The following is condensed from an article appearing in the June issue of The JAG Journal, Office of the Judge Advocate General of the Navy)

IT is axiomatic that a chain is no stronger than its weakest link. The axiom especially applies to shipboard organization. An adequate lookout is an integral requirement of any ship's organization. This requirement is of the highest importance. The safety of the ship and the lives and property on board depend upon the lookout's proper performance of his duties.

Rule 29 of the International Rules of the Road (International Regulations for Preventing Collisions at Sea) and Article 29 of the Inland and Pilot Rules provide that "Nothing in these rules shall exonerate any vessel * * * of any neglect to keep a proper lookout * * *." The rules do not expressly dictate the qualities of the lookout to be provided. Whether the ship has satisfied the requirement of a *proper lookout* has thus become a question of court interpretation. Most experienced navigators are familiar with the necessity for a properly stationed lookout at night, in fog, and in congested waters. They often overlook the requirement that at all other times the ship is required by the rules to keep a proper lookout.

RULES OF THE ROAD

In the Rules of the Nautical Road, by Farwell and Prunski, one of the most widely accepted on the subject, it is indicated that in the naval service there is probably no Rule of the Road more conscientiously observed than the implied admonition of Rule 29 and Article 29. Posting of a mere *body* at a lookout station is not enough. To satisfy the requirements of the rules, the lookout must be a reasonably experienced seaman.

In admiralty litigation and in the administrative settlement of admiralty claims by the Navy, the rule is that if the vessel fails in her lookout requirement, she has the burden of establishing her freedom from fault for the resulting collision. Since failure to station a proper lookout is a violation of a statute, the burden is one that is very difficult to overcome, for in admiralty law the party guilty of a statutory fault has not only the burden of showing that the fault did not contribute to the collision but that it could not have contributed. Brief consideration of this standard of proof makes it evident that such a statutory violation imposes upon the offending vessel a tremendous burden. (*The Pennsylvania*, 86 U. S. 125 (1873).)

It is true that the Supreme Court has held that the absence of a proper lookout may not be important where the conning officer himself has observed the approaching vessel for a long period of time prior to collision. The practical difficulty of this position, however, is in overcoming the presumption of fault.

LOOKOUT KEYMAN

The lookout is the eyes and ears of the ship. He must therefore be stationed in the position where he has the maximum opportunity to observe and to hear. While the statute is silent as to the specific location required, interpretation has established that the proper position is as low down and as far forward in the ship as conditions allow.

The courts have held that weather or other conditions which make the station of a bow lookout merely inconvenient or uncomfortable are no excuse for failure to have a lookout properly stationed, and as long as it is possible for him to maintain his position with safety he must do so. The purpose of requiring the lookout forward is to permit him a clear view unobstructed by ship's lights, other personnel, and the activity normally found on the bridge. Only when there are adverse physical conditions, such as freezing spray over the bow, may the lookout be permitted on the bridge.

The courts have stated the requirement that a lookout must be a person of suitable experience. This means that he must be a competent seaman with good eyesight, able to use nautical terms, and properly instructed in his duties. One often hears the cliché that "the officer of the deck is his own best lookout." This expression is certainly valid, but it does not satisfy the requirement of posting and maintaining a proper lookout.

TRAINING NEEDED

It is imperative that the lookout be given basic training in the things he is expected to observe. The admiralty courts have found negligent the officer of the deck who posts a lookout but fails to instruct him as to his duties, merely assuming that the lookout is competent. Moreover, once the lookout has been qualified and properly stationed, he should be required to make the necessary reports. Since the primary function of the lookout is to guard the safety of the ship, he must not only be alert himself but must keep the conning officer fully informed. It is not his function to speculate as to the possibilities of collision—that responsibility is for the conning officer. The lookout's capacity is one of reporting what comes to his attention. He is not to assume that somebody on the bridge has a contact in view because of bridge activity he may observe. In a recent daylight case where a Navy ship was getting underway from the dock in a narrow channel, the lookout was questioned as to why he did not report a fishing boat approaching from the opposite direction around the bow of an intervening vessel. He replied that since he had seen the fishing vessel, he "assumed" that the officer of the deck, who was on the bridge, had also seen the vessel; therefore, he failed to report it. The lookout was by no means an inexperienced seaman. His reply merely points up a substandard performance as a lookout.

VISUAL ALERTNESS

The use of radar has not relieved a ship of its requirement under the rules to maintain a proper visual lookout. The litigated cases have increasingly pointed to instances in which the conning officer has relied too much upon radar and has failed to insist upon visual alertness in himself and his lookouts. The presence of operating radar equipment on board a vessel in no way relieves the ship of its obligation to observe the rules laid down for the prevention of collisions, including the requirement regarding a properly stationed and alert lookout.

The lookout requirement is a fundamental one that cannot be overemphasized in peacetime or wartime. It must not be bypassed or neglected in either the organization or the training program of any ship.

SS HOOSIER STATE WINS SAFETY PLAQUE 2d TIME

BOASTING the lowest accident rate in their fleet, the SS *Hoosier State* has been named as the first repeat winner of the States Marine Lines Annual Safety Award.

Winner in 1951 when the award was first instituted, the *Hoosier State* was presented a bronze plaque by Leslie H. Quackenbush, vice president, for chalking up the best safety record during 1956.

The plaque will remain aboard the winning ship until the winner for this year is announced. The safety efficiency rating is obtained from a formula of 100 percent minus a constant multiplied by the number of accidents a vessel has during the calendar year. The 1956 winner had a rating of 90.45.

Other winners and statistics follow:

1951, *Hoosier State*, 93.47 percent.
1952, *Golden State*, 92.7 percent.
1953, *Old Dominion State*, 94.7 percent.
1954, *Lone Star State*, 86.8 percent.
1955, *Buckeye State*, 90.62 percent.

CAPT. W. HARTLEY of the SS *Hoosier State* is pictured holding the States Marine Lines Safety Plaque with William A. Bernardine, A. B., while interested crew members look on. Others in the picture are, left to right, N. E. Johnson, David DaSilva, Eno Lattu, and James H. Murray. Hidden from view are J. Cheney, Chief Mate, and Bondo Andersen.

1958 NAUTICAL ALMANAC

Copies of the 1958 Nautical Almanac, which is being readied for early distribution, will include a number of significant changes to aid the navigator.

Of initial importance is the fact that this publication now is produced jointly by H. M. Nautical Almanac Office, Royal Greenwich Observatory, and the Nautical Almanac Office, United States Naval Observatory. By cooperative effort between this country and British authorities, the almanac will receive wider distribution and combine all the best features of the two former volumes.

The fundamental presentation is considered the same, but the principal differences include the following:

- Tables for determining latitude by Polaris have been altered so that only positive values are abstracted; while the entering argument remains the same. This is accomplished by subtracting 1° from the three corrections as per formula Latitude=corrected sextant altitude minus $1°+a_0+a_1+a_2$.
- The presentation of altitude corrections has been changed with increased attention to low altitudes and the effects of atmospheric conditions.
- The ephemeral data of the planets are given in more detail; and diagrams for both these and solar eclipses are shown.
- Twilight times now will show civil and nautical twilight rather than astronomical twilight. In this manner the most suitable period for observations is readily apparent. Interpolation tables for this, sunrise and sunset, and moonrise and moonset are provided.
- Horizontal parallax of the moon is given in hourly intervals and the tables for correcting the moon's altitude are presented in a different format than before.
- Meridian transit times are given for the sun and First Point of Aries and the sign for the equation of time has been deleted.
- The moon's age is given and shown graphically on the daily pages.
- Star charts are presented in two polar and one equatorial presentation in place of the old rectangular chart.
- A clearly written explanation is included in the volume to assist mariners in becoming familiar with the new format, but probably most navigators will feel right at home with this version.

MAKE SURE YOUR RELIEF OFFICERS KNOW THE SHIP

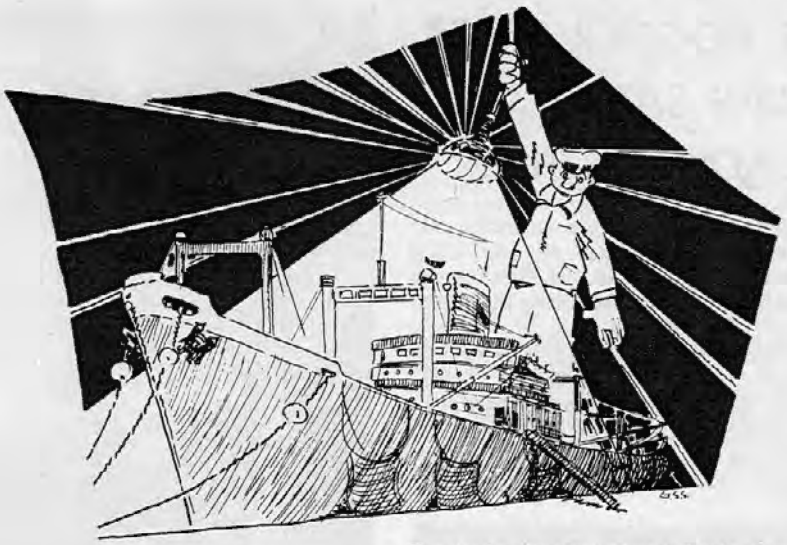


Illustration Courtesy Matson Navigation Co.

A WELCOME sight to watch-weary ship's officers at the end of a voyage is the night mate and night engineer waiting to take over the deck and engineroom for the night or weekend.

In fact, sometimes they are so welcome the crew forgets or overlooks the fact these relief officers may not be familiar with the ship. An inherent weakness to this practice is that a complete stranger to the type of ship may suddenly find himself with a bunch of keys in his hand, the responsibility of the overall safety and operation of the ship, and little else.

Some steamship companies provide instruction booklets containing instructions for relief officers concerning their duties, company policies, and emergency procedures as a practical solution to the problem. Some issue standing instructions that relief officers must be personally shown the location of all firefighting equipment, especially operation of the fixed systems, and the fact noted in the logbook.

The investigation of a recent casualty aboard a passenger vessel berthed in a gulf port particularly illustrates the necessity of making sure relief personnel exhibit basic familiarity with the ship.

This casualty was an oil fire in the machinery space during the small hours of the morning. As to be expected, few of the crew were aboard. The results of the fire were the loss of one life, injury to others, and damage estimated at half a million dollars. You could safely assume this was quite a fire and difficult to extinguish. To the contrary, once the chief engineer was aboard and able to shut off the fuel oil service system remote control valve, the fire was quickly extinguished.

DETAILS FOLLOW

About 4 a. m. the fireman-watertender on watch prepared to light off the boiler. He was alone in the engineroom. He lighted the torch and inserted it into the furnace. As he opened the stop valve at the burner he was struck by hot oil which sprayed his face, chest, and arms. By reacting in a normal way he jumped backward pulling the torch out of the furnace—igniting the spray of oil.

Blinded and burned by the oil, he managed to clear his eyes sufficiently to appraise the situation. He found a blazing inferno at the front of the starboard boiler. He attempted to reach the fuel oil quick shutoff valve, but was driven off by the heat and smoke. He escaped through the shaft alley trunk. Confused when he reached the deck, he was assisted by stevedores down to the dock and later taken to the hospital, without telling anybody what happened.

The gangway watchman, seeing the man in a burned condition and noticing smoke, called the fire department and notified the night mate. Heavy black smoke spread throughout the ship and the air-conditioning system circulated it through the crew and passenger spaces. Nobody on deck knew the nature of the fire or what was being done to put it out. Confusion was general.

SITUATION BAD

The following conditions now existed:

- An oil fire at the front of the starboard boiler, being continually fed by hot fuel oil.
- The three air supply fans to the machinery spaces in operation.
- Two exhaust fans in the stacking casing in operation.
- The watertight door to the shaft alley open.
- The whereabouts of the night relief engineer or any action taken by him unknown.
- The port and starboard engineroom doors on the main deck left open, with smoke pouring into the passageways.

The master, aroused from his sleep by the fire alarm, had first concern for the safety of his crew. With the assistance of the officers aboard, all of the crew were awakened and the quarters searched; consequently, no lives were lost by those persons asleep or otherwise quartered aboard.

It was during this period that the night mate became temporarily lost in the labyrinth of passageways, due to his unfamiliarity with the interior layout. It was determined at a later time that he did not know the location of the CO_2 controls or how to operate them. He did not sound the general alarm, and neither he, nor anyone else, used the self-contained oxygen breathing apparatus.

The night engineer was not seen and what he did is not known—his body was found later on an engineroom platform.

FIRE EXTINGUISHED

In rapid succession the local fire department and fireboat arrived on the scene and began fighting the fire. By coincidence, the chief engineer arrived at the same time as the first piece of fire apparatus. On boarding and learning that the fire apparently started by fuel oil, he attempted to reach the passageway containing the remote control valves for the fuel oil service system, but heavy smoke and heat prevented this. Shortly thereafter, however, with the aid of the fire department he was able to gain access to the valves and remotely close the fuel oil system down. After this the fire was easily brought under control.

The crew aboard of some 20 men responded admirably, but were helpless due to no pressure on the fire

main. *In essence, not a single piece of equipment, with which the vessel was so amply provided, was utilized in fighting this fire.*

By 6 a. m., a scant 2 hours later, the engineroom had cooled sufficiently for the chief engineer to enter. It was at this time the body of the night engineer was found between the main engine and inboard generator.

LESSON OBVIOUS

This Lesson From Casualty is obvious. Night relief personnel *must* be properly instructed. They must know where vital equipment is located. They must be impressed with the importance of their job and the responsibility it imparts.

In the August 1956 *Proceedings* an article on this subject included the following remarks:

The Coast Guard considers the night relief officers to be employees of the vessel and as such are subject to the lawful commands and control of the master to the same degree as any other ship's officer. While the selection of the relief officers is often not the choice of the individual master, it is his privilege and duty to determine that they are properly licensed and fully informed of the safety measures to be followed while standing night watches aboard his vessel. Further, should the master consider the relief officer to be unfit for any reason to fully carry out the normal duties, he may refuse to permit the assigned officer to stand the night watch.

As for the responsibility of the night relief officer for the safety of the vessel and crew while employed in that capacity, the Coast Guard considers such personnel to be acting under the authority of their licenses and on this basis they are subject to the provisions of R. S. 4450, as amended, for any misconduct, neglect of duty, or negligence that may occur during their hours of duty. No written agreement is considered necessary, it being sufficient that the usual entry in the deck or engine log that the night relief officer relieved the regular ship's officer in the usual manner.

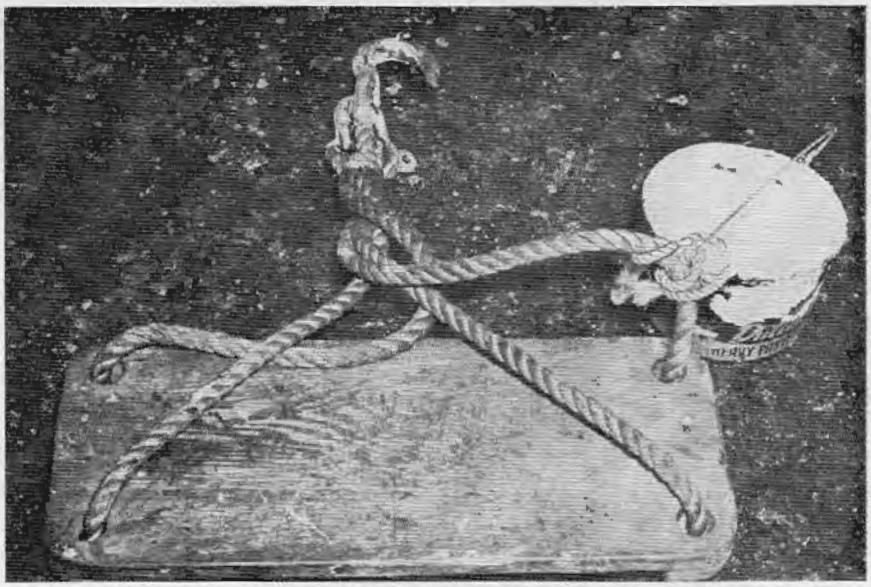


Figure 1.

Figure 2.

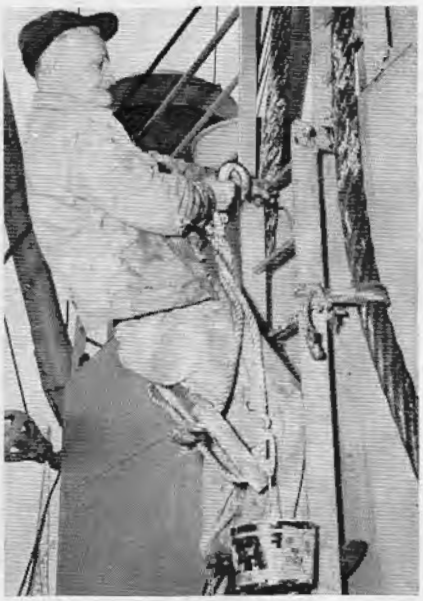


Figure 3.

DANGER ALOFT

THE most tragic shipboard accidents are those which result from using accepted and customary practices in performing routine jobs. A recent fatal accident aboard an American vessel happened while an experienced, sober, 30-year-old able-bodied seaman was slushing down standing rigging.

The forward stays for the jumbo gear on this ship were rigged in against the foremast ladder. A bos'n's chair, rigged with an open hook, was being used to do the job. As the man finished slushing within his reach, he would hang on to the ladder and move the hook down a rung. A customary practice.

In this case the AB started to work with a bucket of white lead and tallow mixture, beginning at the top of the stays and proceeding downward. When he reached a point approximately 35 feet above the main deck he lost his balance, slipped out of the chair, and fell to his death.

In *figure 1* is shown the actual chair and hook arrangement used, which is not unlike rigs used on many ships. In *figure 2* a seaman demonstrates how the equipment is used. *Figure 3* illustrates how a man might lower himself to the next lower rung on the ladder. It was at this point it was assumed the man fell.

This arrangement, although a common one, leaves much to be desired from a safety standpoint. A more satisfactory arrangement would be to rig a bos'n's chair on a gantline and let the sailor lower himself without resorting to the hook-lift-lower-hook system used in this casualty.

It is appreciated that in working aloft the method of rigging is left pretty much to the man doing the job, but every attempt should be made to keep the crew aware of dangers such as this one.

WEATHER BUREAU ANNOUNCES NEW STORM SIGNALS

Those friends of the prudent mariner—storm warning signals—will be displayed in simplified form effective January 1, 1958, it is announced by the U. S. Weather Bureau.

Under the new system, 4 instead of 7 flags will be displayed along the coasts of the United States, the Great Lakes, the Hawaiian Islands, and Puerto Rico whenever winds dangerous to navigation have been forecast by the Weather Bureau. During the night four comparable lantern signals will be used for Small Craft, Gale, Whole Gale, and Hurricane warnings.

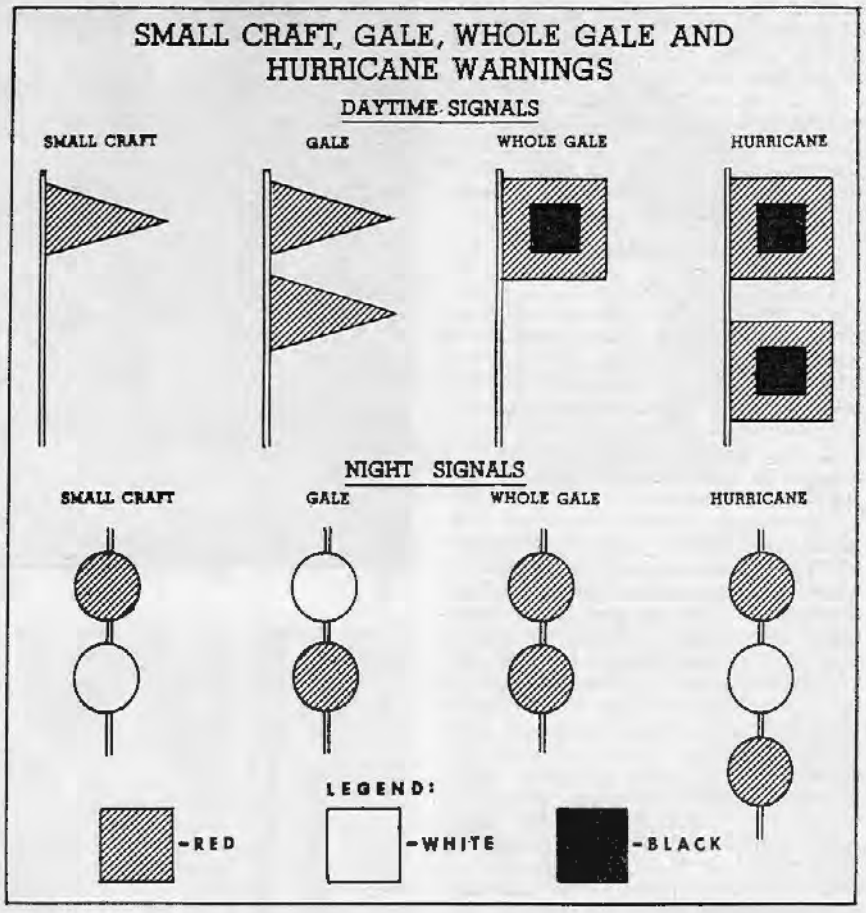
The major differences between the old and new visual warning display systems are:

- Substitution of a single nondirectional "gale warning" signal for the four separate directional "storm warning" signals that were used to specify northeast, southeast, southwest, or northwest gales.
- Introduction of a new lantern signal for use during the night for "small craft warnings." Under the old system displays for small craft warnings were used in the daytime only.
- Introduction of a new and separate signal for "whole gale" warnings. Under the old system the same signal was used both for "whole gale" and "hurricanes."

The Weather Bureau pointed out that these vital storm warning signals displayed along the coasts are supplementary to, and not a replacement for, the written advisories and warnings given prompt and wide distribution by press, radio, and television. In most cases, important details of the Weather Bureau's forecasts and warnings in regard to the time, intensity, duration, and direction of storms cannot be given satisfactorily through visual signals alone.

The new system of coastal warning display signals was adopted after months of preparatory work and consultations with marine groups, yacht clubs, shipping agencies, and other coastal interests especially concerned in providing for the maximum protection of life and property from storms.

Locations of storm warning display stations for the Great Lakes are listed in Notice to Mariners relating to the Great Lakes, No. 3, dated April 19, 1957, published by the Coast Guard. Locations of all other stations are listed in Notice to Mariners No. 17, dated April 27, 1957, prepared jointly by the Coast Guard and U. S. Navy Hydrographic Office.



EXPLANATION OF DISPLAY SIGNALS

SMALL CRAFT WARNING: One red pennant displayed by day and a red light over a white light at night to indicate winds up to 38 miles an hour (33 knots) and/or sea conditions dangerous to small craft operations are forecast for the area.

GALE WARNING: Two red pennants displayed by day and a white light above a red light at night to indicate winds ranging from 39 to 54 miles an hour (34 to 48 knots) are forecast for the area.

WHOLE GALE WARNING: A single square red flag with a black center displayed during daytime and two red lights at night to indicate winds ranging from 55 to 73 miles an hour (48 to 63 knots) are forecast for the area.

HURRICANE WARNING: Two square red flags with black centers displayed by day and a white light between two red lights at night to indicate that winds 74 miles an hour (64 knots) and above are forecast for the area.

SHIP ORDERS HIGH

A report by the American Merchant Marine Institute indicates that at the beginning of 1957 the oceangoing merchant vessel tonnage on order throughout the world is the highest peacetime level ever recorded.

The United States is in sixth place, with orders for 2,784,000 deadweight tons placed by private accounts. On the basis of deadweight tonnage actually under consideration, West Germany led all others with 8,852,000 deadweight tons, or 19.3 per cent of the world's total merchant vessel construction.

The United Kingdom is second with 7,666,000 deadweight tons, and Japan ranks third. It is interesting to note that 50 percent of the United States tonnage is intended for American-flag registry, while only 21 percent of the German orders and 18 percent of Japan's construction was scheduled to fly flags of these nations.

MARINE WEATHER PREDICTIONS

Of interest to mariners are the following U. S. Weather Bureau predictions for August and September in the busy North Pacific and North Atlantic Oceans. The data is furnished from the *Mariners Weather Log*, U. S. Department of Commerce.

Photo courtesy United States Lines

NORTH PACIFIC

AUGUST.—The mild weather of July continues into August over the North Pacific. It is a little warmer, August being the warmest month of the year. Fogginess decreases somewhat in the first part of August, more markedly toward the end of the month. Extratropical cyclones are mild and associated winds are seldom of high force.

Tropical cyclones, or typhoons, of the Far East are more numerous as a rule in August, than in any other month. The usual number is four. They are likely to occur over any part of the ocean north of 10° N. and west of 150° E. Their paths are most frequently toward the northwest so that, although a few cross the northern Philippines, the great majority move toward China or southern Japan. In tropical waters west of Mexico, about one cyclone occurs on the average this month. The usual life of these storms is about 3 days, with nearly one-half of them attaining hurricane intensity.

Except in coastal regions, the northeast trades are the prevailing winds between latitudes 10° N. and 35° N. South of latitude 10° N. southeast, trades and calms are prevalent.

NORTH ATLANTIC

AUGUST.—Such storms as occur over the North Atlantic ocean in August are few in number and, unless they are of tropical origin, weak in force, and cause winds of gale force only infrequently. The prevailing winds continue from a westerly direction along the middle latitude steamship routes to Europe.

Tradewinds are as far north as they ordinarily extend. In tropical waters the West Indian hurricane gains in average frequency and force. Nearly five times as many of these storms occur in August as in July, the average being a little more than one annually in the month. Many of the August hurricanes originate far to the eastward of the West Indies. The storms at first usually move westward, with some continuing their course across the Caribbean Sea and the Gulf of Mexico, but the greater number recurve to northward at some portion of the path, later moving eastward into the open Atlantic. Storms that pursue these courses are the only ones of August that cause high winds on the middle and northern sailing routes.

Poor visibility due to fog is less in frequency and extent during this month than in the two previous months. The regions where fog forms most frequently lie eastward of Newfoundland and New England, and in these limited areas, low visibility may be expected to occur from 20 to 30 percent of the time in August.

NORTH PACIFIC

SEPTEMBER.—The departure of summer from the North Pacific becomes apparent in September. Early-winter-type storms put in their appearance in the North and increase in frequency as the month advances. Ships taking the higher latitude routes between the United States and Japan should expect some rough weather, particularly over the western portion. The western portion of this route is subject not only to extratropical LOWS but also to tropical cyclones that migrate to this area.

In middle latitudes, practically the only storminess to be expected in September results from the passage of tropical storms northward across the waters south and east of Japan.

Typhoons occur in September northward of about 8° N. and between Asia and about 150° E. These storms are less frequent in September than August. There are usually 3 or 4 during the month, but sometimes none occur in September. The tropical cyclones of the Mexican coastal region are most frequent in September, with an average of nearly two this month.

Fog occurs along the northern routes and along the American coast from Vancouver southward to Cape San Lucas at the tip of Lower California. Low visibility due to fog is most frequent between Vancouver and San Francisco, and along the western portions of the northern routes. Here it may occur on several days in September.

NORTH ATLANTIC

SEPTEMBER.—In September, the quiet weather conditions of summer over the North Atlantic are replaced by advances of colder air masses over the higher latitudes, and by increased atmospheric activity. Cyclonic gales increase somewhat in frequency along the routes to Europe. Northern North Atlantic weather remains mostly fair, however, as the chances of missing are more favorable than for encountering storms. In southern latitudes the West Indian hurricane reaches its peak of occurrence, with an average of two occurring in September annually. This average is not dependable for any given month, however, for in several years September has shown none, while in 1955 there were five hurricanes.

The entire West Indian region is subject to these storms. Many enter the Gulf of Mexico, while a greater number recurve from the Caribbean on a northerly track eastward of the American coast. Many of the latter continue to advance with considerable energy into northern waters, and thus add measurably to the hazard of storms along the northern steamship routes during the month.

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CLIFFS VICTORY LONGEST ON GREAT LAKES

One of the best known ships plying the oceans today is the Victory ship. Outside of the war-famous Liberty, probably more seamen have sailed in this type of ship than any other afloat. The question is, If the Great Lakes steamer shown below was to pass alongside, how many mariners would recognize the basic hull design?

Yes, it's a twice-lengthened Victory ship. The *Cliffs Victory*, originally the 454-foot SS *Notre Dame Victory*, now is 716 feet in length and is the longest ship on the Great Lakes.

In 1950 the Cleveland-Cliffs Iron Co. purchased this vessel for conversion to a bulk carrier. At the Bethlehem Steel Co.'s Baltimore yard the ship was originally cut in two and a new section of 165 feet welded in place between the two ends. After christening as the *Cliffs Victory* and a successful sea trial, the superstructure was removed to permit her to transit from salt to fresh water 3,000 miles away. Towed from the east coast, up the Mississippi and Illinois Rivers, and finally into Lake Michigan, she began her Lakes service after replacement of the superstructure, as a 620-foot vessel.

First of her kind on the Lakes, this 8,500-horsepower ship was capable of lifting in excess of 14,000 tons at a reported loaded speed of 20 knots. Due to her power, it was felt that the ship could again be lengthened without any subsequent loss of speed.

In November 1956 an additional 96 feet was added to the center section, which increased her carrying capacity by 3,000 tons and brought her to the present length of 716 feet.

Another vessel being readied for Lakes service is the former T–2 tanker *Archer's Hope*, which will sail as the self-unloader *Joseph H. Young* this summer. This ship, upon completion at Manitowoc, will be 588 feet long and carry about 14,000 tons.

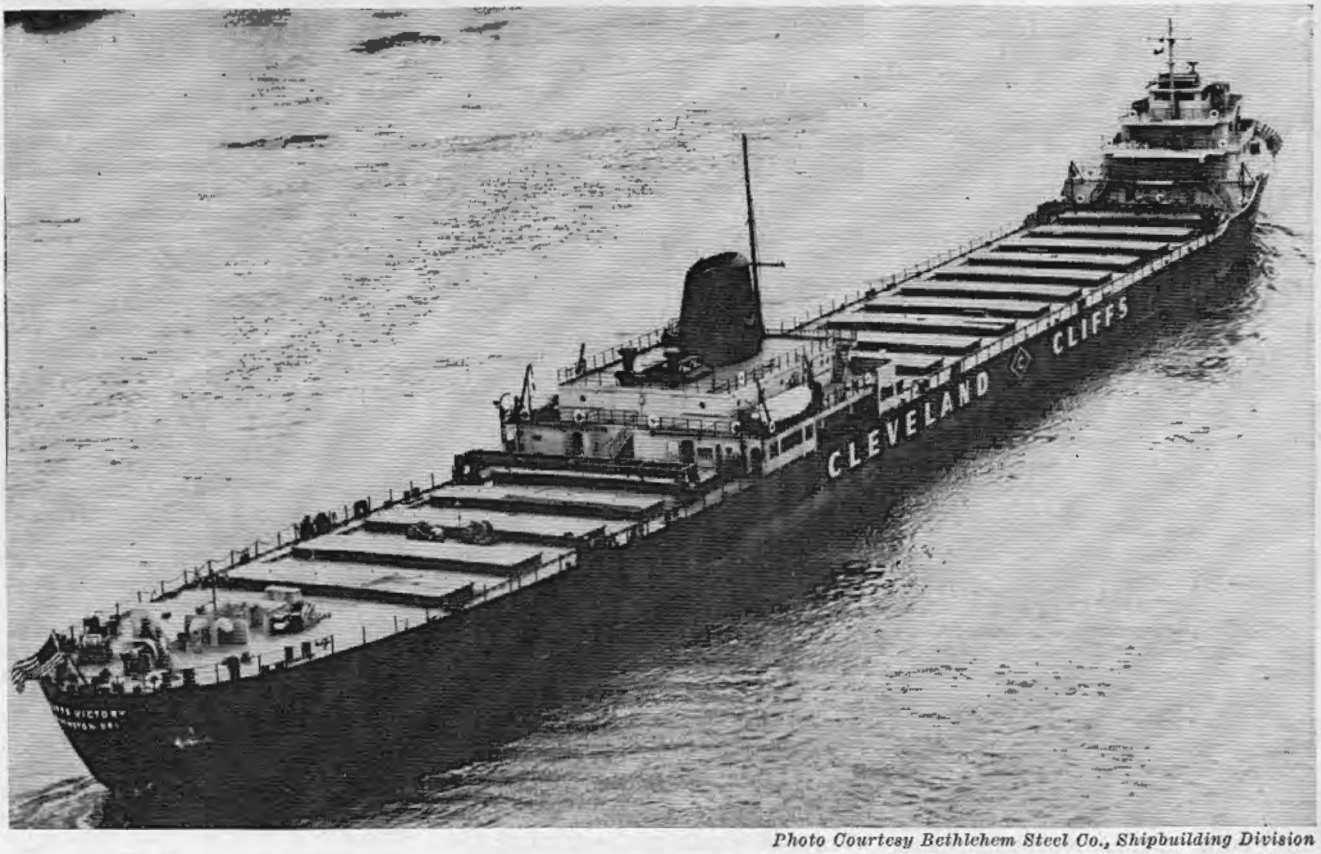


Photo Courtesy Bethlehem Steel Co., Shipbuilding Division

24-HOUR QUARANTINE SERVICE

Twenty-four-hour quarantine service now is available for arriving vessels with payment of overtime at the expense of those requesting any after-hours' inspections, it was announced by U. S. Public Health officials.

The maritime industry long had argued that there was a substantial loss when a ship arrived after the close of business and was forced to wait until the following morning for clearance. This new service, authorized by legislation signed into law on June 21, 1957, provides for time-and-a-half for work after 6 p. m. (or after 7 p. m. if that is the port's workday) and double time for Sundays and holidays. The fees are to be paid by the owner, agent, consignee, operator, or master of the ship that requests the service.

Normal daytime quarantine services are paid by the Government, and this new bill only applies to those services performed by request at night or on Sunday or holidays.

MERCHANT MARINE STATISTICS

There were 1,160 vessels of 1,000 gross tons and over in the active oceangoing United States merchant fleet on June 1, 1957, according to information released by the Maritime Administration, United States Department of Commerce. This was nine more than the number active on May 1, 1957.

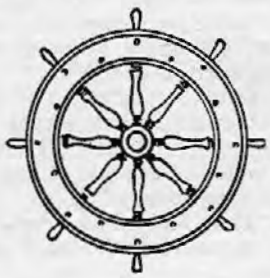
There were 156 Government-owned and 1,004 privately owned ships in active service. These figures do not include privately owned vessels temporarily inactive, or Government-owned vessels employed in loading grain for storage or undergoing repairs. They also exclude 48 vessels in the custody of the Departments of Defense, State, and Interior.

The Maritime Administration's active fleet increased by 10 as vessels were assigned from the reserve fleet for bareboat charter by private companies. Its active fleet decreased by 19, as 4 military combination ships were sold for scrapping, 2 freighters were transferred to the Air Force, and 1 was assigned to the Massachusetts Maritime Academy for use as a training ship. Two ships owned by the Navy were reclaimed from the reserve fleet. This made a net decrease of 19 vessels in the total merchant fleet, active and inactive, which numbered 3,082 on June 1, 1957.

Purchase of the ships of the Pacific-Argentine-Brazil Line, Inc., and Seas Shipping Co., Inc., by Moore-McCormack Lines, Inc., reduced the number of subsidized lines to 14, while the number of subsidized ships remained the same.

Orders for 1 tanker and 4 freighter conversions and delivery of 3 new tankers, 1 tanker, and 1 passenger conversion left the total of merchant oceangoing ships being built or converted at 119.

Seafaring jobs on active United States-flag ships of 1,000 gross tons or over, exclusive of civilian seamen manning Military Sea Transportation Service ships, was 61,059. Prospective officers in training in Federal and State nautical schools numbered 1,736.



ROBIN LINE officials have laid claim to the "safest ship" title for the SS *Robin Tuxford*, which completed 502 consecutive days without a lost-time accident. Maitland S. Pennington, director of operations for the line, termed the record an "outstanding achievement for a cargo vessel."

SS UTAH REPORTS SEA EARTHQUAKE

The July issue of the *Mariners Weather Log*, a bimonthly climatic review of ocean and lake areas published by the U. S. Weather Bureau, includes an interesting article of a ship involved in a large disturbance southwest of Adak, Alaska, on March 9, 1957.

The letter written by Capt. F. G. Harmon of the *Utah* follows:

"I had an unforgettable experience on the 9th at a position southwest of Adak Island. I heard the engine telegraph and felt the ship vibrating as though the engine was going full astern. Thinking the engineroom had been given an emergency full astern bell to avoid colliding with something, I dashed to the bridge.

"Visibility was good and I could see nothing ahead, so I asked the third mate why the full astern bell. He said he had stopped the engine when the ship started vibrating. I then called the engineroom and asked what the trouble was. The chief said he could find nothing wrong, but was just going back to check the shaft. He called back a moment later and said there was nothing wrong as far as he could determine. At this time the vibrations had almost stopped so I started the engine at slow ahead.

"As the vibration stopped, I increased to full ahead. I had decided by that time it was an earthquake. It actually lasted for about 2 minutes and 30 seconds, but it seemed a lot longer. It was a relief to find out we had the wheel still kicking."

(Continued from page 121)

You may have heard that the Maritime Administration has plans for a few ships, and some of the above suggestions are under consideration. If the Marine Section wants to do something about bridges so far as Maritime Administration ships are concerned, the Administrator will welcome your suggestions. If you want to form a committee to suggest bridge layouts and improvements, or screen the layouts on new ship construction, the Administration will see that you have the opportunity. I believe this could well be the first step toward bridges of which American mariners could be proud.

PROD NEEDED

We sometimes need a prod to get going—something to get us out of our lethargy, a signal, a red light, or something to tell us there is a muskrat on the rudder. I am reminded of a chief engineer on a motorship, one reconverted by the old Shipping Board in the late twenties. He was carefully explaining some of the difficulties to a visiting chief. One comment ran something like this: "I was sitting at my desk in my room writing the smooth log. All of a sudden I heard, 'Bang.' The ship shook; the engine stopped. Right away I knew something was not right."

I think we have had our warning, and I believe the insurance men, safety engineers, and especially the ship operators should endeavor to find out not only what is not right, but what can be done about it. After looking over some of our ship collision and dock damage reports, I am convinced the number could be appreciably reduced if the master or the pilot had had a well-planned wheelhouse at his command and a safe and efficient bridge.

nautical queries

Q. What care should be taken when renewing high pressure fuel injection lines?

A. Fuel lines of equal length and diameter should always be used. An injection pump and nozzle will have a different injection delay period with different lengths of line, thus affecting the timing. When the distance between a given pump and its nozzle is shorter than the distance between other pumps and their corresponding nozzles the line should be doubled back. It should be made certain that all lines are provided with adequate supports to prevent vibration.

Q. What care should be taken of the metal edge type strainers which are usually found in the low pressure fuel lines to diesel engines?

A. The scraper handle should be turned once every hour of engine operation. The sump drained regularly. If the scraper handle shows signs of sticking when turning by hand, the element should be dismantled and cleaned. Sticking scraper blades should never be forced by applying a wrench or other torque magnifying device. If possible the strainer should be bypassed when turning the scraper handle to avoid sludge passing through.

Q. What are the advantages of having a separate fuel pump and fuel injection nozzle for each cylinder of the diesel engine?

A. The advantages are, the quantity of fuel delivered to each cylinder is more easily regulated, and the failure of one pump does not affect the working of the remaining cylinders.

Q. What is the object in providing each fuel injection pump with at least one delivery valve when the nozzle is also either spring loaded or contains check valves?

A. It is necessary for the fuel to be right up to the injection valve in order to insure that the engine will begin working on fuel. Therefore, providing one or more delivery valves at the injection pump will minimize the possibility of fuel being pushed back through the fuel injection pump during the compression stroke in the event of a leaky check valve or injection valve. At least one delivery valve is required also to maintain oil in the line when the fuel pump is on the suction stroke.

Q. What two main factors should be considered when setting the beginning of the injection on the main diesel engines? Assume the engine has solid injection, individual fuel injection pumps, and the compression is the same in all cylinders.

A. The two main factors to be considered are: 1) the ignition lag of the fuel to be used, which may be approximately determined from the cetane number of the fuel; 2) the speed at which the engine is to be run.

Q. Some plungers of modern constant-stroke solid injection fuel pumps have double helically cut grooves in a portion of their surface. What is the function of these double grooves?

A. The function of the double helically cut grooves is to control and vary both the beginning and ending of fuel injection depending upon the speed and load on the engine.

Q. (a) What is the minimum length of time a hand orange smoke distress signal should burn?

(b) How do you ignite a hand orange smoke distress signal? What precautions should be observed in igniting such a signal?

A. (a) 50 seconds.

(b) Pull tape over top of cap. Remove cap and ignite signal by rubbing scratch surface on top of cap sharply across igniter button on head of signal, standing with back to wind and pointing away from body when igniting or signal is burning.

Q. (a) What is the maximum permissible rate of lowering with a properly operating lifeboat lowering winch fitted with a governor type brake?

(b) The minimum speed?

(c) What information should be available concerning lubrication of a lifeboat winch?

A. (a) 100 feet per minute.

(b) 30 feet per minute.

(c) The manufacturer shall furnish a lubrication chart for each winch together with a plate attached to the winch indicating the lubricant recommended for extremes in temperature.

Q. In a lifeboat, when should you use your orange smoke distress signals?

A. Orange smoke distress signals should be used only when aircraft or vessel is sighted.

Q. What action by the crew of a lifeboat in distress would aid in their location by radar-equipped rescue vessels?

A. Hoisting aloft of a metallic object would materially assist in locating a lifeboat by radar, particularly if the boat is of wooden construction.

Q. When a vessel is searching for survivors in the daytime, what is the most effective way to indicate her presence, so the survivors can communicate or reveal their location with the means at their disposal?

A. When a vessel is on a rescue mission in the daytime and in the vicinity of possible survivors, she may indicate her presence by emitting heavy black smoke.

Q. What measures may be taken by a vessel at sea to reduce sea and swell in order to assist a plane endeavoring to land on the water?

A. A ship circling with rudder hard over will knock down to a considerable extent the sea and swells inside the turning circle after about three circles are completed. The sea encompassed by the turning circle will present an easier landing surface.

Q. (a) In repairs to aluminum lifeboats or in the fitting of appurtenances, which of the following materials, if any, could be used without special insulation in direct contact with the aluminum: steel, zinc, copper, chromium,

(b) State the reason for your answer to part (a).

A. (a) None.

(b) All of the metals listed lie below aluminum in the electromotive series. The aluminum in contact with any one of them in the presence of an electrolyte, such as salt water, would be corroded by galvanic action.

Q. At night, what visual methods could you employ to assist an airplane in distress to locate your vessel?

A. Rotate your searchlight around the sky, and show as many bright lights upward as possible.

Q. Should your vessel be in distress at night, what *visual* signal normally carried on the pilothouse or bridge would be capable of being seen at maximum distance?

A. The hand-held rocket-propelled parachute red flare distress signals.

SIGNS OF A SEAMAN

*By Commodore Jack Baylis, USCG (Ret.)**

The modern boatman, who takes his living or his pleasure from the sea, shares much in common with the "old salt" of a bygone day. For men of the sea—no matter what era they live in—are distinguished not only by their physical characteristics but by their skill, their love of sailing, and their absolute dedication to the principles of safety.

Unfortunately, not all of the more than five million pleasure boat owners in America today are "seamen" in the true sense of the word; ownership of a boat does not necessarily make a man a skipper. There are signs, however, by which you can tell if you are a good seaman, whether you operate a yacht or a dinghy, a seagoing diesel or a sailboat. Here are just a few of them.

A good seaman knows the sea. Do you know the waters in which you operate your boat? Do you stay clear of dangerous or restricted areas? In addition to gaining experience by practical sailing do you utilize government publications, the Coast Guard Auxiliary and the United States Power Squadron training courses, as additional aids?

A good seaman knows the laws of the sea. How familiar are you with the rules of the road, the navigation lights, identifying buoys and shapes, hurricane, storm and small-craft warning signals, and the international code flags? You should be acquainted with them all.

A good seaman is a safe seaman. Do you ever overload your boat or leave shore in a leaky or poorly constructed vessel? Do you have a life preserver for each person aboard? Do you make it your business to instruct at least one of the passengers or "crew" in the rudiments of seamanship so that all hands will be prepared for an emergency? Do you check weather and tides before going out?

A good seaman should be considerate of others at all times. Do you reduce speed through anchorage areas and avoid operating near swimmers? Are you aware that your wake can damage others? Do you always respect the rights of other boatmen?

A good seaman knows his boat. Do you know that gasoline explosions are responsible for more serious accidents aboard small motor boats than all other causes combined? On your boat are all of the requirements for approved equipment, safety devices and installations complied with?

A good seaman knows the Coast Guard. The United States Coast Guard has been the friend of private boat owners for many, many years. Are you acquainted with the Coast Guard unit in your area? The Coast Guard motto, Semper Peratus ("Always Ready") means just that—always ready to serve and help you.

How about it? Are you a good seaman?

*A well-known figure in New York maritime circles, Commodore Jack Baylis has had a long and distinguished career in the United States Coast Guard. A graduate of the New York Nautical Schoolship, *St. Marys*, 1903, and the United States Coast Guard Academy, 1910, Commodore Baylis served as Captain of the Port of New York in World War II. Many of the masters of American merchant ships today were students of the Commodore when he served as Superintendent of the New York State Nautical School. Though retired in 1946, Commodore Baylis maintains a keen interest in this country's maritime activities.*

UNITED STATES FLAG PASSENGER, DRY CARGO AND TANKER VESSELS OPERATING OR AVAILABLE FOR OPERATION ON JANUARY 1, 1956

(Exclusive of Fishing and Excursion Vessels and General Ferries and Vessels Operated by Agencies of the Federal Government)

Types of Vessels	Jan. 1, 1955 Adjusted Total	January 1, 1956			
		Adjusted Total	Atlantic, Gulf, and Pacific Coasts	Mississippi River System and Gulf Intracoastal Waterway	Great Lakes System
Self-Propelled					
Dry cargo and/or passenger, steam and motor:					
Number of vessels	2,078	1,975	1,264	170	544
Horsepower	5,677,087	5,692,569	4,739,910	71,049	883,270
Cargo capacity (short tons)	11,751,991	11,639,778	7,618,750	18,233	4,009,045
Number of passengers (capacity)	114,724	105,713	82,365	3,208	20,140
Ferries, railroad car, steam and motor:					
Number of vessels	33	33	6	2	25
Horsepower	150,196	150,196	48,000	2,546	99,650
Number of railroad cars (capacity)	1,292	1,292	600	30	662
Tankers, steam and motor:					
Number of vessels	619	561	535	3	35
Horsepower	2,971,954	2,780,209	2,744,336	5,220	47,457
Cargo capacity (short tons)	8,244,345	7,605,951	7,500,615	7,219	132,022
Towboats:					
Number of vessels	4,177	4,162	2,256	1,752	304
Horsepower	2,001,675	2,083,576	986,067	1,026,318	163,671
Sailing vessels:					
Number of vessels	34	33	33	—	—
Cargo capacity (short tons)	2,020	1,479	1,479	—	—
Number of passengers (capacity)	308	318	318	—	—
Total, self-propelled:					
Number of vessels	6,941	6,764	4,094	1,927	908
Horsepower	10,800,912	10,706,550	8,518,313	1,105,133	1,194,048
Cargo capacity (short tons)	19,998,356	19,247,208	15,120,844	25,452	4,141,067
Number of passengers (capacity)	115,032	106,031	82,083	3,208	20,140
Number of railroad cars (capacity)	1,292	1,292	600	30	662
Non Self-Propelled					
Barges and scows, dry cargo:					
Number of vessels	12,122	12,400	4,806	7,466	273
Cargo capacity (short tons)	9,074,000	9,685,485	3,029,284	6,454,542	304,306
Tank barges:					
Number of vessels	2,087	2,118	624	1,513	75
Cargo capacity (short tons)	2,914,367	3,041,565	776,550	2,284,878	147,004
Railroad car floats:					
Number of vessels	369	357	354	3	—
Number of railroad cars (capacity)	4,695	4,563	4,533	30	—
Total, non self-propelled:					
Number of vessels	14,578	14,875	5,784	8,982	348
Cargo capacity (short tons)	11,988,367	12,727,050	3,805,834	8,739,420	451,310
Number of railroad cars (capacity)	4,695	4,563	4,533	30	—
Grand total, self-propelled and non self-propelled:					
Number of vessels	21,519	21,639	9,878	10,909	1,256
Horsepower	10,800,912	10,706,550	8,518,313	1,105,133	1,194,048
Cargo capacity (short tons)	31,986,723	31,974,258	18,926,678	8,764,872	4,592,377
Number of passengers (capacity)	115,032	106,031	82,683	3,208	20,140
Number of railroad cars (capacity)	5,987	5,855	5,133	60	662

APPENDIX

AMENDMENTS TO REGULATIONS

[EDITOR'S NOTE.—The material contained herein has been condensed due to space limitations. Copies of the Federal Registers containing the material referred to may be obtained from the Superintendent of Documents, Government Printing Office, Washington 25, D. C.]

TITLE 33—NAVIGATION AND NAVIGABLE WATERS

Chapter I—Coast Guard, Department of the Treasury

Subchapter K—Security of Vessels

[CGFR 57-6]

PART 121—SPECIAL VALIDATION ENDORSEMENT FOR EMERGENCY SERVICE FOR MERCHANT MARINE PERSONNEL

HOLDERS OF SPECIAL VALIDATION ENDORSEMENT

It is hereby found that compliance with the notice of proposed rule making, public rule making procedures thereon, and effective date requirements of the Administrative Procedure Act is contrary to the public interest since this amendment of 33 CFR Part 121 is to give effect to Executive Order 10173, as amended, and in the public interest should be placed in effect as soon as possible.

By virtue of the authority vested in me as Commandant, United States Coast Guard, by Executive Order 10173, as amended, § 121.09 (b) is amended to read as follows:

(b) If the holder refuses or fails to submit complete replies within 30 days after receipt of the request, the Commandant may issue the written notice provided for in § 121.11 (a).

This amendment shall become effective upon the date of publication in the Federal Register.

(40 Stat. 220, as amended; 50 U. S. C. 191. E. O. 10173, 15 F. R. 7005, 3 CFR, 1950 Supp., E. O. 10277, 16 F. R. 7537, 3 CFR, 1951 Supp., E. O. 10352, 17 F. R. 4607, 3 CFR, 1952 Supp.)

Dated: February 18, 1957.

[SEAL] A. C. RICHMOND,
Vice Admiral, U. S. Coast Guard,
Commandant.

[F. R. Doc. 57-1725; Filed, Mar. 6, 1957; 8:53 a. m.]

Subchapter L—Security of Waterfront Facilities

[CGFR 57-7]

PART 125—IDENTIFICATION CREDENTIALS FOR PERSONS REQUIRING ACCESS TO WATERFRONT FACILITIES OR VESSELS

HOLDERS OF COAST GUARD PORT SECURITY CARDS

It is hereby found that compliance with the notice of proposed rule making, public rule making procedures thereon, and effective date requirements of the Administrative Procedure Act is contrary to the public interest since this amendment of 33 CFR Part 125 is to give effect to Executive Order 10173, as amended, and in the public interest should be placed in effect as soon as possible.

By virtue of the authority vested in me as Commandant, United States Coast Guard, by Executive Order 10173, as amended, § 125.33 (b) is amended to read as follows:

(b) If the holder refuses or fails to submit complete replies within 30 days after receipt of the request, the Commandant may issue the written notice provided for in § 125.35 (a).

This amendment shall become effective upon the date of publication in the Federal Register.

(40 Stat. 220, as amended; 50 U. S. C. 191. E. O. 10173, 15 F. R. 7005, 3 CFR, 1950 Supp., E. O. 10277, 16 F. R. 7537, 3 CFR, 1951 Supp., E. O. 10352, 17 F. R. 4607, 3 CFR, 1952 Supp.)

Dated: February 18, 1957.

[SEAL] A. C. RICHMOND,
Vice Admiral, U. S. Coast Guard,
Commandant.

[F. R. Doc. 57-1727; Filed, Mar. 6, 1957; 8:53 a. m.]

TITLE 46—SHIPPING

Chapter I—Coast Guard, Department of the Treasury

Subchapter B—Merchant Marine Officers and Seamen

[CGFR 57-10]

PART 10—LICENSING OF OFFICERS AND MOTORBOAT OPERATORS AND REGISTRATION OF STAFF OFFICERS

LICENSE AS MASTER OF RIVER STEAM OR MOTOR VESSELS

The description of service requirements for a license as a master of river steam or motor vessels in 46 CFR 10.05-17 describes the license issued by the United States Coast Guard as an "original" license. Since it is impossible for a license as master of river steam or motor vessels to be on "original" license as defined in 46 CFR 10.02-3, the amendment in this document to 46 CFR 10.05-17 changes the term "original license" to "license."

(Federal Register of Wednesday, March 6, 1957)

TITLE 19—CUSTOMS DUTIES

Chapter I—Bureau of Customs, Department of the Treasury

[T. D. 54285]

PART 23—ENFORCEMENT OF CUSTOMS AND NAVIGATION LAWS

NARCOTIC ADDICTS AND VIOLATORS: BORDER CROSSINGS

JANUARY 9, 1957.

Section 201 of the Narcotic Control Act of 1956, approved July 18, 1956, Public Law 728, 84th Congress (T. D. 54145), requires any citizen who is addicted to or uses certain narcotic drugs, or has been convicted of a violation of any of the narcotic or marihuana laws of the United States or of any State thereof, the penalty for which is imprisonment for more than 1 year, to register with a customs official prior to his departure from, and

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[19a] "(a) * * * no citizen of the United States who is addicted to or uses narcotic drugs, as defined in section 4731 of the Internal Revenue Code of 1954, as amended (except a person using such narcotic drugs as a result of sickness or accident or injury and to whom such narcotic drug is being furnished, prescribed, or administered in good faith by a duly licensed physician in attendance upon such person, in the course of his professional practice) or who has been convicted of a violation of any of the narcotic or marihuana laws of the United States, or of any State thereof, the penalty for which is imprisonment for more than one year, shall depart from or enter into or attempt to depart from or enter into the United States, unless such person registers, under such rules and regulations as may be prescribed by the Secretary of the Treasury with a customs official, agent, or employee at a point of entry or a border customs station. Unless otherwise prohibited by law or Federal regulation such customs official, agent, or employee shall issue a certificate to any such person departing from the United States; and such person shall, upon returning to the United States, surrender such certificate to the customs official, agent, or employee present at the port of entry or border customs station.

"(b) Whoever violates any of the provisions of this section shall be punished for each such violation by a fine of not more than $1,000 or imprisonment for not less than one nor more than three years, or both." (18 U. S. C. 1407.)

upon his return to, the United States, under such rules and regulations as may be prescribed by the Secretary of the Treasury. To prescribe such regulations, Part 23 of the Customs Regulations is amended by adding a new section designated § 23.9a reading as follows:

§ 23.9a *Narcotic addicts and violators; border crossings.* Any United States citizen who is addicted to or uses narcotic drugs as defined in section 4731 of the Internal Revenue Code of 1954, as amended (except in those cases where the narcotic drug is lawfully prescribed by a duly licensed physician in attendance upon such person) or who has been convicted of a violation of any of the narcotic or marihuana laws of the United States or of any State thereof, the penalty for which is imprisonment for more than one year, shall register his departure from the United States with the collector of customs at the port of departure on customs Form 3231, Registration Certificate of Narcotic User or Violator. The original shall be given to the registrant who, upon his return to the United States, shall register with the collector of customs at the port of arrival by signing before a customs officer and in the space provided for this purpose on the original and by surrendering the completed form to the customs officer. Any United States citizen subject to the registration requirements of the Narcotic Control Act of 1956 [19a] who had departed from the United States prior to July 19, 1956, the effective date of said act, shall register his return to the United States with the collector of customs at the port of arrival on customs Form 3231. (Sec. 201, 70 Stat. 574; 18 U. S. C. 1407.)

(Sec. 201, 70 Stat. 574; 18 U. S. C. 1407)

[SEAL] DAVID W. KENDALL,
Acting Secretary of the Treasury.

[F. R. Doc. 57-338; Filed, Jan. 16, 1957; 8:45 a. m.]

TITLE 46—SHIPPING

Chapter I—Coast Guard, Department of the Treasury

[CGFR 57-30]

PART 32—SPECIAL EQUIPMENT, MACHINERY, AND HULL REQUIREMENTS

SUBPART 32.40—ACCOMMODATIONS

CREW ACCOMMODATIONS ON TANK SHIPS

Notices regarding proposed changes in the navigation and vessel inspection regulations were published in the FEDERAL REGISTER dated March 7, 1957 (22 F. R. 1433-1439), March 28, 1957 (22 F. R. 2047), and May 4, 1957 (22 F. R. 3185, 3186), as Items I through XVIII of the Agenda to be considered by the Merchant Marine Council. Pursuant to these notices a public hearing was held on May 7, 1957, by the Merchant Marine Council at Washington, D. C. This document is the fourth of a series covering the regulations considered at this public hearing. The first document (CGFR 57-26) deals with inspection of cargo gear on passenger, cargo, and miscellaneous vessels. The second document (CGFR 57-27) deals with lifesaving, fire protection, and grain loading requirements for passenger, cargo and miscellaneous vessels. The third document (CGFR 57-29) deals with cargo tanks for liquefied inflammable gases and anhydrous ammonia, stowage of baled cotton, and use of equivalents or alternative procedures respecting dangerous cargoes.

All the comments, views, and data submitted in connection with the items considered by the Merchant Marine Council at this public hearing have been very helpful to the Coast Guard and are very much appreciated. With respect to Item V—Crew Accommodations on Tank Ships, no change was made in the proposed amendment to 46 CFR 32.40-1 (c), regarding hospital accommodations.

(Federal Register of Tues., June 25, 1957)

TITLE 46—SHIPPING

Chapter I—Coast Guard, Department of the Treasury

[CGFR 57-12]

PART 14—SHIPMENT AND DISCHARGE OF SEAMEN

ENTRIES IN CONTINUOUS DISCHARGE BOOKS AND CERTIFICATES OF DISCHARGE TO MERCHANT SEAMEN

The provisions of R. S. 4551 as amended, 46 U. S. C. 643, provide among other things that seamen on certain merchant vessels shall have continuous discharge books or certificates of discharge showing the name and official number of the vessel, the nature of the voyage, the class to which the vessel belongs, the date and place of shipment and of discharge, and the rating or capacity in which the seaman was employed. Requests have been received asking permission to insert in the continuous discharge books and certificates of discharge the name of the employer. Most of the maritime pension, welfare and vacation plans now require a seaman who claims benefits under any such plan shall present his continuous discharge book or certificates of discharge to prove his maritime service. This service time, as substantiated by the discharge documents, is the basis on which benefits are usually paid by these various plans. A vital point of information missing on the discharge documents is the name of the employer. It is urged that the insertion of the employer's name would be beneficial to the seaman since it will expedite the administration of the maritime pension, welfare and vacation plans. The paying of benefits under these plans is based on the seaman having qualified service with an employer or employers who are parties to the particular plan. The limitations on entries in the Continuous Discharge Books and Certificates of

ACCEPTABLE COVERED STEEL ARC WELDING ELECTRODES

The following are additions to the list of electrodes which are acceptable to the United States Coast Guard for use in welded fabrications.

Distributors and/or manufacturers	Brand	AWS class	Operating positions and electrode sizes (inch)				
			5/32 and below	3/16	7/32	1/4	5/16
Air Reduction Sales Co., 42d St., opposite Grand Central, New York 17, N. Y.	Airco 327	E7016	1	2	2	2	----
Do	Airco Easyarc	E7016	1	2	2	2	----
Do	W-716B	E7016	1	2	2	2	----
General Electric Co., Schenectady 5, N. Y.	Strikeasy 718	E7016	1	2	2	2	----
Do	Murex HTS18	E7016	1	2	2	2	----
Metal & Thermit Corp., 120 Broadway, New York 5, N. Y. (Arcrods Corp., Manufacturer).	Murex HTS180	E7016	1	2	2	2	----
Do	Murex Speedex 718	E7016	1	2	2	2	----
Do	Jetweld LH70	E6016	1	2	2	2	----
The Lincoln Electric Co., 22801 St. Clair Ave., Cleveland 17, Ohio							

Discharge set forth in R. S. 4551, as amended, 46 U. S. C. 643, have a fundamental intent to protect the seamen with respect to their service so that nothing may be entered in these records to the detriment of the seamen. Since the inclusion of the name of the employer will be to the benefit of the seaman, it is held that the statutory authority to enter the name and official number of the vessel may be construed to include also the name of the employer of the seaman.

The purpose for the amendments to 46 CFR 14.10–1 and 14.10–5 is to require the entries in Continuous Discharge Books and Certificates of Discharge to show the name of employer of the seaman (the one who paid the seaman's wages) in addition to the other entries required by R. S. 4551, as amended, 46 U. S. C. 643, and to effect editorial changes to bring the regulations up to date. Since these amendments are interpretations of law and to effect editorial changes, it is hereby found that compliance with the Administrative Procedure Act respecting notice of proposed rule making, and public rule making procedures thereon, is unnecessary.

(Federal Register of Wed., June 5, 1957)

TITLE 33—NAVIGATION AND NAVIGABLE WATERS

Chapter I—Coast Guard, Department of the Treasury

PART 19—WAIVERS OF NAVIGATION AND VESSEL INSPECTION LAWS AND REGULATIONS

VESSELS OPERATED BY PACIFIC MICRONESIAN LINES, INC.

CROSS REFERENCE: For promulgation of a waiver order affecting § 19.35 *Department of the Interior vessels operated by Pacific Micronesian Lines, Inc.*, see Title 46, Chapter I, Part 154, *infra*.

TITLE 46—SHIPPING

Chapter I—Coast Guard, Department of the Treasury

Subchapter O—Regulations Applicable To Certain Vessels During Emergency

[CGFR 57–28]

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

VESSELS OPERATED BY PACIFIC MICRONESIAN LINES, INC.

The Secretary of Defense in a letter to the Secretary of the Treasury dated May 18, 1957, recommended a general waiver of navigation and vessel inspection laws of the United States as follows:

Each year since 1951, the Secretary of Defense has recommended waiver of the vessel inspection laws of the United States for certain vessels operating in the waters of the Trust Territory. This is to recommend a limited waiver similar to the one recommended last year.

In the interest of national defense it is requested pursuant to the provisions of Public Law 891, 81st Congress, that the requirements of the vessel inspection laws relating to licensed and unlicensed personnel, passengers' quarters, crews' quarters, life-saving equipment and the number of passengers allowed to be carried on freight vessels be waived for the period July 1, 1957, to June 30, 1958, for vessels which are or will be operated by the Pacific Micronesian Lines, Inc., for the Department of the Interior in Trust Territory waters.

Section 1 of the act of December 27, 1950 (64 Stat. 1120; 46 U. S. C., note preceding 1), states in part as follows:

That the head of each department or agency responsible for the administration of the navigation and vessel-inspection laws is directed to waive compliance with such laws upon the request of the Secretary of Defense to the extent deemed necessary in the interest of national defense by the Secretary of Defense. * * *

The purpose for the following waiver order designated § 154.35, as well as 33 CFR 19.35, is to waive the navigation and vessel inspection laws and regulations issued pursuant thereto which are administered by the United States Coast Guard as requested by the Secretary of Defense and to publish this waiver in the Federal Register. It is hereby found that compliance with the Administrative Procedure Act respecting notice of proposed rule making, public rule making procedure thereon, and effective date requirements thereof is impracticable and contrary to the public interest.

By virtue of the authority vested in me as Commandant, United States Coast Guard, by an order of the Acting Secretary of the Treasury dated January 23, 1951, identified as CGFR 51–1, and published in the Federal Register dated January 26, 1951 (16 F. R. 731), the following waiver order is promulgated and shall be in effect to and including June 30, 1958, unless sooner terminated by proper authority, and § 154.35 is revised as follows:

§ 154.35 *Department of the Interior vessels operated by Pacific Micronesian Lines, Inc.* Pursuant to the recommendation of the Secretary of Defense in a letter dated May 18, 1957, made under the provisions of section 1 of the act of December 27, 1950 (64 Stat. 1120; 46 U. S. C., note prec. 1), I hereby waive in the interest of national defense compliance with the provisions of the navigation and vessel inspection laws relating to licensed and unlicensed personnel, passenger quarters, crew quarters, lifesaving equipment, and the number of passengers allowed to be carried on freight vessels, administered by the United States Coast Guard, as well as the regulations issued thereunder and published in 33 CFR Chapter I or in this chapter, to the extent necessary to permit the operation of vessels of the Department of the Interior and now operated by Pacific Micronesian Lines, Inc., or other vessels which may be used as substitutes for such vessels, in the Trust Territory of the Pacific Islands, as well as between the Trust Territory of the Pacific Islands and all the ports of the United States, including its territories and possessions, and foreign ports. This waiver order shall be in effect from July 1, 1957, to and including June 30, 1958, unless sooner terminated by proper authority.

(Sec. 1, 64 Stat. 1120; 46 U. S. C., note prec. 1)

Dated: June 13, 1957.

[SEAL] A. C. RICHMOND,
Vice Admiral, U. S. Coast Guard, Commandant.

[F. R. Doc. 57–5042; Filed, June 19, 1957; 8:51 a. m.]

NAVIGATION AND VESSEL INSPECTION CIRCULAR NO. 2–57

MAY 28, 1957.

Subj: Employer's name to be added to entry respecting name and official number of vessel in seamen's records of discharges

1. *Purpose.*—This circular is to inform the masters of vessels and collectors or deputy collectors of customs, who may perform certain duties of shipping commissioners required by subsections (d), (e), and (k) of section 4551 of the Revised Statutes, as amended (46 U. S. C. 643), of the new requirement to add the seaman's employer's name to the information entry respecting "name and official number of vessel" in Certificate of Discharge of Merchant Seaman, Form CG–718A, or in the seaman's Continuous Discharge Book (Form CG–719) and the Record of Entry in Continuous Discharge Book (CG–718E).

2. *Discussion.*—The provisions of R. S. 4551, as amended, provide among other things that seamen on certain merchant vessels shall be given Certificates of Discharge containing evi-

[1] This is also codified as 33 CFR Part 19.

dence of service performed or Continuous Discharge Books containing entries regarding services performed. The required entries include an entry regarding "name and official number of the vessel." Requests have been received asking that the seaman's employer's name be added to this entry. It appears that most of the maritime pension, welfare and vacation plans now require the seaman who claims benefits under any such plan to present his Certificate of Discharge or Continuous Discharge Book to prove his maritime service. Since the employer's name is not shown, it becomes necessary to determine the name of the employer by other evidence. It has been held that this entry respecting "name and official number of the vessel" may include the name of the owner or operator of the vessel who is the seaman's employer.

3. *Revised regulations.*—The regulations in sections 14.10–1 and 14.10–5 in the Rules and Regulations for Licensing and Certificating of Merchant Marine Personnel, CG–191 (46 CFR 14.10–1 and 14.10–5), have been amended to require that the entry respecting "name and official number of vessel" will also include the name of the employer when making entries in Continuous Discharge Books and Certificates of Discharge. The present stocks of Form CG–718A, CG–718E, and CG–719 will be continued to be used until they are exhausted. At the next printing of these forms appropriate revisions will be made to include a space designated "name of owner or operator employing seaman." Steamship companies and masters of vessels whose crews are not signed on before a shipping commissioner may obtain the required supplies of Forms CG–718A and CG–718E from Officers in Charge, Marine Inspection, or shipping commissioners in local Coast Guard Marine Inspection Offices.

4. *Effective date.*—The revised regulations will be in effect on and after July 1, 1957.

5. *Action.*—Steamship companies, masters of vessels, and collectors or deputy collectors of customs who may perform shipping commissioner duties should familiarize themselves with this change affecting discharge records of merchant seamen. Coast Guard personnel concerned with the administration and enforcement of R. S. 4551 (46 U. S. C. 643) will extend every possible assistance.

H. T. JEWELL
Rear Admiral, USCG
Chief, Office of Merchant Marine Safety
By direction of the Commandant.

MARINE SAFETY PUBLICATIONS AND PAMPHLETS

The following publications and pamphlets are available and may be obtained upon request from the nearest Marine Inspection Office of the United States Coast Guard, except for cost publications which may be obtained upon application to the Superintendent of Documents, Government Printing Office, Washington 25, D. C. Date of each publication is indicated following title.

CG No.	*Title of Publication*
101	Specimen Examinations for Merchant Marine Deck Officers. 1–50
108	Rules and Regulations for Military Explosives. 5–15–54
115	Marine Engineering Regulations and Material Specifications. 3–1–56
118	Overtime Services. 8–46
123	Rules and Regulations for Tank Vessels. 10–1–56
129	Proceedings of the Merchant Marine Council. Monthly
169	Rules to Prevent Collisions of Vessels and Pilot Rules for Certain Inland Waters of the Atlantic and Pacific Coasts and of the Coast of the Gulf of Mexico. 1–2–57
172	Pilot Rules for the Great Lakes and their connecting and Tributary Waters and the St. Marys River. 1–3–55
174	A Manual for the Safe Handling of Inflammable and Combustible Liquids. 7–2–51
175	Manual for Lifeboatmen and Able Seamen, Qualified Members of Engine Department, and Tankerman. 3–5–54
176	Load Line Regulations. 11–1–53
182	Specimen Examinations for Merchant Marine Engineer Licenses. 5–49
184	Pilot Rules for the Western Rivers and the Red River of the North. 1–3–55
187	Explosives or Other Dangerous Articles on Board Vessels. 7–1–54 (Cost Pub. $2.50 from GPO)
190	Equipment Lists. 3–1–56
191	Rules and Regulations for Licensing and Certificating of Merchant Marine Personnel. 9–15–55
200	Marine Investigation Regulations and Suspension and Revocation Proceedings. 4–13–53
220	Specimen Examination Questions for Licenses as Master, Mate, and Pilot of Central Western Rivers Vessels. 6–51
227	Laws Governing Marine Inspection. 7–3–50
239	Security of Vessels and Waterfront Facilities. 6–16–52
249	Merchant Marine Council Public Hearing Agenda. Annually
256	Rules and Regulations for Passenger Vessels. 3–1–57
257	Rules and Regulations for Cargo and Miscellaneous Vessels. 6–1–55
258	Rules and Regulations for Uninspected Vessels. 7–1–55
259	Electrical Engineering Regulations. 6–1–55
266	Rules and Regulations for Bulk Grain Cargo. 2–13–53
267	Rules and Regulations for Numbering Undocumented Vessels. 1–15–53
268	Rules and Regulations for Manning of Vessels. 11–19–52
269	Rules and Regulations for Nautical Schools. 11–1–53
270	Rules and Regulations for Marine Engineering Installations Contracted for Prior to July 1, 1935. 11–19–52
290	Motorboats. 4–15–57
293	Miscellaneous Electrical Equipment List. 2–1–57

Official changes in rules and regulations are published in the Federal Register, which is printed daily except Sunday, Monday and days following holidays. The Federal Register is a sales publication and may be obtained from the Superintendent of Documents, Government Printing Office, Washington 25, D. C. It is furnished by mail to subscribers for $1.50 per month or $15.00 per year, payable in advance. Individual copies desired may be purchased as long as they are available. The charge for individual copies of the Federal Register varies in proportion to the size of the issue and will be 15 cents unless otherwise noted on the table of changes below.

Changes Published During June 1957

The following have been modified by Federal Registers:

CG–191, CG–256, CG–257 Federal Register June 5, 1957.
CG–256, CG–257 Federal Register June 7, 1957.
CG–123, CG–187 Federal Register June 25, 1957.

U. S. GOVERNMENT PRINTING OFFICE: 1957


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