

PROCEEDINGS

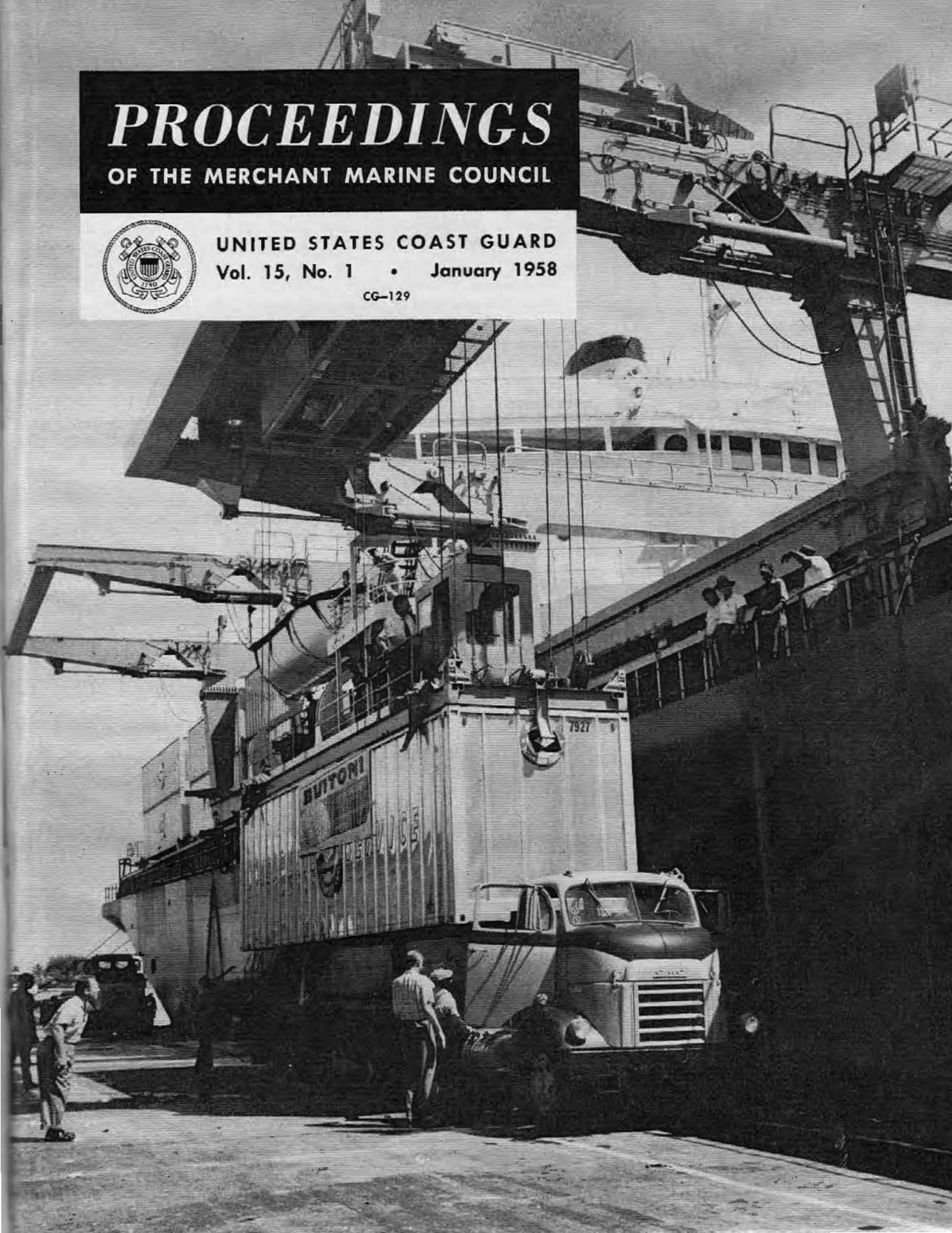
OF THE MERCHANT MARINE COUNCIL



UNITED STATES COAST GUARD

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PROCEEDINGS

OF THE

MERCHANT MARINE COUNCIL

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The Merchant Marine Council of the United States Coast Guard

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FRONT COVER

Newest addition to the maritime scene is the lift-on, lift-off trailer ship pictured here. For further details see page 7. Photograph courtesy *Pan-Atlantic Steamship Corporation*.

BACK COVER

Proud members of the MV *Dynafuel* receive the American Petroleum Institute Safety Award aboard the vessel in Marcus Hook, Pa. Photograph courtesy *Sun Oil Company*.

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THE EUREKA, her paddle wheels beating the waters of the bay to froth, as she looked not long before the end of her long career. See page 5 for further details about this and other San Francisco Bay ferries. Photo Courtesy Southern Pacific Company.



COAST GUARD ACTION SINCE ANDREA DORIA LOSS

By Rear Admiral James A. Hirshfield, Assistant Commandant, U. S. Coast Guard

IN THESE days of tremendous engineering advancements on many fronts the maintenance of adequate safety standards becomes increasingly complex. This is true of safety from the perils of the sea, which is a matter that has also long concerned civilized men. The Venetian, Marco Polo, returning from China in the 13th century told of the way in which the Chinese divided their junks by bulkheads so as to reduce the risk of foundering. As far as we know, they were the first to employ this principle of watertight subdivision, which is today a continuing matter of vital concern still involving some unresolved problems in its effective and practicable application.

The purpose of my remarks here is to tell you of action which has been taken by the Office of Merchant Marine Safety of the Coast Guard as a result of consideration of the shocking loss of the liner *Andrea Doria* a little over a year ago. At this point a little history is in order. In ship safety, as in safety in other fields, progress has to a considerable degree come about because of disaster. It seems that, for the most part, we human beings have been too blind to see a need, or seeing it, lacked the capacity or will to do what was necessary, until that need was forcibly demonstrated by a tragic event.

In 1912 the crack new liner *Titanic* rammed an iceberg and sank with the loss of 1,517 persons. The 1913-1914 International Safety at Sea Conference, spurred by this event, proposed high standards of watertight subdi-

vision. World War I prevented full development of these standards and possible ratification, despite added evidence of the need for adequate subdivision and stability standards furnished by the loss by collision, in 1914, of the *Empress of Ireland*, with the loss of 1,024 lives.

The 1929 Safety at Sea Conference, to a considerable extent, stemmed from these two earlier casualties as well as from the number of less dramatic but serious losses occurring in the intervening period. The 1929 Conference adopted standards of subdivision which were somewhat less than those advocated by the 1913-1914 Conference. Damage stability standards were proposed by the U. S. delegation but failed of adoption.

Despite the attendance of a strong U. S. delegation at the 1929 Conference, opposition and indifference prevented ratification of the 1929 Safety at Sea Convention by the United States until 1936 after the loss of the *Mohawk* by collision and of the *Morro Castle* by fire. These disasters focused attention to the inadequate requirements for subdivision and fire protection of U. S. vessels. In addition to spurring ratification of the 1929 Convention these disasters resulted in the investigation culminating in Senate Report 184, advocating standards in excess of and more complete than those of the 1929 Convention. The provisions of Senate Report 184, while never adopted in toto into the U. S. regulations, have served as a guiding standard to which United States vessels have been built. The

present United States regulations are in general equivalent to the provisions of Senate Report 184.

The 1948 Safety at Sea Conference did not have behind it the compelling force of recent outstanding sea tragedies or aroused public opinion. However, lessons learned in World War II significantly influenced the outlook of delegates, and, together with operating experience and technological changes since the last conference, provided a rational basis for the proposals which were discussed. The regulations eventually adopted represented, in many respects, appreciable increases in the international standard of safety over that provided by the 1929 Convention. For instance, while

ABOUT THE AUTHOR



Rear Admiral James A. Hirshfield, Assistant Commandant of the U. S. Coast Guard, presented these remarks at the Merchant Marine Conference and 31st National Convention of the Propeller Club in Houston, Texas,

October 20-23, 1957. A 1924 graduate of the Coast Guard Academy, he was appointed a Rear Admiral in 1951 and was made Assistant Commandant by President Dwight D. Eisenhower on June 1, 1954.

In 1950 and 1951, Admiral Hirshfield was Assistant Chief, Office of Merchant Marine Safety, and always has maintained a close relationship with our ever growing merchant marine.

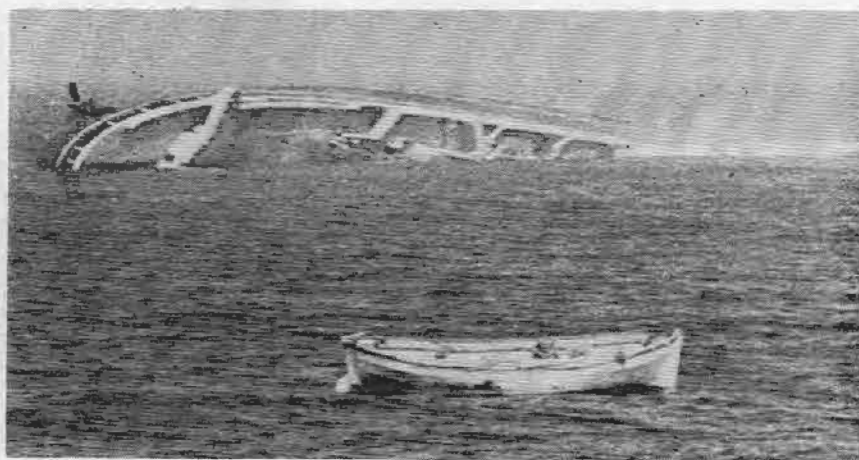
no increase in the required standard of subdivision was made for ocean-going vessels, a higher standard was adopted for vessels carrying large numbers of passengers on short voyages (cross channel type). Also the conference was able to agree upon regulations for damage stability. This was a significant forward step as the previous conferences had not been able to agree upon specific provisions regarding this essential element of a vessel's ability to survive damage.

While the subdivision and damage stability regulations adopted by the 1948 Conference effected improvement over the 1929 Conference standards, they were in many respects less than existing U. S. practice and are less than the requirements of the present U. S. rules. There are some who have felt the United States rules to be unnecessarily severe. In the light of our most recent experience this does not seem to be the case.

On the night of July 25th, 1956, on a calm sea with intermittent fog, the Italian luxury liner *Andrea Doria*, inward bound for New York, and the crack Swedish liner *Stockholm*, outbound bound from that port, came violently together in the vicinity of Nantucket Island. As a result fifty persons lost their lives and the *Andrea Doria* capsized and sank the following morning. Only very favorable weather conditions and splendid rescue efforts by other vessels at the scene prevented a very much larger loss of life. The possible extent of such loss is realized when one considers that the *Andrea Doria* carried some 1,700 persons and that, because of the excessive list, it was possible for her to launch only lifeboats on the starboard side, with normal capacity for about half this number.

To many persons this catastrophe shocking as it was, certainly raised the questions, how could it happen? How did it happen? These questions were in our minds at the Coast Guard Headquarters together with a third one, namely, what would have been the situation if instead of the *Andrea Doria*, it had been a U. S. vessel rammed? These questions were surely also in the minds of the chairman and members of the House of Representatives Committee on Merchant Marine and Fisheries, who pursuant to House Resolution 653, appointed a special committee consisting of four of the leading American experts on maritime safety, to make such inquiry as possible into the facts and circumstances surrounding this casualty.

Since this collision had occurred outside of United States territorial waters and since both vessels belonged to foreign nations having regulations recognized and accepted by the



United States under terms of the 1948 Safety at Sea Convention, the United States did not have the authority to require the presentation of testimony and evidence by the parties concerned, such as it would have done in the case of U. S. vessels. This limitation restricted information available to this special committee of experts, and to the Office of Merchant Marine Safety of the Coast Guard, lending technical assistance to them.

Report No. 2969 containing the results of this committee's investigations which was filed in the House of Representatives January 3, 1957, recommended that action be instituted to accomplish:

1. Greater observance of the recognized routes across the North Atlantic.
2. Reevaluation of the standards of subdivision, damage stability, and ballasting, with the view to the development of realistic provisions for international adoption.
3. Adequate training for deck officers; including a requirement for certification of such officers as radar observers.
4. Installation of bridge-to-bridge direct radio telephone communication.
5. A system of continuing and comprehensive studies by Federal agencies of radio communications in distress cases.
6. The establishment of a mechanism for coordination in the study, development, and application of radio and electronic devices and systems.
7. Effective provisions for the application of regulation 20 of Chapter I of the 1948 Convention for Safety of Life at Sea, particularly the princi-

ple laid down for the dissemination of lessons from casualties.

The several government agencies primarily concerned with these recommendations have undertaken to consider them under the general coordination of the Department of State: Recommendation (1) by the Hydrographic Office, (2) by the Coast Guard, (3) by the Maritime Administration, (4), (5), and (6) by the Radio Technical Commission for Marine Services, and (7) by the Department of State. These agencies presented progress reports to the Committee on Merchant Marine and Fisheries on July 31st of this year. At this hearing the House Committee urged prompt taking of initial steps towards the convening of a new International Safety at Sea Convention.

In its discussion of recommendation (2) dealing with subdivision, damage stability, and ballasting, the special expert committee made the following summary statement: "The fact remains that a fine, relatively new ship, built in accordance with the latest international convention, did sink after damage apparently less than she should have been able to withstand. She sank with heavy material loss and heavy loss of life. That this loss of life was not much worse was due only to fortuitous circumstances and superb action on the part of the other ships and seamen in the vicinity. There obviously is need for searching international study of this case with such revision of the current international standards as such study establishes to be desirable."

Pursuant to the Coast Guard's responsibility so clearly delineated, a committee for Reevaluation of Standards of Subdivision, Damage Stability, and Ballasting has been established under the chairmanship of Vice Ad-

(Continued on page 15)

END OF A NOSTALGIC ERA

SAN FRANCISCO BAY'S "floating palace" is no more!

The last ferry boat with paddle wheels and a "walking beam" engine—the 67-year-old *Eureka*—has made her last trip. Given to the San Francisco Maritime Museum for display in Aquatic Park, this move signals the end to a historic and nostalgic era.

With this oldtimer gone and a request pending before the Interstate Commerce Commission to replace the two remaining passenger ferries with bus service, an 88-year-old tradition on the bay is rapidly coming to a close.

Claude E. Peterson, Southern Pacific's vice president of passenger traffic and public relations, summed it up thusly: "We realize, as does every one else that the bay will never seem the same without a ferryboat plowing across it. But when the bridges were built it became inevitable that the boats would some day go. That day is upon us."

Age and infirmities are catching up with the remaining two—the *San Le-*

andro and the *Berkeley*—and it has been decided not to replace them.

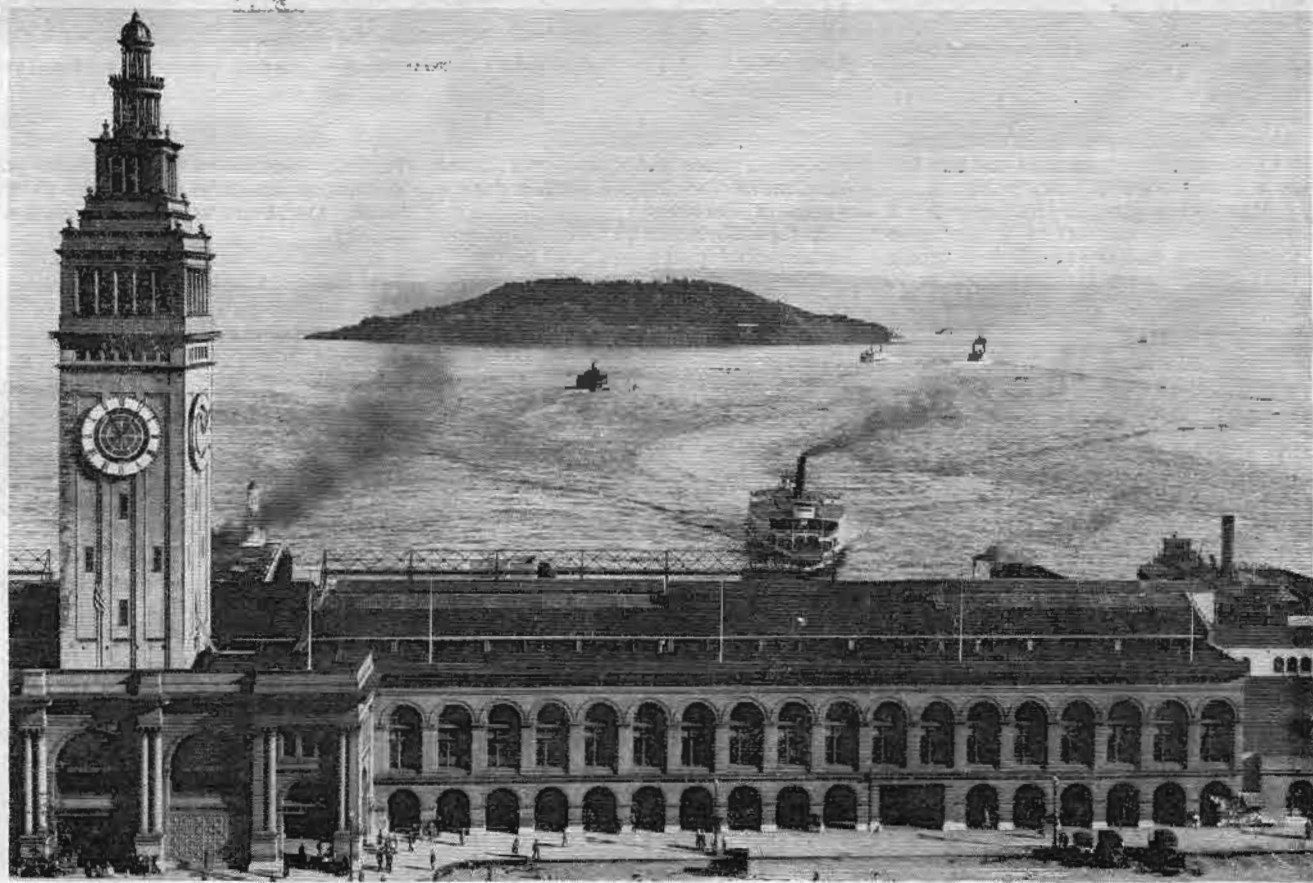
The *Eureka* was built in Tiburon, Calif., in 1890 as the *Ukiah* and saw service as a car float, passenger ferry, and excursion boat. In 1922 the Northwestern Pacific, a Southern Pacific subsidiary, took over the boat and named it after the community at the northern terminus of the railroad. Rebuilt as a passenger ferry she was placed on the heavy commuter trips with a seating capacity for 2,300 persons. In February 1941 the last ferry service across the Golden Gate from Marin County to the Ferry Building was discontinued and the *Eureka* joined the few remaining boats on the bay providing a link in Southern Pacific's railroad service.

Her 27-foot paddle wheels were propelled by a "walking beam" engine under a maximum steam pressure of 60 pounds. Described as an "inverted treadle-type sewing machine with steam power" the "walking beam" is technically known as the vertical-beam engine and is said to be the

simplest type of steam engine. In motion, the piston rod from the engine attached to one end of the beam and the connecting rod which turns the crank of the paddles give the appearance of an enormous pair of legs striding across the bay.

The two remaining passenger ferries, the *Berkeley*, built in 1898, and the *San Leandro*, built in 1923, are due to be laid-up if the application to the ICC for the switch to buses is approved.

Since the peak year in 1930 when 43 Southern Pacific ferries carried over 6 million automobiles and 40 million people the service has gradually been replaced by the Golden Gate Bridge, the San Francisco-Oakland Bay Bridge, and more recently the Richmond-San Rafael Bridge. The *Eureka* joins the ghosts of the orange Key System boats, the red San Rafael-Richmond Ferries, and the white Santa Fe and Western Pacific fleet that once splashed the bay with foam and color.



BEFORE THE BRIDGES. Many a mariner can remember a time such as this, just 30 years ago, when the bay was dotted with the white hulls of the ferry fleet. Photo courtesy Southern Pacific Company.

DON'T FIRE A DRY BOILER

THE PHOTOGRAPHS on this page are actual pictures of a Liberty ship boiler fired without water!

The repairs, in excess of \$100,000, included replacement of the port boiler and major repairs to the starboard boiler.

DETAILS OF THE CASUALTY

While at sea with a full cargo of lumber, this vessel was unable to maintain proper water level in its boilers. The hotwell was overflowing and continued to do so after the strainer baskets were removed. Early on the 12-4 watch the steam was so low that the auxiliary machinery failed to function, which resulted in a completely dead plant. Fortunately, the sea was smooth.

At this time every man in the engine department, except one, was called out to bring lumber from the deck cargo down to the fireroom to raise steam. A fire was started in the starboard boiler first and after a few minutes the port boiler was lit off using rags, kerosene, diesel fuel, and lumber.

For nearly 5 hours an attempt was made to raise steam in the port boiler until a fire broke out in the uptakes. For the next 2 hours all available means, including a bucket brigade, was utilized to extinguish the fire before it was brought under control.

After lying dead in the water for 3 days the ship was taken in tow by a salvage tug and delivered to a repair port. Emergency repairs to renew 20



REAR VIEW of the port boiler which shows collapsed headers, recirculating tubes, and superheater tubes.

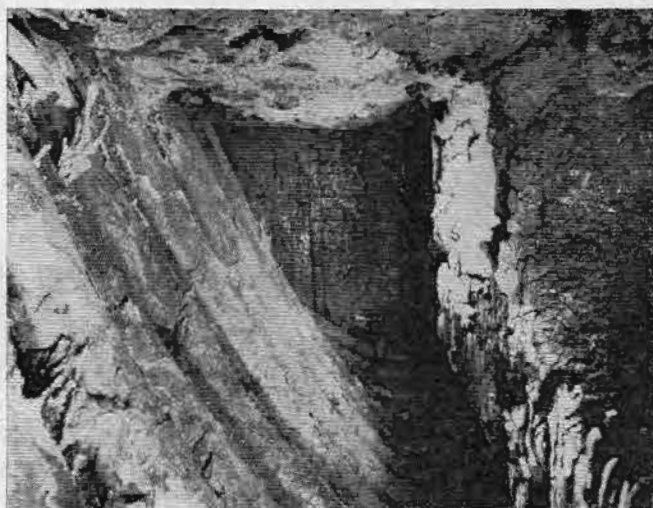
four-inch tubes and 22 two-inch tubes were made and the ship proceeded to a port of discharge.

In New York repairs were completed by installation of a new port boiler.

The seriousness of this casualty

further emphasizes the need for keeping a watchful eye on the gauge glass. Don't fire your boilers without water!

All photographs courtesy Todd's Erie Basin Shipyards.



SIDE VIEW of the port boiler showing melted tubes and burned casing.



LOOKING AFT in the port boiler furnace. Burner openings at left, melted tubes at right.

LIFT-ON LIFT-OFF SHIPS

COASTWISE shipping of general merchandise cargo has received new impetus with the introduction of trailerships carrying 226 loaded trailer bodies between Port Newark and Atlantic and Gulf ports.

The Pan-Atlantic Steamship Corporation's SS. *Gateway City* opened this trade early in October and has been followed by the SS. *Azulea City* and four other ships specially converted at Gulf Shipbuilding Yards in Chicasaw, Ala.

Two shipboard travelling type gantry cranes, one forward and one aft, are able to load the special highway units at a record rate of 264 tons an hour per hatch. Each trailer van is capable of containing a maximum of 25 tons of dry cargo and can be loaded or discharged in 4½ minutes. Once loaded, the cranes are secured and the vessel is ready to depart. At ports of discharge, which require no shore installation except water depth sufficient to allow the ship to dock adjacent to an apron or roadway over which the highway equipment may be moved, the vans are lowered ready for delivery.

Fast transit, less damage and pilferage, and lower handling costs have been cited as outstanding features of this service.

DETAILS OF THE SHIP

The *Gateway City*, built in 1943, formerly the *Iberville* and *Sumpter*, is a standard 468-foot C-2 type vessel except for the addition of sponsons which has increased her beam from 63 feet to 72 feet. Her gross is 9,006.97 tons and net 5,930 tons. Part of the reconversion was altering the ship from a conventional 5-hatch ship to 7 hatches to better handle the trailer units.

The cranes have a 50,000-pound capacity at the end of 18-foot jib extensions. A 50-hp. electric motor supplies the power for the gantry travel power and a 210-hp. Diesel provides the lifting power.

The trailers are specially built with corner posts capable of supporting the weight of any stacked on top of them. Each trailer is 35 feet long and weighs 5,160 pounds.

Officials of McLean Industries, Inc., parent company of Pan-Atlantic, indicate that similar ships will be added to its service between New York and Puerto Rico, all under the American flag.



OTHER VESSELS PLANNED

In anticipation of the St. Lawrence Seaway opening in 1959, two ships are under consideration as "lift on, lift off" carriers between Great Lakes ports and the Atlantic, Detroit ship-owners have reported. When placed in operation they will be the first container carriers on the Lakes.



In addition to these "lift on, lift off" ships, the Sun Shipbuilding & Drydock Company in Chester, Pa., is completing the first deepwater ship specifically designed and built to roll vehicle cargo on and off the USNS *Comet*. Under construction for the Military Sea Transportation Service, this 499-foot ship will be capable of loading through side ports or through a stern port.

SAFETY IS FOR ALL

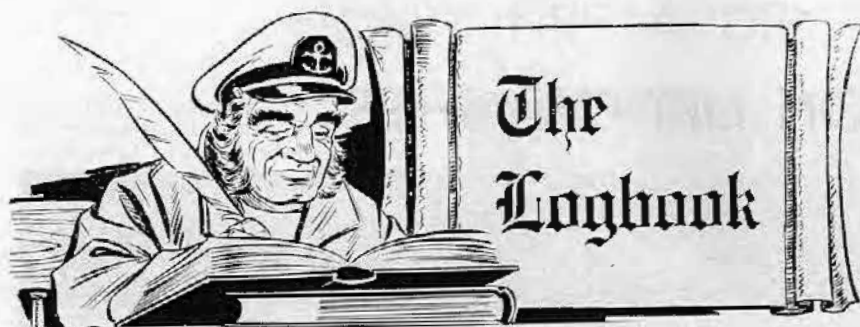


Do you have a new idea on ship-board safety?

Maybe your ship has developed a better way of making those routine jobs better and safer!

Perhaps we can answer a specific problem.

In short, we would like to hear from you. The *Proceedings* can better promote safety with your ideas, your questions, or your comments. Send them on to the Editor, *Proceedings of the Merchant Marine Council*, Station 4-8, U. S. Coast Guard Headquarters, Washington 25, D. C.



40 YEARS AGO:

The Board of Supervising Inspectors held its 66th annual meeting in Washington, D. C., to consider matters coming before it under the provisions of the laws governing the Service.

* * *

The commanding officer of the lighthouse tender *Cedar* has been designated to assist in the examination of applicants for certificates of efficiency as lifeboatmen in Alaskan waters.

* * *

Accidents to vessels reported to the Bureau included the following: The steamer *Rochester* was struck by a torpedo on the starboard side of the engine room and forced abandonment. Two of the crew were killed by the explosion, 7 were lost from one boat, and a second boat containing 13 men is missing; the steamers *Actaeon* and *Owasco* were torpedoed in the North Atlantic, and both lost.

30 YEARS AGO:

Some of the condensed statements from the annual report of the Steamboat Inspection Service to the Secretary of Commerce follow: Reorganization of the service into four separate units—administrative, division of hulls, division of ship's personnel, and division of boilers and machinery is recommended; Fireproof construction of excursion steamers is urged. The report said: "If excursion steamers were built with fireproof superstructures, we would have gone a long way toward getting safe conditions."

* * *

The Service inspected and certificated 7,357 vessels with a total gross tonnage of 15,312,621, of which 7,050 were domestic vessels. The total number of accidents resulting in loss of life was 211. The total number of lives lost was 262, of which 48 were passengers. Of the lives lost, 146 were from suicide, accidental drowning, and other causes, leaving a loss of 116 fairly chargeable to accidents, collisions, foundering, etc.

* * *

20 YEARS AGO:

The use of hose masks and oxygen breathing apparatus, danger in empty tanks, and hazards in closed or poorly ventilated spaces was described in some detail relative to casualties aboard the *MV Empire State* which used "dry ice" to refrigerate a cargo of canned cherries.

* * *

The Bureau has required that an emergency loudspeaker system be installed on passenger vessels in those cases where the lifeboats are stowed approximately 100 feet or more from the navigating bridge.

* * *

An explosion in a Pacific Coast shipyard was found to have been caused by a compressed air hose being connected to a natural gas line which introduced an explosive gas throughout the ship. One life was lost and four were injured. The use of dissimilar couplings was urged when natural gas lines are employed.

* * *

15 YEARS AGO:

The first of four icebreakers being built for the Coast Guard was launched at the Western Pipe and Steel Yard in Los Angeles on December 28, 1942. Named the *Northwind*, this ship will be followed by the *Eastwind*, *Southwind*, and *Westwind*.

* * *

COURT DISMISSES MASTER'S SUIT AGAINST STEEL FIRM

The U. S. Court for the Western District of Pennsylvania recently granted a motion for a directed verdict for the defendant, the Jones and Laughlin Steel Corporation, in an action brought by Capt. George H. Elliott, master of the company's towboat *Vesta*. Capt. Elliott claimed that he had been injured as the result of a rug slipping on a linoleum floor which had been waxed contrary to his instructions.

"The evidence conclusively shows that the defendant at no time issued any instructions with regard to waxing or not waxing linoleum floors," the court found. "The various masters . . . had exclusive authority to direct that floors be waxed or not be waxed. . . . The only evidence of waxing was the statement by the plaintiff that as he arose after his fall, he noticed wax on his hand. There was no evidence whatsoever as to the method of waxing or the quantity of wax applied. . . .

"The waxing of the linoleum did not per se amount to negligence, nor did it make the vessel unseaworthy. . . . The case is simply one wherein the master is complaining because the chambermaid on the vessel . . . failed to carry out the orders of the plaintiff who was in command."

The Waterways Journal

IT'S UP TO YOU!



A constant reminder that safety is up to the individual is stressed by the use of this graphic message stenciled on the side ports aboard the *SS Pioneer Gem*. Originally published in the *Proceedings*, the idea points out that without the cooperation of each crew member no safety program can be successful.

MARINE WEATHER PREDICTIONS

Average weather conditions for the month of January in the North Atlantic and North Pacific Oceans are reprinted here courtesy of the *Mariners Weather Log* published by the U. S. Weather Bureau:

NORTH ATLANTIC

JANUARY.—Frequent LOWS that become deep and extensive are characteristic of the middle and northern North Atlantic in January. Many of these disturbances enter the ocean from North America, others arise over the ocean. They are frequently accompanied by gales, high seas, rain and snow. Over most of the ocean between latitudes 5° and 25° N., the northeast trade winds blow with considerable regularity, except in the Gulf of Mexico. There the winds are more variable and on a few occasions "Northerners", winds coming from the continent, may reach gale force.

Low visibility, less than 5 miles, due mostly to fog is noted on 20% or more of the observations taken over water from the Canadian Maritime Provinces northeastward to Greenland and the Greenland Sea.

NORTH PACIFIC

JANUARY.—From the Gulf of Alaska westward to Japan much stormy weather, with rain, sleet and snow, occurs. Winds, especially along the middle and western portions of this area, are frequently strong, and sometimes rise to hurricane strength. Strong gales at times blow along the upper United States coast, but the probability of heavy weather increases to the westward. Storminess decreases in severity southward from the northern North Pacific until at about 30° N., the most severe storms are of only moderate intensity. South of 30° latitude over the eastern half, and thence to the equator, the prevailing winds are the northeast trades. Gales are infrequent in this trade wind area. In the southeastern Asiatic waters the prevailing wind is the northeast monsoon. Thick rainy weather often accompanies this monsoon. Tropical storms occur in only about half the years. Northerly winds in the Gulf of Tehuantepec off the south coast of Mexico are sometimes strong.

January 1958

SAFETY SUBJECTS

The SS J. H. MacGaregill was 5 miles west of Point Loma, proceeding to El Segundo, Calif., when a call came from the after house: "Fire in the oilers quarters!" The Master quickly relieved the bridge officer who went to the scene of the fire. Engines were put on standby. Men with life jackets took their stations. The Mate directed his squad to the fire, and it was extinguished in a matter of minutes with water.

Cause of the fire: Man fell asleep while smoking a cigarette, igniting his mattress and pillow.

Shore Safety Committee Comment:

Good that no one was hurt!



Too bad that there are those who defy everyday common sense safety measures and expose their shipmates to severe hazards.



Commendable job done by the officers and crew of the MacGaregill in quickly controlling a potentially serious fire.

California Shipping Company



SEAMEN WIN AWARD FOR SALVAGE OF FLYING BOAT

IN SEPTEMBER 1955 the Lykes Bros. SS *Harry Culbreath*, alerted by the Coast Guard, altered course to intercept the *Flying Boat N-31235* in distress and about to make a forced landing in the Pacific Ocean 720 miles from San Pedro.

The April 1956 issue of the *Proceedings* featured this rescue with the picture shown here. It is repeated now because of an interesting climax reported in American Maritime Cases for September 1957.

The *Culbreath* completed this rescue by not only saving the crew of four and the baggage, but was able to land the aircraft on deck in a 5½ hour daylight operation in moderate seas with 8-foot swells.

As the Court pointed out: "Those who participated in the rescue labored intensely, and due to a high order of seamanship the rescue was expeditiously accomplished."

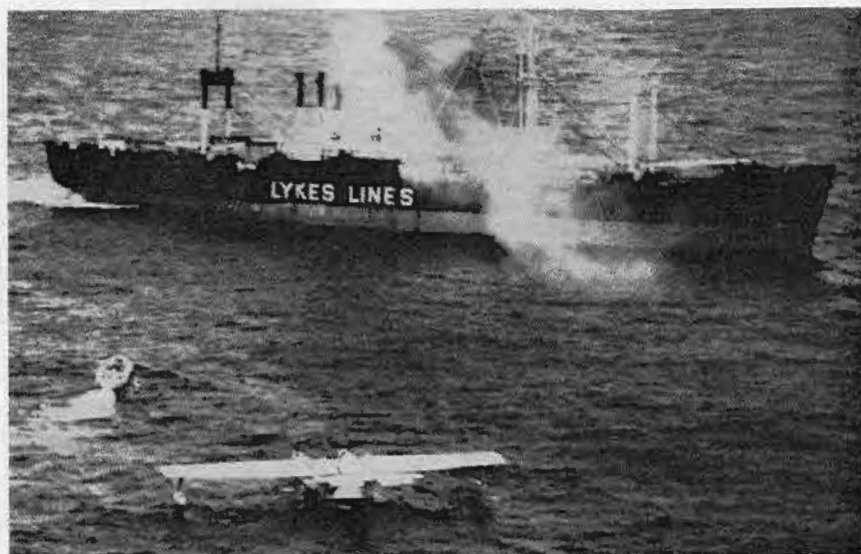
Lykes Bros. filed its libel in the United States District Court, Southern District of California, Central Division, for salvage award, and apportionment of that award among the several participants. None of the officers or seamen entered appearances in this litigation.

It is interesting in this case that while Lykes Bros. was the only one of the rescuers to appear either by pleading or appearance in Court, the Master and 19 of the crew were given awards by the Court. The sum of \$3,627.03 was divided as follows: \$1,627.03 to Lykes Bros. and \$2,000 to the crew. The sum awarded to the shipowner included its reward, its recompense for instituting and carrying on the litigation on behalf of its participating officers and crew, its reward for taking the risks to its vessel and her equipment, and its risks that some one or more members of the crew would suffer personal injury and have visited upon its responsibilities for their maintenance and cure.

The crew's portion was divided among the crew and officers known to be direct participants in the rescue.

The Court pointed out that "In some salvage operations the entire crew is actually substantially physically active beyond the scope of ordinary duties, or the entire crew incurs some major risk so that all crew members should participate in the award. This does not appear to be such a case. The total salvage is not so great that it can justly be so divided."

The Court determined there were four major divisions of labor and responsibility in the salvage and awards



were made in these groups. The Master and Chief Mate were awarded \$250 each; five crew members, who incurred risk in the rescue or were put to strenuous activity, \$150 each;

five members of the boat crew, \$100 each; and eight crew members who rendered some duty beyond the demand of their positions on the ship, \$50 each.

NEW COAST GUARD LICENSE



THIS SPECIMEN license is a reproduction of the one that will be issued to operators of small passenger carrying vessels as defined in the Act of May 10, 1956 (Public Law 519, 84th Congress). Those persons who now are serving as operators of vessels subject to this law, and who do not have any Coast Guard license which qualifies them to operate such vessels, should submit their completed applications, using Coast Guard Form CG-866, License Application, as soon as possible to the nearest U. S. Coast Guard Officer in Charge, Marine Inspection.

COMMENDATION



ATLANTIC REFINING COMPANY officials join Commander D. G. Elliot of the Philadelphia Marine Inspection Office in presenting a Coast Guard commendation to Captain E. L. Lindenmuth of the SS *Atlantic Engineer*. Left to right: Captain W. G. Anderson, Manager of Marine Operations; Captain H. M. Elder, Port Captain; Captain Lindenmuth; Commander Elliot; and Captain C. C. Shute, Superintendent of the Operating Section. Photo courtesy Atlantic Refining Co.

CAPTAIN E. L. LINDENMUTH, MASTER
SS *Atlantic Engineer*
c/o Atlantic Refining Company
Philadelphia, Pennsylvania

DEAR CAPTAIN LINDENMUTH:

The U. S. Coast Guard, as the principal agency of the United States charged with the safety of life and property at sea, takes pleasure in this opportunity to commend you, as Master, and the officers and crew of the SS *Atlantic Engineer* for the alertness, ability and praiseworthy seamanship which, despite darkness and adverse sea conditions, resulted in the rescue of six persons in distress aboard a catamaran, approximately 20 miles east of Jupiter Light, Florida, on 22 February 1957.

An official report of the incident discloses that at approximately 3:30 a. m. on 22 February 1957 during poor visibility, with moderate to heavy northeast sea and swell, wind NE force 6, the SS *Atlantic Engineer* was en route from Port Arthur, Tex., to Philadelphia, when personnel on the bridge sighted a dim flashing light which was found to be a small twin-hulled catamaran, her sails torn, not under command, and in obvious distress. A message to the U. S. Coast Guard reporting the situation was acknowledged with the request that, as there were no rescue craft in the immediate area, the *Atlantic Engineer* stand by and assist if possible. Maneuvering the ponderous tanker on various courses and speeds, two unsuccessful attempts were made to secure the distressed craft. On the third attempt, your vessel was brought alongside, and at 5:10 a. m. an efficient and enthusiastic crew under able direction, with perfect timing of the swells, hauled aboard Mr. and Mrs. Bylard of Miami, Fla., and their four children, ages 12, 8, 6 and 21 months.

It appears certain that but for the skill and determined efforts by you and the members of your crew these lives would have been lost. This achievement was in keeping with the highest traditions of the American Merchant Marine.

Very truly yours,

J. A. HIRSHFIELD
Rear Admiral, U. S. Coast Guard
Acting Commandant

SUBCOMMITTEES NAMED FOR STUDY OF SAFETY STANDARDS

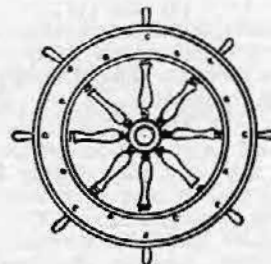
RESOLVING there should be no diminution of the existing high standards of safety on United States-flag vessels, the Coast Guard appointed committee to reevaluate the standards of subdivision, damage stability, and ballasting in passenger ships held its first meeting in Washington, D. C.

This technical committee, made up of shipowners, shipbuilders, naval architects, and others primarily concerned with the design and operation of large passenger vessels is headed by Vice Admiral E. L. Cochrane, USN (Ret.) and is developing realistic provisions for international adoption in accordance with the recommendations of the House of Representatives Committee on Merchant Marine and Fisheries.

At the initial meeting the committee organized itself into three subcommittees with William Francis Gibbs, Gibbs and Cox, chairman of the subdivision section; John P. Comstock, Newport News Shipbuilding & Drydock Company, chairman of the damage stability section; and Rear Admiral H. C. Shephard, USCG (Ret.), heading up the committee on ballasting.

Thus far the subcommittees have decided on procedures to be followed and all are in agreement that it would be desirable to elevate existing international standards to bring them closer to the more rigorous United States standards in this vital field.

An operating questionnaire has been sent to all domestic passenger vessel operators soliciting facts and opinions in the field of liquid ballasting. The subcommittee expressed hope that specific information regarding this phase of passenger ship operation will enable them to formulate what is reasonable and practical prior to the establishment of a positive position on international standards of ballast and ballast operation.





MARITIME SIDELIGHTS

The 29,000 deadweight tanker *Mobil Lube*, owned by the Socony-Mobil Oil Co., Inc., was launched on October 11, 1957, at the Bethlehem Steel Company Yard at Quincy, Mass. The 644-foot vessel has a capacity of 254,800 barrels and a designed speed of 17½ knots, it was announced in the American Merchant Marine Institute *Bulletin*.

Plywood coated with a plastic, compounded from a polyester resin and glass fiber, has been found successful in two German banana carrying vessels. The coating is said to be practically unaffected by juices, fish, meat, or the usual cleaning solutions. It absorbs little moisture and retains no odor from cargo. It is cleaned by washing down with a normal cleaning solution, followed by a water rinse.

First refunds have been made to marine gasoline users by the Federal Internal Revenue Service for the period July 1, 1956, through June 30, 1957. The 1¢ a gallon refund for the period July 1, 1957, through June 30, 1958 must be filed with the Director, Internal Revenue Service, in the boat-owners district by the end of September 1958, it was stressed by Government officials.

A television system has been installed in the recently launched 20,500-ton tanker *Meline* to be used as a lookout, it was reported in *Fairplay*. This Gothenburg-built vessel has a camera fitted on the foremast with a view forward in what is believed to be the first time television has been used for this purpose. The screen, fitted on the navigating bridge will give the deck watch officers about the same view as a lookout would have from the foremast.

Bids will be opened on January 10, 1958 for the conversion of four Mariner-type vessels into cargoliners for American President Lines. *The President Taylor*, *Magnolia Mariner*, *Lone Star Mariner*, and the *Hoosier Mariner* have been selected for the special

adaption in passenger and crew accommodations at an estimated cost of \$1 million a ship.

A program has been started by the Maritime Administration to phase out over the next 12 months as many as 100 of the 1,400 World War II Liberty ships now in reserve fleets for the scrap market. Public bids for the sale of the selected ships will be invited, Maritime officials said.

The Liberty ship *SS Hai Hsuan*, formerly the American-flag *SS Ben A. Ruffin*, at anchor in Singapore harbor since 1950 when her Chinese crew mutinied and joined Communist China, has been sold by the Maritime Administration for \$150,101.

The nuclear ship *Savannah*, first atomic-powered merchant ship, will be built by the New York Shipbuilding Corp. of Camden, N. J. The Government awarded the yard a \$20,908,774 contract for the vessel and a \$9.9 million contract to the Babcock & Wilcox Co. of New York for its atomic engine. The combination cargo and 60-passenger vessel will be 587 feet long, have a beam of 78 feet, and displace 21,800 tons, it was announced.

The *Imperial Toronto*, of the Imperial Oil Limited, Toronto, Ontario, has operated since June 10, 1953, without a single lost-time accident, it was reported in the 10th Anniversary issue of the company's *Safety Bulletin*. In addition to this outstanding safety record, three other vessels have completed two years without a lost-time accident. They are the *Imperial Collingwood*, *Imperial Kingston*, and *Imperial Hamilton*.

Thousands of mariners bid farewell to their "alma mater" recently with the announcement that the Maritime Training Station at Neptune Beach, Alameda, California, has been declared surplus and will be turned over to the General Services Administra-

tion for disposition. The original acquisition cost of the site was \$2,039,617 it was announced by the Maritime Administration.

The *Lykes Fleet Flashes* will celebrate its 25th anniversary with the January issue. Published by Lykes Bros. Steamship Company the magazine started in 1933 as a safety publication and has won twelve awards for editorial excellence and outstanding public service. Larry Guerin is editor.

The preholiday sailing of the American Export Lines *SS Independence* marked the 100th voyage of the popular cruise ship since its maiden trip on February 10, 1951. To the departure of this voyage the ship has logged 913,586 nautical miles and carried 157,453 passengers. The *SS Constitution* is expected to make its century-marking voyage early this year.

Cigarette smoking was by far the most common cause of fire aboard ship and could least of all be excused, the British Transport and Civil Aviation Ministry said.

Three of the ships operated by the States Steamship Company have been re-named. They are: *China Transport* now the *Oregon*; the *American Transport* now the *Washington*; and the *Hong Kong Transport* now the *Illinois*.

LEGAL OPINION

The widely held belief in the Merchant Marine that the lookout must be an Able Seaman is apparently predicated on the fact that the courts have held a lookout must be a seaman with a reasonable amount of sea experience. However, it would appear that a seaman of good experience, although not certificated as an Able Seaman, would constitute a proper lookout insofar as this particular phase of the matter is concerned.

UNITED STATES COAST GUARD

ADDRESS REPLY TO:
COMMANDANT
U. S. COAST GUARD
HEADQUARTERS
WASHINGTON 25, D. C.



MVI
13 November 1957

Commandant's Action on

Marine Board of Investigation; collision of *Elna II* (Liberian) and USNS *Mission San Francisco* on the Delaware River, on 7 March 1957, with loss of life

Pursuant to the provisions of Title 48 C. F. R. Part 136, the record of the Marine Board of Investigation convened to investigate subject casualty, together with its Findings of Fact, Conclusions, and Recommendations, has been reviewed.

Late in the evening on 6 March 1957 the civilian manned U. S. Naval Tanker, *Mission San Francisco* of 10,388 g. t., without cargo, was upbound in the Delaware River, and the *Elna II*, a freighter of 3,149 g. t., under Liberian registry, also without cargo, was downbound in the same river.

The weather was drizzling, visibility good, wind N. E. force 1, and flood tide. In approaching the intersection of Bulkhead Bar Range, the speed of the *Mission San Francisco* was approximately 17.5 knots and that of the *Elna II* 9.5 knots, and each vessel had the other in sight. Both vessels failed to timely ascertain the position, course, speed, and intention of the other. Such failure, under the conditions of the restricted waters navigated, negotiation of a dangerous intersection in the channel and the speed of approach caused collision to soon become imminent, whereupon both vessels took collision-avoiding action by changing course to the westward.

This action was inadequate and the vessels collided at 0036, 7 March 1957, and as a result severe explosions occurred on board the *Mission San Francisco* and fire involved both vessels. The *Mission San Francisco* sank with the loss of life of 10 crew members, including all deck watch officers and the pilot. There was no loss of life on the *Elna II*.

REMARKS

The area where and the conditions under which the *Mission San Francisco* and the *Elna II* were being navigated, such as restricted waters, bend in the channel, negotiation of the turn, speed of approach, change of relative position and direction, etc., necessitated the highest degree of prudence and circumspection in the navigation of both vessels.

The record of investigation of subject casualty discloses quite clearly that neither the *Mission San Francisco* nor the *Elna II* was certain of its position in the channel and that both vessels were uncertain of the position, speed, course, or intention of the other. This uncertainty, under the conditions and circumstances then existing, resulted in the collision. This uncertainty would not have existed had both vessels been navigated in conformance with the collision regulations applicable under the circumstances.

A copy of this Action and the Board's Report shall be forwarded to the American Pilots' Association for appropriate use in assessing the performance of duty of the pilot on board the *Elna II* while acting under the authority of his State Pilot's License.

Subject to the foregoing Remarks, the Findings of Fact and Conclusions of the Marine Board of Investigation convened to investigate subject casualty are approved.

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

SOME GUIDES IN CASE OF DEATH

DEATH ABOARD ship, irrespective of cause, necessitates the preparation of certain documents and fulfilling other arrangements required by law and custom.

Our laws are specific relative to wages, effects, and money; the reporting of any death; and the entries to be made in the official logbook. However, they are silent on other details which prompted a request from a shipmaster that information be published as a guide in the event of a death aboard ship.

In the case of any vessel that does not carry a physician, the master assumes certain responsibilities concerned with death that ordinarily fall into other professions. Statements of a fatally injured or dying person are one of these, and should be recorded for delivery to next of kin and to appropriate officials on shore.

The United States Public Health Service has outlined, in some detail, in "The Ship's Medicine Chest" what can be done when death occurs at sea in the absence of a physician and should be consulted.

An important function for a ship at sea is the notification of the owner or agent so that the next of kin can be contacted relative to the disposition of the body. On cargo and tank vessels where facilities for the proper care of the deceased are limited, the question of burial at sea or not usually is one of an urgent nature.

In a case heard before the District Court for the Southern District of New York in 1940 (*Bambir v. Cunard White Star Limited*, 37 F. Supp. 906, affd. 2 C. C. A., 119 Fed. 419), some interesting editorial head notes on the subject of burial at sea were made relative to the judge's decision:

Under common law, the obligation of providing a decent burial for body of deceased person was imposed upon the person under whose roof the death took place.

A death at sea eliminates the usual method of burial, and in such case the master of the ship has an absolute discretion concerning proper disposition of the corpse, the custom of burial at sea having long been sanctioned by usage.

A person who books passage on an oceangoing steamer impliedly acquiesces to be bound by custom of the sea and consents to burial therein in the event of death during the voyage.

The judge said:

It would seem that there is no affirmative duty on the ship's master to embalm the body of a passenger dying aboard ship, in the absence of a special contract. In fact, he is under a duty not to embalm such a body under pain of possible suit for mutilation or unauthorized interference with the body of deceased. *Darey*

v. Presbyterian Hospital, 202 N. Y. 259, 95 N. E. 695, Ann. Cas. 1912D, 1238.

WHO TO NOTIFY

- In a domestic port the master should notify the local police, the agent or owner, Coast Guard, and the coroner.

- In a foreign port, notify local police, agent or owner, and United States Consul or merchant marine detail officer.

- In all cases the agent or representative of the ship should be contacted promptly. He will be able to appraise the master of specific details and any unusual port regulations.

The master is required to—

- Make suitable entries in the official logbook, which shall include—
- Every case of death happening on board, with the cause thereof.

- The wages due to any seaman or apprentice who dies during the voyage, and the gross amount of all deductions to be made therefrom.

- The sale of effects of any seaman or apprentice who dies during the voyage, including a statement of each article sold, and the sum received for it.

- Submit Form CG 2692, Report of Marine Casualty or Accident, to the Officer in Charge, Marine Inspection, in whose district the death occurred, or in whose district the vessel first arrived after such death.

- Submit Form CG 1517, Account of Wages and Effects of Deceased or Deserting Seamen, for distribution to the district court, shipping commissioner, and Coast Guard Headquarters.

The master is held directly accountable under Revised Statutes 4540, 46 U. S. C. 623, for the money, wages, and effects of any deceased seaman to the district court in whose jurisdiction such port or destination is situate. This statute spells out the penalties and liabilities the master may incur for failure to account for the seaman's possessions and wages.

The use of Coast Guard Form 1517, as described, will assist the master in providing a detailed inventory for the district court and others concerned.

The master is empowered under Revised Statutes 4538, 46 U. S. C. 621, if he thinks fit to cause all or any of such clothes and effects left on board from a deceased seaman to be sold by auction. If this is done, the master shall sign an entry in the official logbook and cause it to be attested by the mate and one of the crew containing the following particulars: First, a statement of the amount of money so left by the deceased. Second, in case of a sale, a description of each article sold and the sum received for each. Third, statement of the sum due to deceased as wages, and the total amount of deductions, if any, to be made therefrom.

46 U. S. C. 622 explains how the effects and money due a seaman shall be disposed of both in the continental United States and in foreign ports. A consular officer has the option of taking the effects and money due a seaman, giving the master a receipt, or he can require the master to deliver these effects and money at a United States port.



PERSISTENCE PAYS OFF

ANOTHER quality which good supervisors must possess is that of persistence. No matter how often their efforts may meet rebuff and rejection, they must never allow themselves to become discouraged and to give up. Determination is a vital attribute of leadership. For example—

The ship casualty columns in the newspapers carried an item the other day to the effect that a British vessel with a cargo of soya beans from Louisiana to Japan awoke one Sunday morning in mid-Pacific to the fact that the Second Officer was missing. He had last been seen some 3½ hours previously. The ship was put about and 9 hours after he had fallen overboard, the officer was recovered.

On an eastbound ship from the West Coast for New York, the Master was informed about 2 o'clock one morning while the ship was off the Florida coast, that one of his lady passengers was missing. She had last been seen by her roommate about midnight, in a gloomy frame of mind, consequent to being disappointed in love. The ship was searched and when the missing passenger could not be found, was put on the reverse course. At 5 o'clock in the morning, the lady was found floating on the surface of the ocean—sound asleep.

She said that soon after she first jumped in the water, she was very sorry to see the ship's lights fading in the distance and greatly repented her previous determination to end her life. She swam for awhile and then discovered that she floated without swimming so she took it easy and tried to count the stars. This, with the gentle motion of the water, soon made her drowsy and she fell asleep. As easy as that.

A British grain ship bound from the Argentine for the U. S. was meeting bad weather in the South Atlantic off the coast of Brazil. About 2 o'clock one morning the Master sent a messenger aft to the radio office with a dispatch to be sent. The white-faced messenger came running back with the news that the radio shack was gone—with the radio operator.

Thinking back, it was recalled that a particularly heavy sea had boarded the ship about 8 p. m.—so the vessel was put about and her course retraced. At 9 a. m. the radio shack was found afloat with the radio operator sitting on the roof, 13 hours after he had gone into the water. When brought on board, he said that he had



been listening on his set when suddenly the lights went out and after being thrown around a bit, he found himself swimming and decided the ship had sunk. In the darkness he encountered what he thought was a ship's raft and climbed on board it. It was his shack.

In another case, a pumpman on a tanker who thought he was teased too much by his shipmates, donned a lifebelt and jumped overboard during the night in the open ocean near the Cape of Good Hope. He was picked up unharmed by another ship over 20 hours later.

In a similar case in the Straits of Gibraltar, the jumper put on his lifebelt expecting to swim ashore. But the currents in the Straits were too much for him and about 50 hours later, he was picked up by another passing craft just about where he went into the water.

The lessons of these true adventures are obvious. Never curtail a sea search until all possibilities have been exhausted. The age of miracles will never pass. It is not impossible to find a needle in a haystack. **PERSISTENCE PAYS OFF!**

United States P. & I. Agency



more on ANDREA DORIA

(Continued from page 4)

miral E. L. Cochrane, USN (Rtd.) who was a member of the special expert committee. Rear Admiral H. C. Shepherd, USCG (Rtd.), another member of the special expert committee, is also serving.

In the formation of this committee, nominations were solicited from the Shipbuilders' Council, the American Merchant Marine Institute, the Pacific American Steamship Association, and the American Bureau of Shipping as well as from the other government agencies concerned. In addition to such nominees, a number of other leading people who have been closely associated with this subject were asked to serve on the committee. It is an exceptionally able committee and eminently representative of ship operators, shipbuilders, naval architects and the responsible regulatory agencies.

The Coast Guard is confident that this committee, as far as is humanly possible, will develop concrete proposals of a thoroughly practicable nature which can be advanced at a new International Safety at Sea Conference and which, if adopted, will increase the standard of safety at sea.



nautical queries

Q. State how you could find compass error and course to steer in the daytime in the manner described in the instructions provided on an approved lifeboat compass, without chronometer or tables.

A. To find compass error using the sun, moon, or cloud while near the horizon. Suppose the sun is rising and the compass is mounted in place. Head the boat west by compass and you decide the sun is bearing 070° by the compass. Head the boat east by the compass and suppose the sun bears 100° . These added together make 170° and when halved makes 85° which is the correct bearing of the sun at that moment. Now suppose you want to steer S. W. Head the boat 225° by compass and take another bearing of the sun. It now bears 65° , it should bear 85° , therefore the compass card is turned 20° too far to the right giving a 20° error, thus you should steer 20° to the left to offset it or 205° by compass to make 225° , the direction you want. If it is desired to remove this error, proceed as outlined in manufacturer's instructions.

Q. (a) What repairs may be made to life preservers?

(b) What procedure should be followed when life preservers are to be sent ashore for laundering?

A. (a) Only emergency repairs may be made to life preservers. All other repairs must be examined and approved by Coast Guard Marine Inspection.

(b) Coast Guard Marine Inspection should be informed if life preservers are to be laundered in order that they may be examined subsequent to such cleaning to assure that they are in proper condition. Companies that perform such cleaning are required to be approved by the Coast Guard.

Q. (a) How long should a self-igniting water light burn after removal of the closing device or plug and after reaching the water?

(b) What chemicals are used in a self-igniting water light?

A. (a) 45 minutes.

(b) Calcium carbide and calcium phosphide.

Q. How can the air tanks of a lifeboat be tested for tightness without removing them from their position in the lifeboat and without the use of an air pump?

A. If the air in the tanks is allowed to become heated above the temperature when the tank was sealed, an excess of pressure above atmospheric will build up in the absence of any leaks. This excess of pressure will be evidenced by an exhaust from the test nipple when the cap is removed.

HURRICANE MANEUVERING

A difficult problem encountered in maneuvering a vessel in the vicinity of a tropical revolving storm is estimating the distance from your vessel to the center of the storm. Among the methods employed to make such estimates are those based on the height of the barometer, the rate of change of atmospheric pressure, wind velocity, and direction of greatest cloud density. A description of these methods and their limitations can be found in texts dealing with meteorology, seamanship, and navigation.

The maneuvering board can be used to provide an additional method by using bearings of the storm center based on Buys Ballot's Law. That such bearings have a limited accuracy is obvious.

For this problem, we know that the storm is moving Northeast (045°). Our vessel is on a course of Northwest (315°) at a speed of 10 knots. The following three bearings of the storm center are determined at 3-hour intervals with times as noted:

Bearing 1	South (180°)	at 0000.
Bearing 2	160°	at 0300.
Bearing 3	143.5°	at 0600.

How would you solve this problem to obtain the speed at which the storm was moving, and its distance from the vessel at 0000, 0300, and 0600?

A solution to this problem will appear in next month's issue.

Q. What is the minimum amount of buoyancy that an adult life preserver will afford?

A. $16\frac{1}{2}$ pounds.

Q. What color must life preservers be dyed when they have been made in accordance with current specifications?

A. Indian Orange.

Q. Explain whether a high or a moderate vacuum should be maintained while warming up main turbine.

A. A moderate vacuum should be maintained while warming up as a high vacuum would extend through the after stages of the turbine and defeat the efforts to preheat or warm up the rotor and blading by reducing the temperature of the small volume of steam in use.

Q. The dip of the sea horizon in minutes of arc is approximately equal to the square root of the observer's height of eye in feet above sea level. Without referring to any table and basing your answer on the foregoing statement, give the approximate correction for height of eye for an observer whose eye level is:

(a) 49 feet above sea level.

(b) 25 feet above sea level.

A. (a) $(-)$ $7'$ (minutes of arc)

(b) $(-)$ $5'$ (minutes of arc)

Q. It is a generally accepted fact that the moon revolves in an orbit about the earth, the earth and the planets revolve about the sun, and the stars lie outside the solar system. With the foregoing information in mind, state which of the bodies listed below would have largest maximum correction for parallax, which next, etc.: SUN, VENUS, MOON AND STARS.

A. MOON, VENUS, SUN, AND STARS.

Q. (a) If the true altitude of a celestial body is $88^\circ 02'$, what is the radius of the circle of equal altitude upon which the observer is situated?

(b) If the body has a declination of $22^\circ 27'$ South and a GHA of $210^\circ 37'$ where would you place the center of the circle of equal altitudes on the chart?

A. (a) $1^\circ 58'$ or 118 miles.

(b) The center of the circle of equal altitudes would be placed at Latitude $22^\circ 27'$ South, and Longitude $149^\circ 23'$ East.

lunar day is 24 hours 50 minutes.

Q. Name the planets used in navigation.

A. Venus, Mars, Jupiter, and Saturn.

AMERICAN PASSENGER SHIPS LISTED

At the end of October 1957 there were 41 American-flag passenger ships over 500 gross tons operating on international trade routes exclusive of Military Sea Transportation Service vessels. An alphabetical list of these ships follows:

Name	O. N.	G. T.	Owner
African Endeavor.....	239616	7,922	Farrell Lines, Inc.
African Enterprise.....	240124	7,922	Farrell Lines, Inc.
Alcoa Cavalier.....	250909	8,481	Alcoa SS. Co., Inc.
Alcoa Clipper.....	251176	8,481	Alcoa SS. Co., Inc.
Alcoa Consul.....	251177	8,481	Alcoa SS. Co., Inc.
America.....	239738	26,314	U. S. Lines Co.
Anson.....	238556	9,978	Panama Canal Co.
Argentina.....	229044	20,707	USA rep. by Maritime Admins.
Brazil.....	227083	20,083	USA rep. by Maritime Admins.
Constitution.....	262027	23,719	American Export Lines, Inc.
Cristobal.....	238789	9,978	Panama Canal Co.
Del Mar.....	251452	10,073	Mississippi Shipping Co.
Del Norte.....	250953	10,073	Mississippi Shipping Co.
Del Sud.....	251453	10,073	Mississippi Shipping Co.
Excalibur.....	256463	9,644	American Export Lines, Inc.
Exeambian.....	256835	9,644	American Export Lines, Inc.
Exeter.....	256750	9,644	American Export Lines, Inc.
Exochorda.....	256007	9,644	American Export Lines, Inc.
Independence.....	261147	23,719	American Export Lines, Inc.
Lefani.....	257200	19,298	Textron, Inc.
Lurline.....	231979	18,564	Matson Nav. Co.
Mariposa.....	265137	14,813	The Oceanic SS. Co.
Matsonia.....	231480	18,655	Matson Nav. Co.
Monterey.....	264687	14,799	The Oceanic SS. Co.
President Cleveland.....	254296	15,437	American President Lines
President Hoover.....	238343	10,603	American President Lines
President Monroe.....	240216	9,255	American President Lines
President Polk.....	241063	9,260	American President Lines
President Wilson.....	255039	15,437	American President Lines
Santa Barbara.....	249411	8,357	Grace Line, Inc.
Santa Cecilia.....	249412	8,357	Grace Line, Inc.
Santa Clara.....	251184	8,610	Grace Line, Inc.
Santa Isabel.....	249413	8,357	Grace Line, Inc.
Santa Luisa.....	240414	8,357	Grace Line, Inc.
Santa Margarita.....	249415	8,357	Grace Line, Inc.
Santa Maria.....	249416	8,357	Grace Line, Inc.
Santa Monica.....	250787	8,610	Grace Line, Inc.
Santa Paula.....	232005	9,237	Grace Line, Inc.
Santa Rosa.....	231932	9,237	Grace Line, Inc.
Santa Sofia.....	251393	8,610	Grace Line, Inc.
United States.....	263034	53,329	United States Line, Inc.

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 46—SHIPPING

Chapter 1—Coast Guard, Department of the Treasury

[CGFR 57-45]

Subchapter C—Uninspected Vessels

PART 25—REQUIREMENTS

Subchapter 1—Cargo and Miscellaneous Vessels

PART 96—VESSEL CONTROL AND MISCELLANEOUS SYSTEMS AND EQUIPMENT

ALL AROUND WHITE LIGHT AFT OR TWELVE-POINT STERN LIGHT CARRIED ON MOTORBOATS; INTERPRETATION

The Coast Guard has received many inquiries from the motorboating public and the small boat industry concerning the location, with reference to the centerline of the boat, of the all around white light aft or the white, 12-point stern light required to be carried at nighttime by motorboats. The Coast Guard has reviewed the subject and has held discussions with representatives of various boating groups, and finds that clarification and interpretation of the applicable laws, rules, and regulations on this point are necessary.

The rules and regulations governing navigation lights for small craft are to be found in the International Rules, the Inland Rules, the Western Rivers Rules, and the Great Lakes Rules, which are further supplemented by regulatory Pilot Rules. However, these rules are modified by certain provisions in the act of April 25, 1940, as amended (46 U. S. C. 526a-526d), and certain regulatory rules incorporated in Parts 25 and 96 of Title 46 of the Code of Federal Regulations. Section 3 of the act of April 25, 1940, as amended (46 U. S. C. 526b), requires every motorboat in all weathers from sunset to sunrise shall carry and exhibit the lights specified in this act for such motorboat or the lights required by the International Rules. The International Rules require in the forward part of the boat where it can best be seen a 20-point

white light arranged to show from right ahead to 2 points abaft the beam on each side and at the stern and as nearly as practicable at the same level as the side lights a 12-point white light arranged to show 6 points from right aft on each side of the boat. Section 3 of the act of April 25, 1940, as amended, requires motorboats of classes A and 1 to have a bright white light aft to show all around the horizon, and for motorboats of classes 2 and 3 to have a white 20-point light forward, as near the stem as practicable arranged to show from right ahead to 2 points abaft the beam on each side, and a bright white light aft to show all around the horizon higher than the white light forward. The purpose for navigation lights is twofold: first, means of identification, and secondly, when the lights form a range the other vessel may determine courses and prevent collisions.

It is readily apparent that on 6 points from right aft on each side of the boat only a white light can be seen on any motorboat, and is construed as being primarily for identification. However, on the all around white light aft, when used, the 20 points forward of the 12-point stern sector serve an additional purpose on certain classes of motorboats. Each of the Pilot Rules referred to in the preceding paragraph are clear on the point that where two lights are required from right ahead to 2 points abaft the beam on either side their purpose is to form a range over the keel or centerline of the vessel. It is construed that where for reasons of size a vessel is required to carry only one white light it is not intended to form a range with any other light and is primarily for purposes of identification. In view of the wording of the various Pilot Rules, it is construed that white lights on motorboats should be placed on the centerline, whether they serve as identification only or as a range. However, it is recognized that on certain small motorboats, difficulty may be experienced in locating an after light on the centerline, as indicated in the recommended practices for the location of lights promulgated by the American Boat and Yacht Council, Inc. Accordingly, it is construed further that, on motorboats of classes A and 1, as an after white light serves primarily for the purpose of identification, and in view of the small size of the boats involved, the after white light may be carried off the centerline.

Because the amendments in this document are interpretations, it is hereby found that compliance with the Administrative Procedure Act respecting notice of proposed rule making, public rule making procedures

thereon, and effective date requirements thereof is unnecessary.

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

SUBPART 25.05—NAVIGATION LIGHTS AND SHAPES

1. Section 25.05-5 is amended by adding a new paragraph (b), reading as follows:

§ 25.05-5 *Motorboats operating on the high seas.* * * *

(b) Interpretative ruling: The 12-point white stern light shall be carried on the centerline of every motorboat of class A, 1, 2, or 3, except that on a motorboat of class A or 1 this light may be carried off the centerline.

2. Section 25.05-10 is amended by adding a new paragraph (g), reading as follows:

§ 25.05-10 *Motorboats operating on the navigable waters of the United States.* * * *

(g) Interpretative ruling: Every white light prescribed by this section shall be carried on the centerline of the motorboat, except that the all around white light aft on a motorboat of class A or 1 may be carried off the centerline.

(R. S. 4405, as amended, 4462, as amended, sec. 17, 54 Stat. 166, as amended; 46 U. S. C. 375, 416, 526p)

SUBPART 96.17—NAVIGATION LIGHTS AND SHAPES

1. Section 96.17-5 is amended by adding a new paragraph (b) reading as follows:

§ 96.17-5 *Motorboats operating on the high seas.* * * *

(b) Interpretative ruling: The 12-point white stern light shall be carried on the centerline of every motorboat of class A, 1, 2, or 3, except that on a motorboat of class A or 1 this light may be carried off the centerline.

2. Section 96.17-10 is amended by adding a new paragraph (g), reading as follows:

§ 96.17-10 *Motorboats operating on the navigable waters of the United States.* * * *

(g) Interpretative ruling: Every white light prescribed by this section shall be carried on the centerline of the motorboat, except that the all around white light aft on a motor-

boat of class A or 1 may be carried off the centerline.

(R. S. 4405, as amended, 4462, as amended; 46 U. S. C. 375, 416. Interpret or apply R. S. 4417, 4418, 4426, as amended, secs. 1, 2, 49 Stat. 1544, sec. 17, 54 Stat. 166, as amended, sec. 3, 68 Stat. 675; 46 U. S. C. 391, 392, 404, 367, 526p, 50 U. S. C. 198; E. O. 10402, 17 F. R. 9917, 3 CFR, 1952 Supp.)

Dated: October 22, 1957.

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

[F. R. Doc. 57-9033; Filed, Oct. 31, 1957;
8:46 a. m.]

United States Coast Guard

[CGFR 57-47]

ACCEPTANCE OF CERTIFICATES AND/OR
REGISTERS ISSUED BY INTERNATIONAL
CARGO GEAR BUREAU, INC.

By virtue of the authority vested in me as Commandant, United States Coast Guard, by Treasury Department Orders 120, dated July 31, 1950 (15 F. R. 6521), 167-14, dated November 26, 1954 (19 F. R. 8026), 167-20, dated June 18, 1956 (21 F. R. 4894), and CGFR 56-28, dated July 24, 1956 (21 F. R. 5659), and the applicable inspection laws administered in conjunction with R. S. 4405, as amended, and 4462, as amended (46 U. S. C. 375, 416), and the regulations in 46 CFR 71.25-25 (a) (5) and 91.25-25 (a) (3): It is ordered, That:

(1) The valid current certificates and/or registers issued by the International Cargo Gear Bureau, Inc., with home office at 52 Broadway, New York 4, New York, attesting to the tests and surveys of shipboard cargo gear on a passenger, cargo, or miscellaneous vessel conducted by or for such Bureau, may be accepted as prima facie evidence of the condition and suitability of such gear by the Coast Guard when performing an inspection of a vessel as further described in 46 CFR 71.25-25 or 91.25-25: *Provided*, That:

(a) Such certificates and/or registers shall be maintained currently and shall indicate that the described shipboard cargo gear for the particular vessel described therein complies with the standards respecting shipboard cargo gear as set forth in the Convention Concerning the Protection Against Accidents of Workers Employed in Loading or Unloading Ships (Revised) (International Labor Organization Convention No. 32); and,

(b) The dates when such tests or surveys were conducted, together with the signatures or initials of the competent persons performing them shall be recorded therein.

(2) This approval and permission to accept valid current certificates and/or registers of the International Cargo Gear Bureau, Inc., shall become effective on the date of publication of this document in the **FEDERAL REGISTER** and shall be in effect until suspended or canceled by proper authority.

Dated: November 19, 1957.

[SEAL] J. A. HIRSHFIELD,
Rear Admiral, U. S. Coast Guard,
Acting Commandant.

[F. R. Doc. 57-9681; Filed, Nov. 21, 1957;
8:49 a. m.]

EQUIPMENT APPROVED BY THE COMMANDANT

[EDITOR'S NOTE.—Due to space limitations, it is not possible to publish the documents regarding approvals and terminations of approvals of equipment published in the Federal Register dated November 1, 1957 (CGFR 57-46). Copies of these documents may be obtained from the Superintendent of Documents, Washington 25, D. C.]

AFFIDAVITS

The following affidavits were accepted during the period from 15 October 1957 to 15 November 1957:

Keystone Valve Corporation,¹ 5325 Kirby Drive, Houston 5, Tex., VALVES.

Flynn Brothers, 18th St. & Park Ave., Weekawken, N. J., PIPE FLANGES.

The Johnston-March Corporation, 1724 Chestnut St., Philadelphia 3, Pa., PIPE FITTINGS.

The Imperial Brass Mfg. Co., 6300 West Howard St., Chicago 31, Ill., VALVES & PIPE FITTINGS.

Southern Pipe & Supply Co. (Trade name is BULLDOG), 3330 Evergreen Ave., Jacksonville 6, Fla., PIPE FLANGES.

Carco Industries, Inc., 7341 Tulip St., Philadelphia 35, Pa., PIPE FLANGES.

Charles E. Manning Co.,² 47 Clairton Boulevard, Pittsburgh 36, Pa., PIPE FITTINGS.

¹ Synthetic rubber-lined Butterfly valves limited to Class II piping and a maximum temperature of 200° F. and to the piping systems specified in Commandant (MMT) letter of 5 November 1957.

² Couplings for marine service will be limited to Class II piping and for a maximum temperature of 200° F. when fitted with rubber gaskets.

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 Motorboat Safety. 1957.
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. 7-1-57
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. 5-1-57
184	Pilot Rules for the Western Rivers. 7-1-57
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 Certifying 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. 4-1-57
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. 9-3-57
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. 7-1-57
293	Miscellaneous Electrical Equipment List. 2-1-57
320	Rules and Regulations for Artificial Islands and Fixed Structures on the Outer Continental Shelf. 1-2-57

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 November 1957

The following have been modified by Federal Registers:
CG 190, CG 257 and CG 258 Federal Register November 1, 1957.

Safety Winners



Chalking up a record of more than 570,000 man-hours of work without a lost-time accident, the Sun Oil Company's MV Dynafuel became the first oceangoing vessel to receive the American Petroleum Institute's 500,000 Hour Accident Prevention Award. With the winning crew members forming a backdrop, Frank R. Markley, vice president, transportation, Sun Oil Company, is shown presenting the award to, left to right, Charles L. Boyle, Manager Marine Department; Captain Karsten Pedersen of the Dynafuel; and Thomas Miller, Chief Engineer of the winning vessel.