PROCEEDINGS

OF THE MERCHANT MARINE COUNCIL

UNITED STATES COAST GUARD

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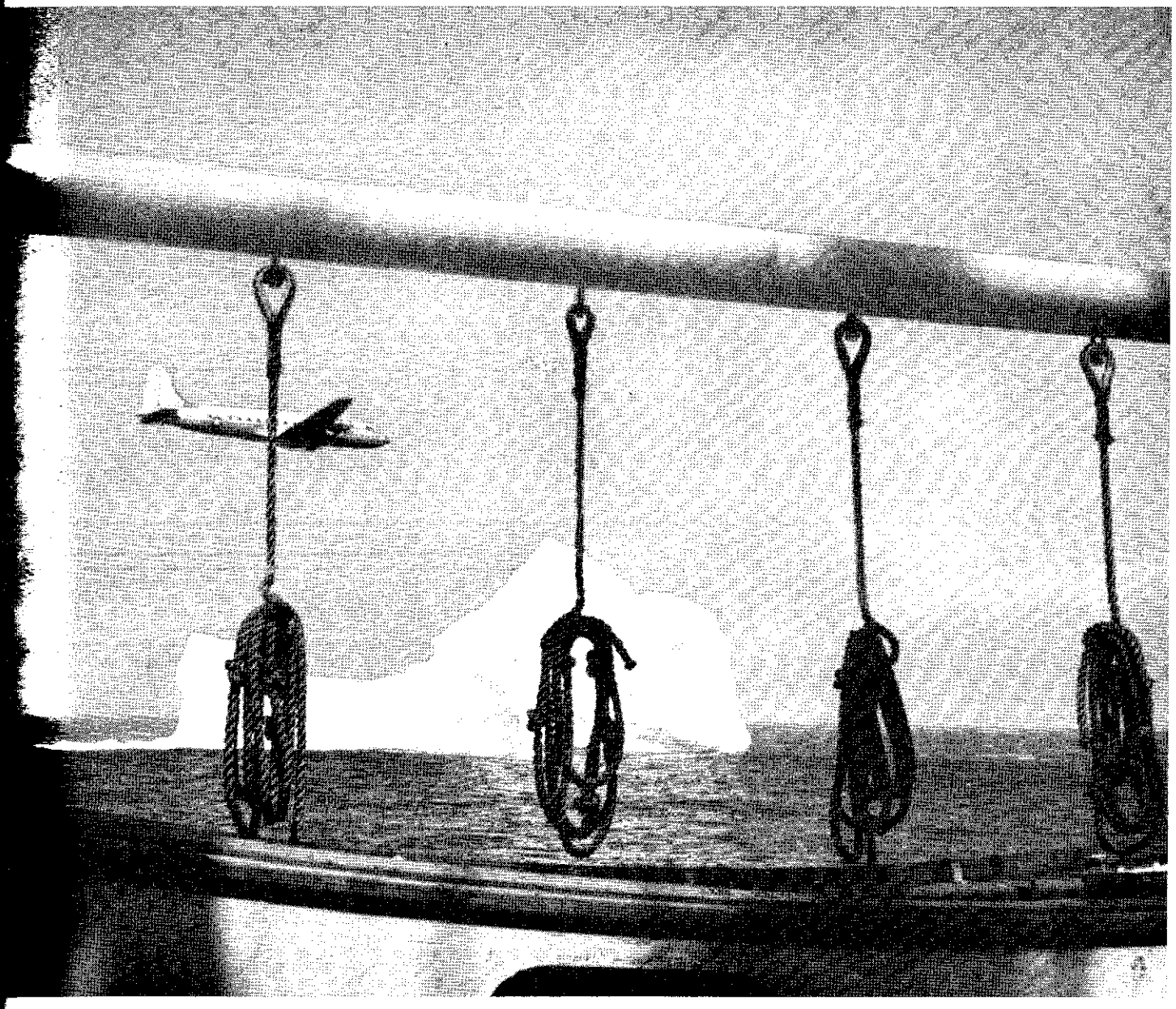

PROCEEDINGS

OF THE

MERCHANT MARINE COUNCIL

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T. A. DeNardo, *Publication Manager*

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FRONT COVER

Ice off Newfoundland. A Coast Guard Ice Patrol plane circles a large iceberg drifting in the Grand Banks.

BACK COVER

As the sun sets over the James River, lights blaze on the SS *Hawaii*, berthed at Newport News Shipbuilding & Dry Dock Co.

NOTICES:

The feature "Nautical Queries" will be resumed after all items in the Rules of the Road Exercise have been printed.

THIS COPY FOR NOT LESS THAN 20 READERS—PASS IT ALONG

NEW TUGBOAT

THE MV James L. Hamilton shown on her trial run. The 3,200-horsepower towboat is owned by the Island Creek Fuel & Transportation Co. and was built by Hillman Barge & Construction Co. The vessel will operate on the Ohio and Mississippi Rivers. Approximately 150 feet long, and with an 8-foot draft, the vessel is capable of moving 20 loaded coal barges under all river stages.

DIST. (SDL NO. 76)

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FIREFIGHTING ABOARD TANKERS

Courtesy California Shipping Co.

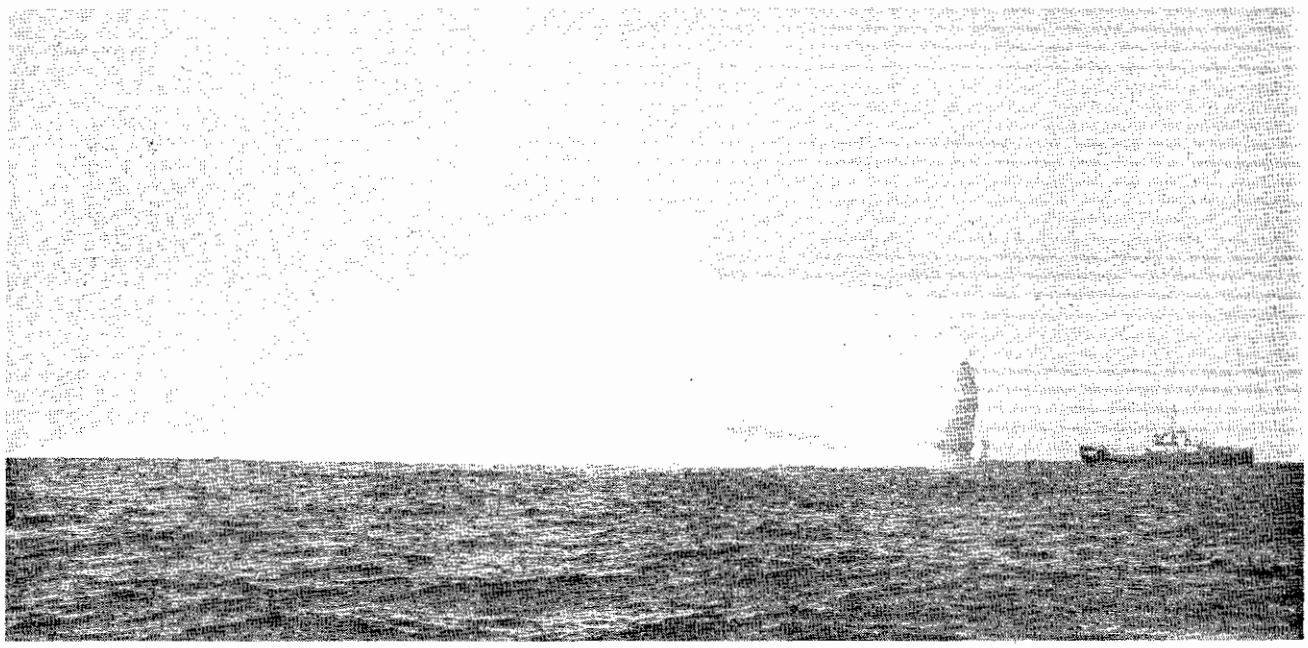
ADMIRAL EDWIN J. ROLAND, Commandant of the Coast Guard is shown receiving the Bronze Plaque Award for the Coast Guard film "Firefighting Aboard Tankers." Top award winners in the 1962 safety film contest, conducted by the National Committee on Films for Safety, were honored during the recent National Safety Council Congress at Chicago.

Shown presenting the award is Mr. Henry G. Lamb, Technical Director of the American Standards Association.

A new firefighting film, produced by the Coast Guard in cooperation with the tanker industry, depicts in concise, readily understandable scenes the proper and practical methods of both preventing and combating fires on tank ships. This 16 mm color-sound film (28 minutes duration) was made possible by a number of oil tanker companies who donated the use of their ships, facilities and personnel.

The film is available commercially and many tanker companies in America are using this film, with their foreign country affiliates also being provided with prints.

The Merchant Marine Academy at Kings Point is contemplating the use of the film in its regular courses to supplement the film "Merchant Marine Safety" which depicts inspection activities of the Coast Guard aboard merchant vessels, and which the Academy now utilizes as a portion of its standard course of instruction.



INTERNATIONAL ICE PATROL, 1963

THE U.S. COAST GUARD will commence International Ice Patrol services to shipping for the 1963 ice season in late February or early March, depending upon ice conditions.

The primary objective of International Ice Patrol is to provide timely information and warning to shipping of the extent of the southeastern, southern, and southwestern limits of the regions of icebergs and sea ice in the vicinity of the Grand Banks.

To accomplish this objective, International Ice Patrol maintains facilities during the ice season at Argentia for—

a. Collection of ice, weather, and sea temperature reports from shipping and aircraft transversing the Grand Banks area.

b. Operation of aircraft from Argentia for ice reconnaissance.

c. Operation of an oceanographic vessel for the collection of sea temperature, salinity, current, and weather data.

d. Operation of surface patrol craft when required.

e. Evaluation of all data collected, together with weather forecasts from naval facilities and ice information from Canadian sources.

f. Disseminations of evaluated ice information by means of U.S. Coast Guard Radio Argentia (NIK) and by further dissemination via Naval Radio, Washington (NSS) and Radio Halifax (CFH).

IMPORTANCE OF ICE, VISIBILITY, SEA TEMPERATURE, AND WEATHER REPORTS FROM SHIPPING

a. Each ice broadcast by NIK will contain a request for all ships to report any ice sighted, and when in the area between latitudes 39° N. and 49° N. and longitudes 42° W. and 60° W. to report every 4 hours ship's position, course, speed, visibility, sea temperature, and weather conditions. *These reports by shipping are of the utmost importance.* During periods of low visibility or low ceilings when aerial ice observation is rendered ineffective, ice reports by shipping are invaluable in aiding Ice Patrol to relocate drifting ice and to keep the position of that ice, as reported in the ice broadcasts, up to date. Visibility reports are of considerable value in planning ice observations flights. Visibility reports are also useful in determining when special warnings on ice conditions should be broadcast. Sea temperatures reported to the Ice Patrol are used to construct isotherm charts employed in estimating ice-melting rates and in detecting shifts in the branches of the Labrador Current. Wind data are useful in estimating set and drift of ice, and in forecasting weather for the purpose of planning ice observation flights.

b. In reporting ice to NIK, it is important that certain information be furnished in order that the report be evaluated correctly, especially from the standpoint of ruling out occasional erroneous reports and obviating unnecessary searches and warnings to shipping. The information desired is (1) the type of ice sighted, i.e., berg, growler, or sea ice (NOTE.—If a radar target is reported which is believed to be ice but is not actually sighted visually, it should be reported as a radar target, NOT as berg, growler or sea ice); (2) the position of the ice (not the position of the reporting ship); (3) the sea temperature at point of closest approach to the ice; and (4) weather and visibility conditions.

c. In view of the heavy reliance placed by Commander, International Ice Patrol, on reports of ice, visibility, sea temperature, and weather from shipping, all shipmasters are strongly urged to make these reports. It is realized that ships with but one radio operator may find it impracticable to report every 4 hours as requested. It is therefore suggested that these ships prepare 4-hourly reports, but delay transmitting them until the radio operator comes on watch. A late report is much better than no report.

COMMUNICATIONS

a. Twice-Daily Ice Broadcasts

Ice broadcasts will be made twice daily, at 0048 and 1248 GMT, by U.S. Coast Guard Radio Argentia (NIK) on 155, 5320, and 8502 kc/s. Each broadcast will be preceded by the general call CQ on 500 kc/s, with instructions to shift to receive on 155, 5320, or 8502 kc/s. After shifting to these frequencies, NIK will transmit test

ICE OBSERVER at the window of a Coast Guard airplane conducting a search pattern over the Grand Banks. The observer is specially trained to determine the size, direction of travel, and speed of the bergs.

signal and the International Ice Patrol radio call sign NIK for about 2 minutes to facilitate tuning. The ice broadcast will follow immediately at 15 words per minute and then be repeated at 25 words per minute. Prescribed radio silent periods will be observed.

b. Special Broadcasts

When deemed advisable, special ice broadcasts may be made in addition to those regularly scheduled. Such special ice broadcasts will be preceded by the International safety signal TTT.

c. Facsimile Broadcasts

Ice conditions will be transmitted daily by facsimile at 1330Z on 5320 and 8502 kc/s at a drum speed of 60 rpm. All ships receiving these transmissions are requested to mail the facsimile chart copies, with notations of date received and ship's position, to the Commander, International Ice Patrol, Navy 103, FPO, New York, N.Y., for evaluation of effectiveness.

d. NIK-Ship Communications

Duplex operation will be used between NIK and merchant ships for general radio communications such as requests for special information, reports made by merchant ships of ice sighted, sea temperatures, visibility and weather conditions.

e. Calling-Working

Merchant ships may call NIK on 500 kc/s and 8 mc/s maritime calling band at any time; also on 12 mc/s band during daylight hours and 6 mc/s band during nighttime hours. Ships work 425, 448, 454, 468, or 480 kc/s, or their assigned HF working frequency. NIK will work 427 kc/s, 8734 kc/s, 6477.5 kc/s, or 12,718.5 kc/s. The surface patrol vessel, radio call sign NIDK, when on station, will relay between NIK and ships when necessary. There is no charge for these services.

f. Broadcasts by Other Stations

Throughout the ice season, U.S. Navy Radio Washington (NSS) and Halifax (CFH) will broadcast twice daily ice reports as furnished by Commander, International Ice Patrol, at 0430 and 1630 GMT, and 0200 and 1400 GMT, respectively.

Further notice will be given as to the exact date when the ice broadcasts and operations of the International Ice Patrol will commence.

Until the inauguration of International Ice Patrol services, all reports of ice sightings should be addressed to the U.S. Naval Oceanographic Office, Washington, D.C., and thereafter to Commander, International Ice Patrol (NIK).

GULF OF ST. LAWRENCE INFORMATION

Aerial ice reconnaissance and dissemination of ice information is also performed for shipping by the Canadian Department of Transport. Ships may obtain ice information about this area by contacting Ice Information Officer, North Sidney Radio (VCO). This organization, during the period from mid-December 1962 to 30 June 1963, will operate mainly in the Gulf of St. Lawrence and approaches, and the coastal waters of Newfoundland to the entrance of Hudson Bay. Details of these services are available in the publication "Guidance to Merchant Ships Navigating in the Gulf of St. Lawrence," published annually by the Marine Operations Branch, Department of Transport, Canada.

MERCHANT VESSEL POSITION REPORTS

In accordance with the provisions of the Atlantic Merchant Vessel Reporting Program (AMVERS), U.S. Coast Guard Radio Argentia (NIK or NJN) will accept Merchant Vessel Position Reports for relay to U.S. Coast Guard, New York. These reports should be separate from the ice and sea temperature reports addressed to Commander, International Ice Patrol.

SEARCH AND RESCUE

International Ice Patrol has a search-and-rescue responsibility, and assigned aircraft and vessels will render assistance to persons and property within the limits of operation when required.

WARNING

Carefully conducted tests by International Ice Patrol during the 1959 season showed that radar cannot provide positive assurance for iceberg detection. An iceberg is only one-sixtieth as good a radar reflector as a comparable sized ship. Sea water is a better reflector than ice. This means that unless a berg or growler is observed on radar outside the area of sea "return" or "clutter" on the scope, it will not be detected by the radar. Furthermore, the average maximum range of radar detection of a dangerous size growler is 4 miles.

Radar is a valuable aid but its use cannot replace the traditional caution exercised in a passage across the Grand Banks during the ice season.

ADDITIONAL NOTES

This year marks the 49th anniversary of the International Ice Patrol; however, it is the 50th anniversary of the "Ice Patrol" which was commenced by the Coast Guard during the previous season.

Aerial Ice Reconnaissance this year will be conducted by the new SC–130 Hercules aircraft which have replaced the R5D Skymasters on this duty.

The Ice Patrol Commander for the 1963 season is Capt. J. F. Richey, USCG, with headquarters at the U.S. Naval Station in Argentia, Newfoundland.

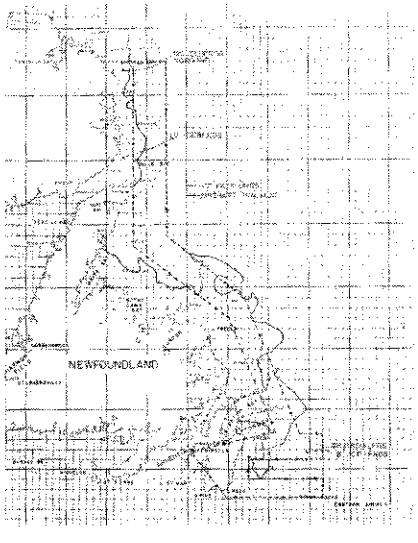


CHART SHOWING a 1,360-mile flight made during the last ice season. The flight took over 8 hours, with more than 140 bergs and 1,500 growlers observed.

OIL POLLUTION PREVENTION

THIS ARTICLE is being published to further publicize the oil pollution control regulations which were adopted and made effective for U.S. ships in December 1961. The new regulations will help to eliminate certain oil pollutions of the oceans and along the coasts of the world. Oil pollution has increased with the greater worldwide use of oil fuel for power and heat purposes, and the problem has, with the implementation of these regulations, assumed a new dimension for those in charge of the transportation of oil. Officers of ships are more affected by the regulations than anyone else and the responsibilities placed upon them should be clearly understood by all concerned.

Natural seepage of oil from submarine sources continues to account for some pollutions of the oceans in certain areas. However, the most significant cause of all pollution is from the discharge of oil by vessels. The continued growth in the importance of petroleum, both to peacetime economy and wartime potential of nations, has made oil and oil products a principal factor in international trade. Many nations are dependent for oil from outside sources. This has forced the expansion of transportation facilities and the size of the vessels to ever-increasing carrying capacities. Heavy pollution, affecting many miles of coastline, has resulted from careless handling of ship fuels, oil cargoes, and numerous ship losses during the past 25 years. These pollutions have taken place in all oceans, and the residues have remained a cause of economic loss and discomfort.

Pollution of most shorelines is seldom a continuous condition, but varies according to weather and tide combinations and may be roughly divided in effect as follows:

(1) Temporary destruction of beach or recreation areas.

(2) Injury and destruction of sea birds.

(3) Fouling of small craft, fishing gear, docks, and pier installations.

(4) Damage to fish and shellfish.

(5) Fire risk in confined harbor areas.

In addition to the permanent sources of seepage from deep positions and old wrecks, the continued increase in serious pollution has led to an investigation and critical listing of the sources of discharge resulting from vessel operation.

1. Tanker operation:

(a) Tank washings, sludge, and oil contaminated ballast water from cargo tanks.

The following material is contained on the reverse side of the latest revision of the U.S. Naval Oceanographic pilot charts for the North Pacific and the North Atlantic Oceans (H.O. 1400 and 1401).—*Ed.*

(b) Leakage from cargo tanks or pump rooms and discharge from cofferdams.

2. Cargo and passenger vessel operation:

(a) Oil contaminated ballast water from fuel tanks.

(b) Tank washings from deep tanks used for the carriage of animal and vegetable oils.

3. Miscellaneous vessel discharge:

(a) Residue from settling tanks, fuel pumping operations, heating and filtering units, lubricating oil systems, and separators.

(b) Oil-contaminated bilge water from engine and fireroom spaces.

(c) Cleaning solutions from fuel tanks.

(d) Spills from cargo or refueling operations or from transfer operations aboard ship.

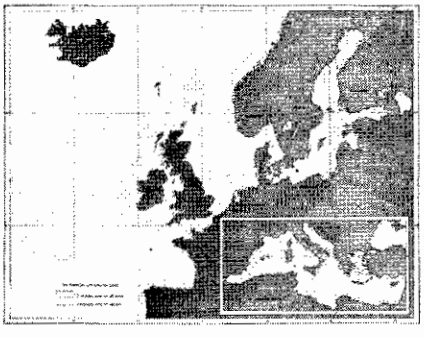
(e) Leakage through defective plating.

(f) Damage due to grounding or collisions.

(g) The spreading of oil on troubled seas in salvage and lifesaving operations.

Further investigation in pursuit of these sources and experiments has shown that the persistent oils, including crude oil, residual fuel oil, tar oils, creosote, and lubricating oil, are the cause of most of the pollution. Of less concern in long-lasting pollution, but of increased cause for immediate alarm, are the nonpersistent, highly flammable oils such as gasoline, diesel oil, and kerosene.

Oils that cause the worst pollution are very stable; oxidation may be so slow as to defy detection and the oils



float almost indefinitely. This may cause fouling of a coastline many miles away from the original source. Oil placed on water experimentally outlasted the water, which disappeared from laboratory tanks through evaporation. At sea, an experimental 15 tons of fuel covered an area of about 8 square miles and in 1 week had drifted 20 miles from the point of discharge. Winds influence such drifts and wind combined with tide can cause a rapid advance of the oil. Shores exposed to prevailing winds are the most polluted of all areas. England's south and west coasts receive much damage in this respect, and the spasmodic pollution is closely associated with onshore gale conditions.

On the western side of the Atlantic, the exposed areas of Newfoundland and the east coast of the United States have received intermittent heavy pollution, depending upon various conditions of wind and tide. A great deal of wildlife is reported destroyed and may be washed ashore during conditions of contamination by residual, persistent oil pollution. It is estimated that over a quarter of a million sea birds were destroyed by petroleum pollution during the winter of 1959–60 in the North Atlantic off Newfoundland.

Ordinarily, birds that encounter oil are rendered flightless. Feathers lose buoyancy and insulating qualities and body weight gradually increases until the bird drowns. Those that are less contaminated may freeze to death or starve because matted feathers no longer insulate, and the bird's ability to feed is lost. Under the most adverse conditions, the marine life destroyed far exceeds the ability of the usual predators to devour, and the remainder washes up on the beach to destroy recreational facilities or to create community health problems.

Earlier conferences convened to study the problems of pollution have usually agreed that the only way to avoid polluting the sea, fouling the beaches, and destroying birds was to avoid the discharge of persistent oil or sludge into the ocean. It follows that oily wastes aboard ship must be separated and the residue discharged ashore. Agreements and acts formulated to prohibit discharge of wastes inside prescribed distances are interim steps, made necessary by the present need of the proper equipment to separate the pollutants. The final long-term remedy for the condition, after ship and shore facilities improve and become completely adequate, will be to obtain agreements for the avoid-

ance of all ocean pollution of the persistent types.

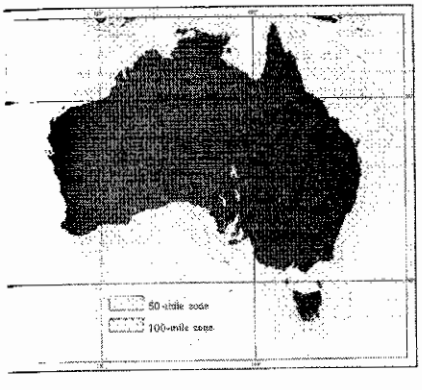
Several governments working together have been able to agree essentially concerning the pollution problem. The International Convention for the Prevention of the Pollution of the Seas by Oil, 1954, came into force on 26 July 1958. In the United States, a National Committee made a careful study of the 1954 convention and, on June 23, 1959, recommended acceptance with certain reservations.

The Oil Poilution Act, 1961, Public Law 87–167, was enacted to implement the international provisions and was signed by the President on 30 August 1961. The United States became a party to the convention on 8 December 1961 and the Oil Pollution Act, 1961, became effective on that date.

The primary authority for the Administration of the Oil Pollution Act of 1961 is vested in the Corps of Engineers, Department of the Army, and regulations were promulgated by that agency on 2 December 1961 to become effective 8 December 1961. Notice to Mariners No. 52, 1961, published the Oil Pollution Regulations, which had previously been promulgated in the Federal Register. The regulations provide as follows:

1. United States flag ships, subject to the act, are prohibited from discharging oil or oily wastes in any of the zones named in the act, including a zone extending 50 miles around our own coasts.

2. Oil record books shall be maintained to show where such oils or oily wastes are discharged and shall be available to employees of the Corps of Engineers employed on river and harbor works; employees of any Corps of Engineers harbor supervisor; commissioned, warrant, and petty officers of the U.S. Coast Guard; and employees of the Bureau of Customs authorized to make the inspections required under the Oil Pollution Act, 1961. Oil record books maintained on foreign vessels, whose governments are parties to the convention, are subject to inspection by the enforcement officers while the vessel is within U.S. waters.



3. In the event of discharge or escape of oil from a ship in a prohibited zone, the Officer in Charge of the operation and the Master are required to sign a statement in the oil record book of the circumstances and the reasons therefor.

4. Failure to comply with the requirements relative to oil record books is punishable by a fine of not less than $500 nor more than $1,000. A person making false or misleading entries may, in addition, be punished by imprisonment for a term not exceeding 6 months.

5. Ship fittings, equipment, and operating requirements shall be in accordance with regulations prescribed by the Coast Guard. A civil penalty not to exceed $100 is prescribed for violations of Coast Guard regulations.

6. The license or document of any mariner found violating the provisions of the act or the regulations are subject to Coast Guard suspension or revocation provisions under Section 4450 of the Revised Statutes, as amended (46 U.S.C. 239).

The regulations promulgated by the Army Corps of Engineers are found in part 212 of Title 33, Code of Federal Regulations. For ready reference the regulations may be found inside the cover of the Oil Record Book. The record books, one for tankers and one for non-tankers, are available at any Coast Guard Merchant Marine Inspection Office.

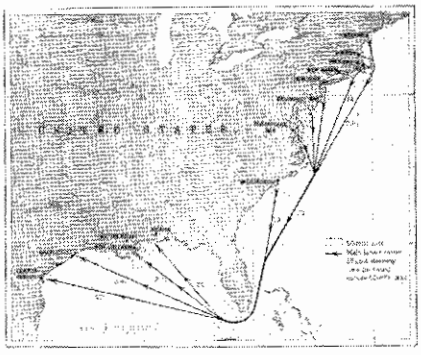
(6821) **UNITED STATES—Oil Pollution Regulations.**—Pursuant to the provisions of section 10 of the Oil Pollution Act, 1961, (75 Stat. 404), ##212.1 to 212.3 are hereby prescribed to implement the provisions of the Oil Pollution Act, 1961, effective on publication in the Federal Register since coordination has been effected with the parties interested in this matter, as follows:

Note.—Where used in this part, "convention" means the International Convention for the Prevention of the Pollution of the Seas by Oil, 1954.

#212.1 Prohibited zone adjacent to the United States.

(a) These waters shall be those covered by a band 50 miles wide adjacent to the coast line of the United States and will include the area now considered territorial waters of the United States.

(1) In enforcing the Oil Pollution Act, 1961, the officers and agents of the United States in charge of river and harbor improvements and persons employed under them by authority of the Secretary of the Army



and officers and employees of the Bureau of Customs and the Coast Guard shall have power and authority and it shall be their duty to swear out process and to arrest and take into custody with or without process any person who may violate any of said provisions: *Provided,* That no person shall be arrested without process for a violation not committed in the presence of some one of the aforesaid officials: *And provided further,* That whenever any arrest is made under the provisions of said sections the person so arrested shall be brought forthwith before a commissioner, judge, or court of the United States for examination of the offenses alleged against him; and such commissioner, judge, or court shall proceed in respect thereto as authorized by law in cases of crimes against the United States. Representatives of the Secretary and of the Bureau of Customs and United States Coast Guard may go on board and inspect any foreign ship to which the convention applies while the ship is within the territorial jurisdiction of the United States, and they may also go on board and inspect any United States ship to which the convention applies when in a prohibited zone or in a port of the United States as may be necessary for enforcement of the Oil Pollution Act, 1961, and the regulations of this part.

(2) Information pertaining to violations of the Oil Pollution Act, 1961, will be submitted to the Corps of Engineers District Engineer in charge of the locality, directly or through Coast Guard Representatives, where the violation occurred. If the violation is by a vessel of foreign registry, the District Engineer will forward the report to the Chief of Engineers.

(3) Nothing in the regulations of this part or in the Oil Pollution Act, 1961, will be construed to change or modify the provisions of the Oil Pollution Act of 1924.

(b) The Secretary of the Army hereby designates employees of the

Corps of Engineers employed on river and harbor works, employees of any Corps of Engineers Harbor Supervisor, Commissioned, Warrant and Petty Officers of the United States Coast Guard and employees of the Bureau of Customs to make the inspections required under the Oil Pollution Act of 1961 and the regulations of this part.

#212.2 **Prohibited zone adjacent to countries other than the United States.**

Vessels of the United States to which the convention applies while in a prohibited zone adjacent to countries other than the United States as described in section 12 of the Oil Pollution Act of 1961, or as modified by notices, if any, of extension or reduction issued by the Secretary of the Army, shall comply with the provisions of the International Convention for Prevention of Pollution of the Seas by Oil, 1954.

#212.3 **Oil Record Book.**

(a) An "Official Oil Record Book" issued by the Secretary of the Army is printed by the United States Government and made available without charge to the masters or operators of all vessels subject to the Oil Pollution Act, 1961, through U.S. Coast Guard Marine Inspection Offices located in the coastal and principal Great Lakes ports.

(b) The "Official Oil Record Book" shall contain the record of certain actions in connection with the use or handling of oil or oily mixture. Each entry shall be made and dated on the day when such actions occur. When any action or operation extends over a period of more than one day the date of entry shall not be later than the date on which the action or operation is completed.

(c) The master of all vessels required to keep the "Official Oil Record Book" shall be responsible for the maintenance of such record and its delivery as required herein.

(d) Upon completion of a foreign voyage the oil record shall be delivered to the U.S. Coast Guard Marine Inspection Office in the port where the voyage is terminated.

(e) The "Official Oil Record Book" maintained on vessels when not engaged on a foreign voyage shall remain on board such vessels for one or more voyages until insufficient space remains for an additional entry. When completed, the books shall be retained on board the vessel, or at the principal office in the United States of the vessels owner for a period of 2 years from the date of the last entry. At the expiration of this period they may be destroyed.

(f) The record-keeping requirements contained herein have been approved by the Bureau of the Budget in accordance with the Federal Reports Act of 1942.

* * * * *

(N.M. 52/61.)

(Federal Register, December 2, 1961.)

Public Law 87–167
87th Congress, S. 2187
August 30, 1961

75 STAT. 402.

To implement the provisions of the International Convention for the Prevention of the Pollution of the Sea by Oil, 1954.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That this Act, to implement the provisions of the International Convention for the Prevention of the Pollution of the Sea by Oil, 1954, may be cited as the "Oil Pollution Act, 1961".

SEC. 2. DEFINITIONS.—As used in this Act, unless the context otherwise requires—

(a) The term "convention" means the International Convention for the Prevention of the Pollution of the Sea by Oil, 1954;

(b) The term "discharge" in relation to oil or to an oily mixture means any discharge or escape howsoever caused;

(c) The term "heavy diesel oil" means marine diesel oil, other than those distillates of which more than 50 per centum, by volume distills at a temperature not exceeding three hundred and forty degrees centigrade when tested by American Society for the Testing of Materials standard method D. 158/53:

(d) The term "mile" means a nautical mile of six thousand and eighty feet or one thousand eight hundred and fifty-two meters;

(e) The term "oil" means persistent oils, such as crude oil, fuel oil, heavy diesel oil, and lubricating oil. For the purposes of this legislation, the oil in an oily mixture of less than one hundred parts of oil in one million parts of the mixture, shall not be deemed to foul the surface of the sea;

(f) The term "person" means an individual, partnership, corporation, or association; and any owner, operator, agent, master, officer, or employee of a ship;

(g) The term "prohibited zones" means the zones described in section 12 of this Act as modified by notices, if any, of extension or reduction issued by the Secretary;

(h) The term "Secretary" means the Secretary of the Army;

(i) The term "ship" means a seagoing ship of American registry except—

(1) ships for the time being used as naval auxiliaries;

(2) ships of under five hundred tons gross tonnage;

(3) ships for the time being engaged in the whaling industry;

(4) ships for the time being navigating the Great Lakes of North America and their connecting and tributary waters as far east as the lower exit of the Lachine Canal at Montreal in the Province of Quebec, Canada.

SEC. 3. (a) Subject to the provisions of sections 4 and 5, the discharge by any person from any ship, which is a tanker, within any of the prohibited zones of oil or any oily mixture the oil in which fouls the surface of the sea, shall be unlawful.

(b) Subject to the provisions of sections 4 and 5, any discharge by any person into the sea from a ship, other than a tanker, of oily ballast water or tank washings shall be made as far as practicable from land. As from July 26, 1961, paragraph (a) of this section shall apply to ships other than tankers as it applies to tankers, except that the prohibited zones in relation to ships other than tankers shall be those referred to in the schedule.

SEC. 4. Section 3 shall not apply to—

(a) the discharge of oil or of an oily mixture from a ship for the purpose of securing the safety of the ship, preventing damage to the ship or cargo, or saving life at sea; or

(b) the escape of oil, or of an oily mixture, resulting from damage to the ship or unavoidable leakage, if all reasonable precautions have been taken after the occurrence of the damage or discovery of the leakage for the purpose of preventing or minimizing the escape;

(c) the discharge of sediment—

(i) which cannot be pumped from the cargo tanks of tankers by reason of its solidity; or

(ii) which is residue arising from the purification or clarification of oil fuel or lubricating oil,

Provided, That such discharge is made as far from land as is practicable.

SEC. 5. Section 3 shall not apply to the discharge from the bilges of a ship—

(a) of any oily mixture, during the period of twelve months after the United States accepts the convention;

(b) after the expiration of such period, of an oily mixture containing no oil other than lubricating oil.

SEC. 6. Any person who violates any provision of this Act, except sections 8(b) and 9, or any regulation prescribed in pursuance thereof, is guilty of a misdemeanor, and upon conviction shall be punished by a fine not exceeding $2,500 nor less than $500, or by imprisonment not exceeding one year, or by both such fine and imprisonment for each offense. And any ship (other than a ship owned and operated by the United States) from which oil is discharged in violation of this Act, or any regulation prescribed in pursuance thereof, shall be liable for the pecuniary penalty specified in this section, and clearance of such ship from a port of the United States may be withheld until the penalty is paid, and said penalty shall constitute a lien on such ship which may be recovered in proceed-

ings by libel in rem in the district court of the United States for any district within which the ship may be.

SEC. 7. The Coast Guard may, subject to the provisions of section 4450 of the Revised Statutes, as amended (46 U.S.C. 239), suspend or revoke a license issued to the master or other licensed officer of any ship found violating the provisions of this Act or the regulations issued pursuant thereto.

SEC. 8. (a) In the administration of sections 1–12 of this Act, the Secretary may make use of the organization, equipment, and agencies, including engineering, clerical, and other personnel, employed under his direction in the improvement of rivers and harbors and in the enforcement of laws for the improvement of rivers and harbors and in the enforcement of laws for the preservation and protection of navigable waters. For the better enforcement of the provisions of said sections, the officers and agents of the United States in charge of river and harbor improvements and persons employed under them by authority of the Secretary, and officers and employees of the Bureau of Customs and the Coast Guard, shall have power and authority and it shall be their duty to swear out process and to arrest and take into custody, with or without process, any person who may violate any of said provisions: *Provided*, That no person shall be arrested without process for a violation not committed in the presence of some one of the aforesaid officials: *And provided further*, That whenever any arrest is made under the provisions of said sections the person so arrested shall be brought forthwith before a commissioner, judge, or court of the United States for examination of the offenses alleged against him; and such commissioner, judge, or court shall proceed in respect thereto as authorized by law in cases of crimes against the United States. Representatives of the Secretary and of the Bureau of Customs and Coast Guard of the United States may go on board and inspect any ship in a prohibited zone or in a port of the United States as may be necessary for enforcement of this Act.

(b) To implement article VII of the convention, ship fittings and equipment, and operating requirements thereof, shall be in accordance with regulations prescribed by the Secretary of the Department in which the Coast Guard is operating. Any person found violating these regulations shall, in addition to any other penalty prescribed by law, be subject to a civil penalty not in excess of $100.

SEC. 9. (a) There shall be carried in every ship an oil record book in the form specified in section 13 of this Act. In the event of discharge or escape of oil from a ship in a prohibited zone, a signed statement shall be made in the oil record book, by the officer or officers in charge of the operations concerned and by the master of the ship, of the circumstances of and the reason for the discharge or escape.

(b) If any person fails to comply with the requirements imposed by or under this section, he shall be liable on conviction to a fine not exceeding $1,000 nor less than $500 and if any person makes an entry in any records kept in accordance with this Act which is to his knowledge false or misleading in any material particular, he shall be liable on conviction to a fine not exceeding $1,000 nor less than $500 or imprisonment for a term not exceeding six months, or both.

SEC. 10. The Secretary may make regulations for the administration of sections 3, 4, 5, 8(a), and 9.

SEC. 11. (a) The Secretary may make regulations empowering such persons as may be designated to go on board any ship to which the convention applies, while the ship is within the territorial jurisdiction of the United States, and to require production of any records required to be kept in accordance with the convention.

(b) Should evidence be obtained that a ship registered in another country party to the convention has discharged oil in any prohibited zone, such evidence should be forwarded to the State Department for action in accordance with article X of the convention.

SEC. 12. (a) Subject to paragraph (c) of this section, the prohibited zones in relation to tankers shall be all sea areas within fifty miles from land, with the following exceptions:

(1) THE ADRIATIC ZONES.—Within the Adriatic Sea the prohibited zones off the coasts of Italy and Yugoslavia respectively shall each extend for a distance of fifty miles from land, excepting only the island of Vis.

(2) THE NORTH SEA ZONE.—The North Sea Zone shall extend for a distance of one hundred miles from the coasts of the following countries—

Belgium,
Denmark,
the Federal Republic of Germany,
the Netherlands,
the United Kingdom of Great Britain and Northern Ireland;

but not beyond the point where the limit of a one hundred-mile zone off the west coast of Jutland intersects the limit of the fifty-mile zone off the coast of Norway.

(3) THE ATLANTIC ZONE.—The Atlantic Zone shall be within a line drawn from a point on the Greenwich meridian one hundred miles in a north-northeasterly direction from the Shetland Islands; thence northward along the Greenwich meridian to latitude 64 degrees north; thence westward along the 64th parallel to longitude 10 degrees west; thence to latitude 60 degrees north, longitude 14 degrees west; thence to latitude 54 degrees 30 minutes north, longitude 30 degrees west; thence to latitude 44 degrees 20 minutes north, longitude 30 degrees west; thence to latitude 48 degrees north, longitude 14 degrees west; thence eastward along the forty-eighth parallel to a point of intersection with the fifty-mile zone off the coast of France: *Provided*, That in relation to voyages which do not extend seaward beyond the Atlantic Zone as defined above, and which are to points not provided with adequate facilities for the reception of oily residue, the Atlantic Zone shall be deemed to terminate at a distance of one hundred miles from land.

(4) THE AUSTRALIAN ZONE.—The Australian Zone shall extend for a distance of one hundred and fifty miles from the coasts of Australia, except off the north and west coasts of the Australian mainland between the point opposite Thursday Island and the point on the west coast at 20 degrees south latitude.

(b) Subject to paragraph (c) of this section the prohibited zones in relation to ships other than tankers shall be all sea areas within fifty miles from land with the following exceptions:

(1) THE ADRIATIC ZONES.—Within the Adriatic Sea the prohibited zones off the coasts of Italy and Yugoslavia respectively shall each extend for a distance of twenty miles from land, excepting only the Island of Vis. After the expiration of a period of three years following the application of prohibited zones to ships other than tankers in accordance with section 3(b) of this Act the said zones shall each be extended by a further thirty miles in width unless the two Governments agree to postpone such extension. In the event of such an agreement, the Convention provides for notification to be given accordingly to the Intergovernmental Maritime Consultative Organization by said governments not less than three months before the expiration of such period of three years and for notification to be given to all contracting governments by the Intergovernmental Maritime Consultative Organization.

(2) THE NORTH SEA AND ATLANTIC ZONES. The North Sea and Atlantic Zones shall extend for a distance of one hundred miles from the coasts of the following countries:

Belgium,
Denmark,
the Federal Republic of Germany,
Ireland,
the Netherlands,
the United Kingdom of Great Britain and Northern Ireland,

but not beyond the point where the limit of a one-hundred-mile zone off the west coast of Jutland intersects the limit of the fifty-mile zone off the coast of Norway.

(c) With respect to the reduction or extension of the zones described above effectuated under the terms of the Convention, the Secretary of the Army shall give notice thereof by publication of such information in Notices to Mariners issued by the United States Coast Guard and United States Navy.

SEC. 13. (a) The Secretary shall have printed separate booklets which set forth instructions and spaces for inserting information as follows:

(1) FOR TANKERS.—

(A) Date of entry.

(B) Ballasting of and discharge of ballast from cargo tanks.

(i) Identity numbers of tank(s).

(ii) Type of oil previously contained in tank(s).

(iii) Date and place of ballasting.

(iv) Date and time of discharge of ballast water.

(v) Place or position of ship.

(vi) Approximate amount of oil contaminated water transferred to slop tank(s).

(vii) Identity numbers of slop tank(s).

(C) Cleaning of cargo tanks.

(i) Identity numbers of tank(s) cleaned.

(ii) Type of oil previously contained in tank(s).

(iii) Identity numbers of slop tank(s) to which washings transferred.

(iv) Dates and times of cleaning.

(D) Settling in slop tank(s) and discharge of water.

(i) Identity numbers of slop tank(s).

(ii) Period of settling (in hours).

(iii) Date and time of discharge of water.

(iv) Place or position of ship.

(v) Approximate quantities of residue.

(E) Disposal from ship of oily residues from slop tanks and other sources.

(i) Date and method of disposal.

(ii) Place or position of ship.

(iii) Sources and approximate quantities.

(F) Signature of officer or officers in charge of the operations concerned and signature of the master.

(2) FOR SHIPS OTHER THAN TANKERS.—

(A) Date of entry.

(B) Ballasting, or cleaning during voyage, of bunker fuel tanks.

(i) Identity number of tank.

(ii) Type of oil previously contained in tank.

(iii) Date and place of ballasting.

(iv) Date and time of discharge of ballast or washing water.

(v) Place or position of ship.

(vi) Whether separator used: if so, give period of use.

(vii) Disposal of oily residue retained on board.

(C) Disposal from ship of oily residues from bunker fuel tanks and other sources.

(i) Date and method of disposal.

(ii) Place or position of ship.

(iii) Sources and approximate quantities.

(D) Signature of officer or officers in charge of the operations concerned and signature of the master.

(3) FOR ALL SHIPS.—

(A) Date of entry.

(B) Accidental and other exceptional discharges or escapes of oil.

(i) Date and time of occurrence.

(ii) Place or position of ship.

(iii) Approximate quantity and type of oil.

(iv) Circumstances of discharge or escape and general remarks.

(C) Signature of officer or officers in charge of the operations concerned and signature of the master.

(b) The booklet shall be furnished free to all seagoing ships of American registry subject to this Act. The provisions of section 140 of title 5, United States Code shall not apply. The ownership of the booklet shall remain in the United States Government. This booklet shall be available for inspection as provided in this Act and for surrender to the United States Government pursuant to regulations of the Secretary.

SEC. 14. There is hereby authorized to be appropriated such sums as may be necessary to carry out the provisions of this Act.

SEC. 15. If a provision of this Act or the application of such provision to any person or circumstances shall be held invalid, the remainder of the Act and the application of such provision to persons or circumstances other than those to which it is held invalid shall not be affected thereby.

SEC. 16. Nothing in this Act or in regulations issued hereunder shall be construed to modify or amend the provisions of the Oil Pollution Act, 1924 (33 U.S.C. 431–437), or of section 89 of title 14, United States Code.

SEC. 17. This Act shall become effective upon the date of its enactment or upon the date the United States becomes a party to the convention, whichever is the later date.

Approved August 30, 1961.

COUNCIL ACTIVITIES

NOTICE OF PUBLIC HEARING

This is a supplement to the Merchant Marine Council Public Hearing Agenda (CG–249) which was printed and distributed to interested persons and organizations under the date of 23 January 1963.

This Supplemental Agenda contains the specific changes proposed under:

Item XI—FLAMMABLE AND COMBUSTIBLE LIQUIDS AND COMPRESSED GASES

a. Bulk shipments

b. Portable containers—interpretive rulings

c. Flammable liquids

d. Combustible liquids

e. Compressed gases

By amending the interpretive ruling, 46 CFR 146.02–30, 30.01–20, 70.05–25, and 90.05–30, flammable liquids and combustible liquids will be considered bulk shipments when transported in portable tanks with capacities over 110 gallons. These shipments will be provided for under Subchapter D—Tank Vessel Regulations, 46 CFR 30.01–5. This section is amended to permit transportation of Grade D liquids in portable containers on passenger vessels in accordance with the Dangerous Cargo Regulations, 46 CFR 146.26. The combustible liquids may also be carried in approved portable tanks on cargo vessels in accordance with 46 CFR Subpart 98.35.

Section 30.01–5 is amended to also permit the transportation of flammable liquids contained in portable containers over 110 gallons' capacity on cargo vessels in accordance with 46 CFR 146.

The detailed regulations governing flammable liquids (46 CFR 146.21) and combustible liquids (46 CFR 146.26) are proposed to be amended.

Table G — Classification: Compressed gases in 46 CFR 146.24–100 permits certain flammable compressed gases to be carried in large portable containers and tank cars on passenger vessels and passenger carrying railroad car ferries. In order to equate the safety requirements for flammable liquids and flammable compressed gases, it is proposed to change the table to not permit these large containers of flammable compressed gases to be transported on passenger vessels and passenger carrying ferry vessels. The Table G will also be amended to permit railroad tank cars containing permitted flammable compressed gases only on trainships and motor vehicle tank trucks containing permitted flammable compressed gases on trailerships only.

DANGEROUS CARGO REGULATIONS IN NEW PAPER-BOUND VOLUME

The Coast Guard's Dangerous Cargo Regulations in effect on January 1, 1963, are now printed in a paper-bound volume, rather than in the library book binding used heretofore. The price is reduced from $6 to $2.25 per volume. Shipowners, officers, and others interested are urged to purchase these regulations.

The Division of Federal Register, the National Archives, General Services Administration, will publish this pamphlet annually with separate semiannual supplements. These regulations are the official version of parts 146 and 147 of Title 46, Code of Federal Regulations, Volume II.

Copies of this new volume II entitled "Title 46, Code of Federal Regulations, containing parts 146 and 147," may be obtained as a sales publication from the Superintendent of Documents, U.S. Government Printing Office, Washington 25, D.C. Price $2.25.

MARITIME SIDELIGHTS

The new luxury liners SS *Argentina* and SS *Brasil* will shortly undergo conversion of their passenger accommodation spaces to provide for an additional 61 staterooms each. This will bring the total to 243 staterooms on each vessel.

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The SS *Santa Magdalena,* first of four new combination passenger-cargo vessels being built for Grace Lines, has successfully completed her sea trials and is scheduled for service to the west coast of South America. According to company officials, the vessel will be the largest and fastest vessel ever to serve over this trade route.

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The SS *Christopher Lykes,* second in a series of four cargo vessels under construction for Lykes Brothers Steamship Co., has been launched recently at the Avondale Shipyards, New Orleans.

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During 1962 the Coast Guard completed 4,218 inspections of merchant vessels for a total of 8.5 million gross tons. Additionally, drydock examinations of 5,731 vessels totaling 13.4 million tons were completed.

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New tonnage records were set during 1962 at the gulf ports of Lake Charles and Pascagoula. General cargo moving through Lake Charles topped the million-ton mark for the first time, while total waterborne commerce through Pascagoula also exceeded that figure for the first time.

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The United States Lines recently launched two of its new cargo vessels, the *American Corsair* and the *American Commander,* simultaneously in the same graving dock. The twin launching was the first of its kind in peacetime history.

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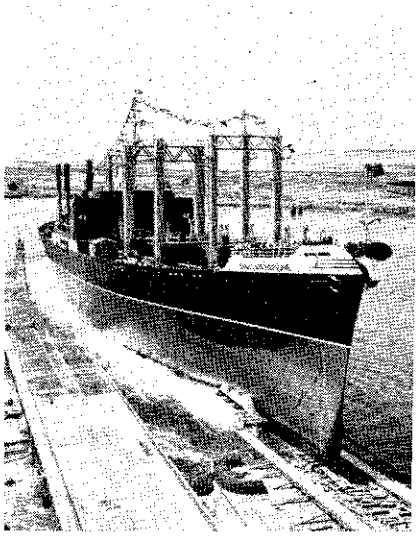
With the retirement of its veteran cargo vessel SS *Wyoming,* States Steamship Co. has completed its $70 million ship-replacement program. The *Wyoming* was constructed in 1945 as the *Middlesex Victory.*



THE 572-FOOT CARGOLINER SS *African Neptune* is shown at her launching. Built by The Ingalls Shipbuilding Corp., the ship is the fourth of six cargoliners contracted to be built by Ingalls for Farrell Lines.

American Cargo Lines has announced the inauguration of an independent, semimonthly liner service from east coast and gulf ports to the eastern Mediterranean, Red Sea, India, and Pakistan. The line will operate a fleet of eight modern U.S. cargo vessels on the run.

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Two new belt-fed coal-loading installations are now in operation at Hampton Roads, Va. The C. & O. coal pier 14 has been rebuilt and now has a rated capacity of 9,000 tons an hour and will be capable of loading a 45,000-ton ship in 8½ hours. Also, Norfolk & Western Railway has placed into service the first of two new loaders on a new $25 million pier. When both loaders are in operation, the facility will have a rated capacity of 20,000 tons an hour.

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The SS *Ashley Lykes,* 11,000 deadweight cargo vessel, has been launched at Bethlehem Steel's Sparrows Point Shipyard. This is the 10th of 12 ships being built for Lykes, and the 6th Lykes' vessel launched at Sparrows Point in the last year.

There were 843 vessels of 1,000 gross tons and over in the active oceangoing U.S. merchant fleet on January 1, 1963, 83 less than the number active on December 1, 1962, and 95 less than the number active on January 1, 1962, according to the Maritime Administration.

There were 21 Government-owned and 822 privately owned ships in active service. These figures did not include privately owned vessels temporarily inactive, or Government-owned vessels employed in loading storage grain. They also exclude 23 vessels in the custody of the Departments of Defense, State, and Interior, and the Panama Canal Company.

There was a decrease of 80 active vessels and an increase of 77 inactive vessels in the privately owned fleet. Three freighters, the *African Mercury, American Charger,* and the *Export Courier,* were delivered from construction. A reconstructed freighter, the *Detroit,* was placed in service. Three freighters were traded in for Government ships under the exchange program, and three other freighters were traded in to the Government for credit on new construction. One freighter was converted to a barge, and one, *Alaska Cedar,* was a marine loss. One tanker was removed from documentation and one was sold foreign for scrap. This made a net decrease of 3 to a total of 985. Of the 163 privately owned inactive vessels, 4 freighters and 3 tankers were undergoing repair or conversion. The others were laid up, strikebound, or temporarily idle. The total of 985 privately owned ships was 12 ships more than the total on January 1, 1962.

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Two new terminal developments on the west coast are now in operation. The $16 million Los Angeles terminal, which has five berths and a main cargo building 200 by 1,000 feet, has commenced its freight-handling operations. At Long Beach the new $4 million bulk loader, largest on the west coast, is now in full operation on a 13-acre site at the port's new pier G.

RENEWAL OF DECK OFFICERS' LICENSES

RULES OF THE ROAD EXERCISE

WESTERN RIVERS

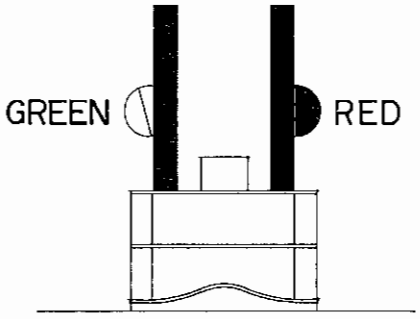
Navigation and Vessel Inspection Circular 5-62 contains additional Rules of the Road questions to be answered by deck officers renewing their licenses. Questions from 5-62 will be reprinted in the PROCEEDINGS until all of them have been published.

RULES OF THE ROAD—WESTERN RIVERS

1. The side lights of river steamers, mounted on smokestacks as sketched, show forward, abeam and aft on their respective sides.

(a) True
(b) False

(See Rule 6)



2. When a single barge is moored to the bank or dock or is projecting into or toward a fairway, it should show:

(a) One white light amidships
(b) An amber light at each corner
(c) A red light at each corner on the channel side
(d) A white light at each outboard or channelward corner

(See Pilot Rule 95.35)

3. You are in charge of a vessel ascending a river and observe a vessel descending and approaching on your starboard bow. If a starboard to starboard passage is indicated, you should:

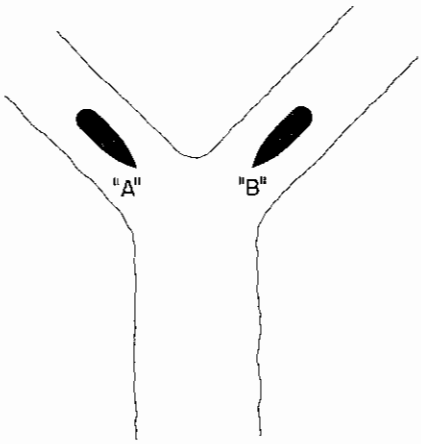
(a) Initiate a two blast signal
(b) Initiate a one blast signal
(c) Insist on a two blast signal if he initiates a one blast signal
(d) Sound the danger signal as such a passage is not permitted

(See Rule 18)

4. When steam vessels meet at the confluence of two rivers as sketched, the first signal for passing shall be given by vessel "A".

(a) True
(b) False

(See Pilot Rule 95.07)



5. A descending steamer sounds one distinct blast on the whistle in answer to an approaching upbound steamer's one blast signal. If a special circumstances situation does not develop, the steamers must:

(a) Pass port to port
(b) Pass starboard to starboard
(c) Each blow the danger signal
(d) Stop all propelling machinery when within one half mile of each other

(See Rule 18)

6. When passing within 200 feet of a Coast Guard vessel which is displaying the appropriate signal for servicing an aid to navigation, speed should not exceed:

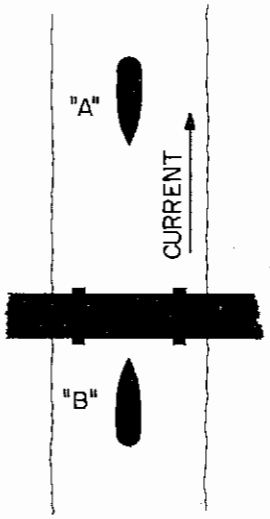
(a) 3 miles per hour
(b) 4 miles per hour
(c) 5 miles per hour
(d) 6 miles per hour

(See Western Rivers Pilot Rule 95.26)

7. After passing signals are given and answered by two steam vessels approaching a bridge from opposite directions as sketched, vessel "B" desires "A" to stop and stay clear. "B" must blow:

(a) One distinct blast of the whistle
(b) Two distinct blasts of the whistle
(c) Four or more short and rapid blasts of the whistle
(d) One long blast of the whistle

(See Western Rivers Pilot Rule 95.18)



8. A steam vessel of less than one hundred and fifty feet in length when underway shall not be required to carry and exhibit the aft range light visible all around the horizon.

(a) True
(b) False

(See Rule 7)

9. The rule of special circumstance, Rule Numbered 25, applies to all but one of the following circumstances. To which one would it not apply?

(a) When meeting several vessels at one time
(b) When meeting a vessel unable to maneuver in accordance with the rules
(c) When geographical conditions prevent compliance with the rules
(d) When meeting a vessel end on or nearly end on

(See Rule 25 & Rule 18)

10. Underway at night you observe in the channel ahead two amber lights in a vertical line, one over the other. This should indicate to you that the vessel is:

(a) Towing another vessel or vessels by pushing ahead

(b) Not under command

(c) The last vessel in a tow

(d) A dredge held stationary by moorings

(See Rule 3)

11. You are in charge of the navigation of vessel "A" and observe vessel "B" approaching from four points abaft your starboard beam as sketched in position No. 1. A subsequent alteration of the bearing locates vessels "A" and "B" at position No. 2. You are:

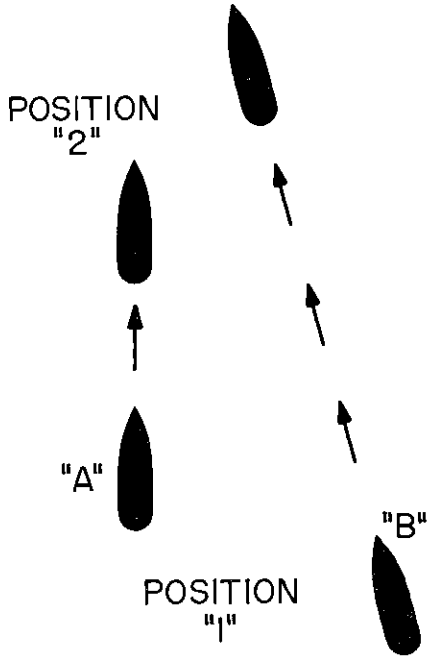
(a) Now burdened in a crossing situation

(b) Now privileged in a crossing situation

(c) Still privileged in the original overtaking situation

(d) Still burdened as in the original overtaking situation

(See Rule 22)



12. When passing over the lines of a floating plant working in a channel, you should:

(a) Reduce speed to one half ahead

(b) Proceed with caution at a moderate speed

(c) Remove headway by going astern with the propelling machinery

(d) Stop all propelling machinery

(See General Regulation 201.11 or Pilot Rule 95.61)

13. You are about to enter a fog bank and hear apparently forward of your port beam the fog signal of three distinct blasts of the whistle. You shall at once:

(a) Reduce to half speed and navigate with caution

(b) Reduce speed to bare steerageway and navigate with caution

(c) Maintain course and speed as you are privileged

(d) Sound the danger signal and go hard left

(See Rule 16)

14. If you heard a vessel continuously sounding the whistle or any fog signal apparatus, it should indicate to you that she is:

(a) In distress

(b) Not under command

(c) Fishing

(d) Laying a cable

(e) A Coast Guard vessel servicing an aid to navigation

(See Pilot Rule 95.39)

15. A steam vessel descending a river and towing a vessel or vessels alongside or astern shall be deemed to have the right-of-way over any steam vessel crossing the river and shall give as a signal of her intention to hold on across the bow of the other vessel, three distinct blasts of the whistle.

(a) True

(b) False

(See Rule 19)

16. If you sighted the vessel displaying the lights as sketched, you should identify it as:

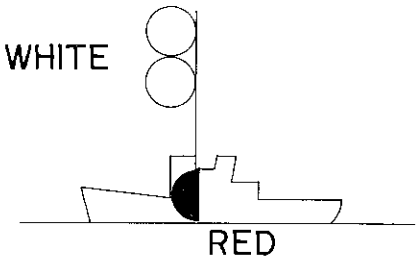
(a) A self-propelled suction dredge

(b) A vessel towing a submerged object

(c) A vessel towing another vessel astern

(d) A pilot vessel underway

(See Rule 4)



17. Ascending a river by day you observe a floating plant working in the channel ahead. On the down river side and immediately abreast of the plant you observe two barrel buoys floating in the water. You should recognize that these:

(a) Are anchor buoys for the floating plant

(b) Mark the limits of the dredged area

(c) Are pipeline markers

(d) Mark the limits of the navigable channel

(See Western Rivers Pilot Rule 95.63)

18. A class I motorboat equipped with lights in accordance with Section 3(a) of the Motorboat Act of April 25, 1940, as amended, shall carry:

(a) A combined red and green lantern forward and a 32 point white light aft

(b) Two 32 point white lights and fixed red and green side lights

(c) A 20 point white light forward, a 32 point white light aft, and fixed red and green side lights

(See excerpts from the Motorboat Act)

19. When a steam vessel and a sailing vessel are proceeding in such direction so as to involve risk of collision, except when the sailing vessel is overtaking the steam vessel the steam vessel shall keep out of the way of the sailing vessel.

(a) True

(b) False

(See Rule 20)

20. When one barge is being towed singly behind a steam vessel, such barge shall be lighted with:

(a) A red light on the port side, a green light on the starboard, and a white light on the stern

(b) Two all-around amber lights on the stern

(c) Four all-around white lights, one on each corner of the bow, and one on each corner of the stern

(d) One all-around white light forward and one all-around white light aft, both either on or near the center line

(See Western Rivers Pilot Rule 95.31)

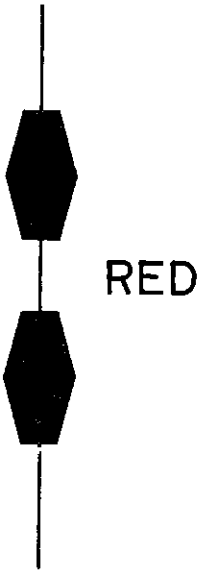
21. If you sighted a vessel in the channel ahead displaying the red day signals sketched, you should first sound when within a reasonable distance therefrom and not in any case over a mile ——— on the whistle.

(a) Three distinct blasts

(b) One long blast

(c) One long blast followed by a long blast
(d) Two blasts

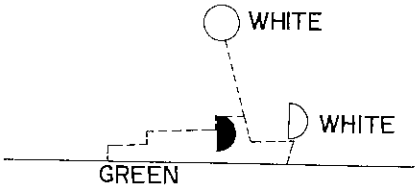
(See Western River Pilot Rule 95.53 & 95.60)



22. At night you are able to make out the faint outline of a motorboat ahead and observe her displaying the lights as sketched. This should indicate that she is between —— feet in length.

(a) 8 and less than 16
(b) 16 and less than 26
(c) 16 and less than 45
(d) 26 and 65

(See excerpts from the Motorboat Act)



23. A vessel is "underway" within the meaning of the rules when she is not:

(a) At anchor
(b) Made fast to the shore
(c) Aground
(d) Any of the above

(See Rule 1)

24. A seagoing steam vessel 400 feet in length when navigating the waters of the Mississippi River between the Huey P. Long Bridge and its source shall carry in addition to the colored side lights:

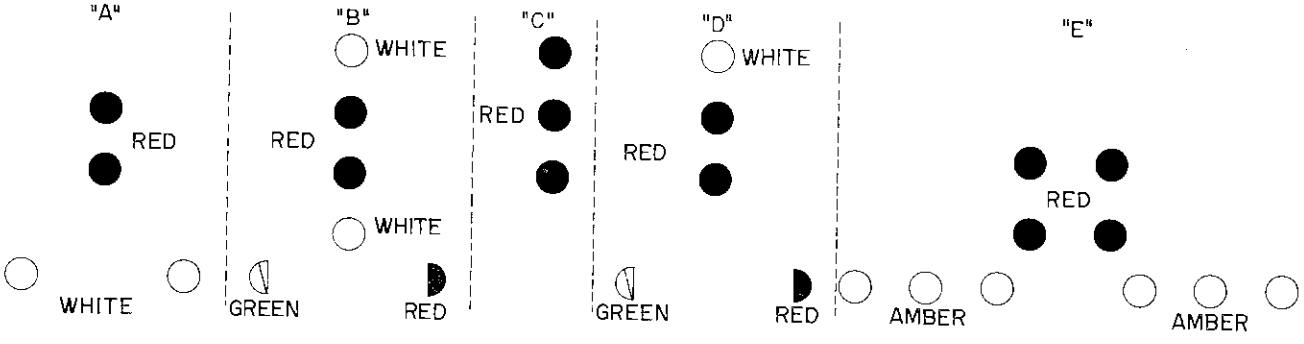
(a) A 20 point white light forward and a 32 point white light aft
(b) A 20 point white light forward and a twelve point white stern light
(c) A 20 point white light forward, a 20 point white light aft, and a 12 point white stern light
(d) The white lights prescribed for river steamers operating on the Mississippi River

(See Section 4233 and Rules 5 & 10)

25. Match the night signal sketched as observed from ahead with the vessel that would display it.

(a) Self-propelled suction dredge
(b) Vessel anchored and engaged in laying cables
(c) An opening in a pipeline
(d) A vessel towing a submerged or partly submerged object
(e) A dredge held in stationary position by moorings

(See Pilot Rules—Part 95)



ENGINEROOM CASUALTY

(The following article is excerpted from the Esso Fleet News for general interest and to describe how sound thinking and prompt action averted the flooding of an engineroom.)

A rubber expansion joint on the discharge side of the main circulator failed aboard the *Esso Zurich* recently. Through prompt action by engineroom personnel, serious consequences were prevented.

The *Zurich* was on a ballast voyage from Philadelphia to Baytown, via Freeport. She was about seven miles off Dry Tortugas at 0830, March 9. The Chief engineer and the First assistant went to the forward lower engineroom to locate a drain prior to renewing a gasket. The gasket was forgotten when they noticed a fountain of water shooting up near the main circulator motor and 1½ feet of water in the bilges.

The Chief engineer immediately shouted to the First assistant and the Third assistant, who were present, to put the auxiliary plant in service and to the Oiler to start the bilge pumps. He quickly called the bridge, informed the Mate of the rapid flooding and asked him to call out all engineroom hands. By 0835 the main engine stopped and the closing of the main injection valve was started. Additional help arrived while the sea suction was closing. At 0840, the water was approximately 3 feet deep.

Meanwhile, the Second assistant was getting the auxiliary plant going and the First and Third were closing and checking cross-over valves and other sea connections to the main condenser. At about 0840 the auxiliary plant was in service and 5 minutes later all sea valves were closed.

The Third took the switchboard breakers for the main condensate pumps and main circulator out of service. Water level was about 4 feet.

The First and a Machinist lifted floor plates and went into the bilges about 0848. By touch they located the ruptured expansion joint. The water was now 5 feet.

The First sent for blankets and log line and with assistance of the Machinist, succeeded in looping a twisted wool blanket into location so they could apply pressure against the hole. They then whipped it with line and applied supporting rags.

While working they were able to determine how fast the water was rising—1 foot per 10 minutes. As the whipping pressed the blanket in, the rate of increase began to slow down.

At about 0855 the Chief gave attention to bilge and general service pumps and had strainer boxes opened and strainers cleaned, one at a time. Then bilge suction valves were checked as to which would be most efficient.

Water was still rising, but at a much slower rate. At 0910 it was 5½ feet. By 0920 pumps were keeping up with water intake. At 0950 pumps were slowly gaining through the continuous cleaning of strainers.

About 0900 the Chief was informed by the Third that condensate was heavily contaminated with sea water. This was caused by cargo pump turbines being under water and a leaking bypass valve at the auxiliary condenser. This 10-inch bypass is on the cargo pump exhaust line and was causing the line to act as a makeup feed. The Chief had steam pressure put on the line and this stopped sea water entering the condensate. Boiler salinity went over 100 grains. The boiler was put on an evaporator and alternately given blow downs and compound.

The *Zurich*'s engineers had the bilges pumped dry by 1430 and all sea connections holding tight. They removed the bolts on the expansion joint with a rivet buster and using the joint as a template, made a blank for the condenser side of the circulator. The repair was tested, main condenser put in service with the auxiliary circulator, and at 2300 they were able to proceed. At daylight March 10, the *Zurich* went into Tampa under her own power—40 rpm at first, then 65 to 70 percent of full power.

MERCHANT MARINE PERSONNEL STATISTICS

MERCHANT MARINE OFFICERS LICENSES ISSUED

QUARTER ENDING 31 DECEMBER 1962

DECK

Grade	Original	Renewal
Master:		
Ocean	36	405
Coastwise	9	22
Great Lakes	1	54
B.S. & L	8	89
Rivers	10	39
Radio officer licenses issued	18	36
Chief mate:		
Ocean	36	87
Coastwise		
Mate:		
Great Lakes		
B.S. & L	8	15
Rivers	4	33
2d mate:		
Ocean	46	80
Coastwise		2
3d mate:		
Ocean	15	69
Coastwise		
Pilots:		
Great Lakes	2	13
B.S. & L	57	21
Rivers	103	31
Master: Uninspected vessels	16	20
Mate: Uninspected vessels	6	2
Motorboat operators	196	535
Total	571	1,553
Grand total	2,124	

ENGINEER

Grade	Original	Renewal
STEAM		
Chief engineer:		
Unlimited	31	449
Limited	4	72
1st assistant engineer:		
Unlimited	34	148
Limited	2	7
2d assistant engineer:		
Unlimited	69	191
Limited		3
3d assistant engineer:		
Unlimited	34	179
Limited		2
MOTOR		
Chief engineer:		
Unlimited	6	85
Limited	41	123
1st assistant engineer:		
Unlimited	6	12
Limited	12	16
2d assistant engineer:		
Unlimited	4	18
Limited	3	1
3d assistant engineer:		
Unlimited	8	65
Limited	1	2
Chief engineer: Uninspected vessels	12	12
Assistant engineer: Uninspected vessels	8	4
Total	275	1,389
Grand total	1,664	

WAIVER OF MANNING REQUIREMENTS

Waivers	Atlantic coast	Gulf coast	Pacific coast	Great Lakes	Total
Deck officers substituted for higher ratings			2		2
Engineer officers substituted for higher ratings			2		2
Ordinary seamen for able seamen		2	2		4
Wiper or coalpassers for qualified member engine department	1		1		2
Total waivers	1	2	7		10
Number of vessels	1	1	6		8

ORIGINAL SEAMEN'S DOCUMENTS ISSUED

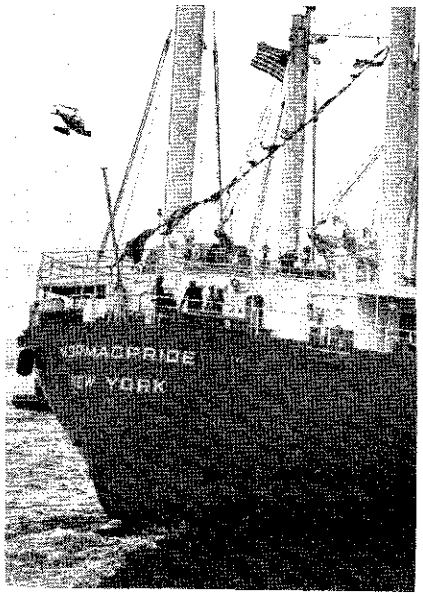
Type of document	Atlantic coast	Gulf coast	Pacific coast	Great Lakes and rivers	Total
Staff Officer	28	5	33	5	71
Continuous Discharge Book		4			4
Merchant Mariner's Documents	1,182	543	791	316	2,832
AB any waters unlimited	77	43	44	14	178
AB any waters, 12 months	37	28	15	12	92
AB Great Lakes, 18 months	2		2	13	17
AB Tugs and Towboats, any waters	1	5	5	4	15
AB Bays and Sounds	2				2
AB Seagoing Barges	2	1			3
Lifeboatman	107	12	47	4	170
QMED	112	57	65	29	263
Radio Officer	3	1	2	3	9
Certificate of service	1,144	514	741	251	2,650
Tankerman	14	53	3	52	122
Total	2,711	1,266	1,748	703	6,428

INVESTIGATING UNITS

Coast Guard Merchant Marine Investigating Units and Merchant Marine Details investigated a total of 4,987 cases during the fourth quarter of 1962. From this number, hearings before examiners resulted involving 46 officers and 248 unlicensed men. In the case of officers, 2 licenses were revoked, 3 were suspended without probation granted, 17 were suspended with probation granted, 15 cases were dismissed after hearing, and 7 cases were closed with admonition. Of the unlicensed personnel, 10 documents were revoked, 10 were suspended without probation granted, 101 were suspended with probation granted, 53 cases were dismissed after hearing, and 18 hearings were closed with admonition. Thirteen licenses and 142 documents were voluntarily surrendered.

SIGNS AFLOAT

By Capt. Irby F. Wood
MASTER, SS *ALCOA RUNNER*



STERN LETTERING, showing ship name and port of registry, is required.

The first recorded sign affixed to a ship's hull, the Eye of Horus, dates back to ancient Egyptian history. Horus, God of Health, lost an eye in a fight with Set, the demon of evil. The eye was restored by miraculous means and it formed the design for a charm or amulet which was second only to the scarab as a mascot of ancient Egypt. It had an elaborate design originally. Later it became conventionalized as something resembling a capital R and was placed on all objects associated with danger such as ships, chariots, and prescriptions.

Whether man's emancipation from superstition has anything to do with it or not, the Eye of Horus is no longer used aboard ship. If one looks closely at the midship section of a vessel, though, one will see a sign which on first glimpse might be taken for an Egyptian hieroglyphic. This sign is the International Load Line. It is known familiarly among English-speaking seamen as the Plimsoll mark, in honor of Samuel Plimsoll who introduced before the British Parliament a bill for limiting the lading of oceangoing vessels. The efforts to make the provision a law was a long and bitter battle. When one affluent British shipowner was asked where he thought the loadline should be placed, he stated, "On the bloody smoke stack."

The struggle to legislate the limitation of lading was so lengthy and acrimonious that it became one of the historical landmarks of maritime legislation. A few years ago an ingenious newspaper writer referred to the furor aroused over the shortening of the hemline on women's dresses as "The Battle of the Plimsoll Line." Men knowledgeable in maritime history smiled over that facetious reference.

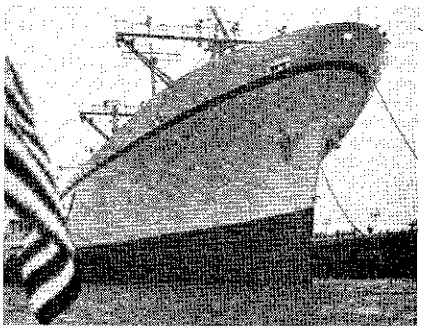
Most of the signs seen aboard the modern ship are required by law. Every American vessel must have its name in three places; on each side of the bow, on each side of the navigating bridge, and on the stern. The name of its port of registry must be placed beneath the name on the stern. Draft marks must be painted at the bow and stern, from the keel upward. Some foreign nations use Roman numerals and the metric system. American ships use Arabic numbers and feet. Each draft number is 6 inches high and the distance between numbers is 6 inches. The draft is read from the bottom of the number.

Many steamship companies paint the name of the line on the side of their ships; however, this is not mandatory. An interesting story is told about a large foreign line that has a white bordering line painted on its ships in addition to the firm's name. An unwary chief mate requested of the owner that he be allowed to paint over the labor-consuming line.

"That white border is there in memory of my deceased wife and it will remain there as long as I own the line," the owner answered the embarrassed chief mate.

Perhaps the most conspicuous sign on the modern ship is the one on the smokestack. A great many companies paint their smokestacks with the insignia used on their house flags. As with the name on the hull, there is no legal requirement for painting the smokestack. Some companies just paint it a monolithic black, green, or red color.

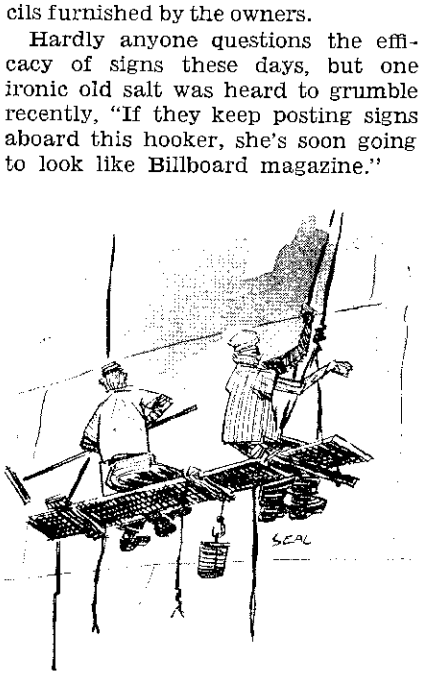
The U.S. Military Sea Transportation Service is experimenting with a lighted sign on its ships which flashes an arrow across the forepart of the bridge to indicate the direction it is turning when in close proximity to another vessel. The introduction of this visual experiment was the result of the many tragic collisions on the waterways in the past few years. It is too early yet to evaluate the efficacy of the study.



THE SHIP'S name is required on the bow.

A great many new signs have been introduced aboard ship in recent years because of the increased interest in safety. They are of various sizes, colors, and materials. Some of the prefabricated signs for use inside are made of luminous material. Yellow is becoming a predominant color because of its apparent aid to the vision. Prefabricated signs manufactured by companies ashore are becoming increasingly more prevalent aboard ships. Until recent years most of the signs used aboard ships were made by the seaman with stencils furnished by the owners.

Hardly anyone questions the efficacy of signs these days, but one ironic old salt was heard to grumble recently, "If they keep posting signs aboard this hooker, she's soon going to look like Billboard magazine."



AMENDMENTS TO REGULATIONS

[EDITOR'S NOTE.—The following regulations have been promulgated or amended since the last issue of the PROCEEDINGS. A complete text of the regulations may be found in the Federal Register indicated at the end of each article. Copies of the Federal Register containing the material referred to may be obtained from the Superintendent of Documents, Government Printing Office, Washington 25, D.C.]

TITLE 46—SHIPPING

Chapter I—Coast Guard, Department of the Treasury

[CGFR 62–57]

SUBCHAPTER B—MERCHANT MARINE OFFICERS AND SEAMEN

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

SUBCHAPTER T—SMALL PASSENGER VESSELS (NOT MORE THAN 65 FEET IN LENGTH)

PART 187—LICENSING

Color Sense Test for Applicants for Licenses and Signalling by Semaphore

The physical requirements for applicants for all deck and engineer officers' licenses, motorboat operators' licenses and licenses as operators of small passenger vessels (under 100 gross tons) refer to the "Stillings" test and the "Williams" lantern test for color vision. There are a number of pseudo-isochromatic plates beside the "Stillings" test which are now in use by the United States Public Health Service. The "Farnsworth" lantern test is also being used as an alternate or in lieu of the "Williams" lantern test by the United States Public Health Service. In order to allow greater latitude in the selection of tests for color vision and to have the regulations agree with actual practices followed, §§ 10.02–5(e)(3), 10.02–9(f)(2), 10.20–7(a)(2), 187.10–15(c) and 187.15–20(a)(1) are appropriately revised by amendments in this document.

The need for applicants for deck licenses to be qualified in signalling by semaphore has diminished with the other types of equipment available and in common use. Therefore, 46 CFR 10.05–45(c) (1) and (2) are amended by canceling the requirements pertaining to signalling by "semaphore."

Because the amendments in this document cancel previous requirements or allow greater latitude in determining qualifications of applicants for licenses, 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) is unnecessary or exempted by specific provisions in section 4 of the Administrative Procedure Act (5 U.S.C. 1003).

(Federal Register of January 22, 1963.)

TITLE 33—NAVIGATION AND NAVIGABLE WATERS

Chapter I—Coast Guard, Department of the Treasury

SUBCHAPTER D—NAVIGATION REQUIREMENTS FOR CERTAIN INLAND WATERS

[CGFR 62–54]

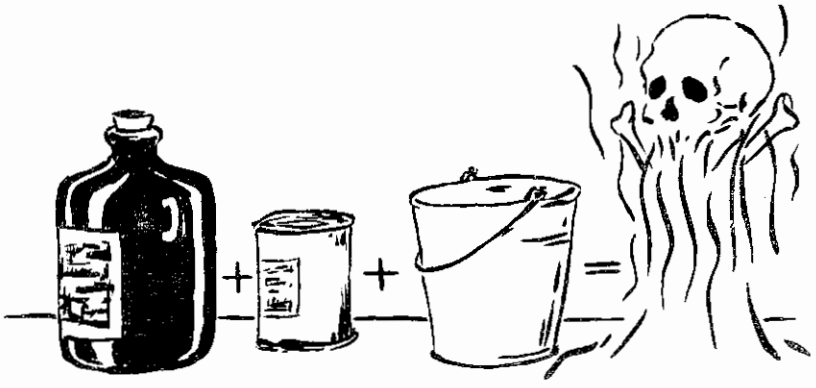
PART 82—BOUNDARY LINES OF INLAND WATERS

Changes in Descriptions

The purpose of the amendments in this document is to bring the descriptions of certain boundary lines up to date, to have as names for reference points those currently in use and to correct descriptions to agree with those published in Coast Guard pamphlets.

With respect to the description for the boundary line for Charleston Harbor, 33 CFR 82.35 is amended by changing description of reference points used. The light in the former Charleston Lighthouse has been replaced by a new light at the Sullivan's Island Coast Guard Station. The former Charleston Lighthouse is now designated Charleston Day Beacon. This change does not involve any

CHLORINE BLEACH + CLEANING COMPOUNDS + WATER = CHLORINE GAS



There have been a number of accidents resulting from mixing chlorine bleach with chemical cleaners apparently with the intent of obtaining a more powerful cleaning compound. The result is definitely potent—a rather rapid release of highly toxic and irritating chlorine gas.

The best practice is to use chlorine bleach for purposes for which it was intended, i.e., bleaching and not to mix it with other compounds unless directions indicate that it is safe to do so. Chlorine is a powerful oxidizing agent which in the presence of other materials may generate much heat and has been known to cause fire. The chlorine in the bleach solution is kept under control by virtue of its being alkaline. The introduction of acidic compounds (such as bowl cleaner) upsets this balance and releases the chlorine in a hurry.

change of the southern demarcation line off Charleston Harbor, but it does make a minor shift (approximately 50 yards) of the northern end of the demarcation line.

The establishment of the boundary line from Mobile Bay, Alabama, to Mississippi Passes, Louisiana, in 33 CFR 82.95 and the line from Mississippi Passes, Louisiana, to Sabine Pass, Texas, in 33 CFR 82.103, were prescribed at different times. However, in 33 CFR 82.95 the reference point from Pass a Loutre Abandoned Lighthouse is a "point 5.1 miles, 107° true," while in 33 CFR 82.103 the reference from Pass a Loutre Abandoned Lighthouse is a "point 5.1 miles, 106° true." The published regulations in "Rules of the Road—International—Inland," CG–169, state the reference point in both sections as "point 5.1 miles, 107° true." Therefore, 33 CFR 82.103 is amended to change the reference point to agree with that used in 33 CFR 82.95.

In 33 CFR 82.137 the boundary line for Moss Landing Harbor is corrected by changing a reference from the "pier located 3 miles to the south" to the "pier located 0.3 miles to the south."

In accordance with Public Law 87–402, approved February 2, 1962, the amendment to 33 CFR 82.151 changes the name from "Playa del Rey" to "Marina del Rey."

Because the amendments to the regulations in this document are editorial or corrections, 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) is impracticable and unnecessary.

(Federal Register of January 18, 1963.)

DEPARTMENT OF THE TREASURY

Coast Guard

[CGFR 63–1]

WASHINGTON AMERICAN BUREAU OF SHIPPING

Acceptance of Certificates and/or Registers

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), CGFR 56–28 dated July 24, 1956 (21 F.R. 5659), and 167–38 dated October 26, 1959 (24 F.R. 8857), and the applicable inspection laws administered in conjunction with R.S. 4405, as amended, 4462, as amended (46 U.S.C. 375, 416), and the regulations in 46 CFR 31.10–16, 71.25–25 and 91.25–25: *It is ordered,* That:

(a) The valid current certificates and/or registers issued by the American Bureau of Shipping with home office at 45 Broad Street, 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 31.10–16, 71.25–25 or 91.25–25: *Provided,* That:

(1) 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,

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

(b) This approval and permission to accept valid current certificates and/or registers of the American Bureau of Shipping shall become effective on the date of publication of this document in the Federal Register and shall be in effect until suspended, amended, or canceled by proper authority. (This approval continues in effect the approval previously published in the regulations, as well as in the Federal Register of November 23, 1961; 26 F.R. 10996.)

Dated: January 15, 1963.

[SEAL] D. McG. MORRISON,
Vice Admiral, U.S. Coast Guard,
Acting Commandant.

[F.R. Doc. 63–720; Filed, Jan. 22, 1963; 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 January 4, 1963 (CGFR 62–45) and Federal Register dated January 8, 1963 (CGFR 62–49). Copies of these documents may be obtained from the Superintendent of Documents, Government Printing Office, Washington 25, D.C.]

ARTICLES OF SHIPS' STORES AND SUPPLIES

Articles of ships' stores and supplies certificated from 1 January to 31 January 1963, inclusive, for use on board vessels in accordance with the provisions of Part 147 of the regulations governing "Explosives or Other Dangerous Articles on Board Vessels" are as follows:

CERTIFIED

Aetna Chemical Corp., Wallace St. Extension, East Paterson, N.J., No. 553, dated 2 January 1963, ACTEMUL UC or FLYING A DEGREASE SOLVENT C.

Sonneborn Chemical & Refining Corp., 300 Park Ave. South, New York 10, N.Y., No. 135, dated 10 January 1963, PETROSENE A–50.

Sonneborn Chemical & Refining Corp., 300 Park Ave. South, New York 10, N.Y., No. 142, dated 10 January 1963, PETROSENE C–50.

Alken-Murray Corp., 111 Fifth Ave., New York 3, N.Y., No. 127, dated 25 January 1963, ALKEN EVEN-FLO K.

Alken-Murray Corp., 111 Fifth Ave., New York 3, N.Y., No. 172, dated 25 January 1963, ALKEN EVEN-FLO CTNX.

RECERTIFIED

Chartres Co., 2121 Chartres Drive, New Orleans, La., No. 192, dated 25 January 1963, COLD WASH SOLVENT.

Chartres Co., 2121 Chartres Drive, New Orleans, La., No. 431, dated 25 January 1963, NO 66 SEA WASH.

AFFIDAVITS

The following affidavits were accepted during the period from 15 December 1962 to 15 January 1963:

Hay Engineering and Products Co., 100 Appleton St., North Andover, Mass., VALVES.

Hammond Valve Corp.,[1] 1844 Summer St., Hammond, Ind., VALVES.

[1] Currently listed in CG–190 under former name of Hammond Brass Works. Correction of name and address should be indicated for this company.

NOTE.—Fluid Controls, Inc., 1284 North Center St., Mentor, Ohio, will be deleted in the "Formerly Approved Affidavit Section" and will be added to the "Currently Acceptable Affidavit Section" of CG–190 for the following item, VALVES.

MERCHANT MARINE SAFETY PUBLICATIONS

The following publications that are directly applicable to the Merchant Marine are available and may be obtained upon request from the nearest Marine Inspection Office of the United States Coast Guard. The date of each publication is indicated in parentheses following its title. The dates of the Federal Registers affecting each publication are noted after the date of each edition.

CG No.	TITLE OF PUBLICATION
101	Specimen Examination for Merchant Marine Deck Officers (7–1–58).
108	Rules and Regulations for Military Explosives and Hazardous Munitions (8–1–62).
115	Marine Engineering Regulations and Material Specifications (2–1–61). F.R. 9–30–61, 9–11–62, 12–28–62.
123	Rules and Regulations for Tank Vessels (1–2–62). F.R. 5–2–62, 9–11–62.
129	Proceedings of the Merchant Marine Council (Monthly).
169	Rules of the Road—International—Inland (6–1–62), 1–18–63.
172	Rules of the Road—Great Lakes (6–1–62). F.R. 8–31–62, 1–18–63.
174	A Manual for the Safe Handling of Inflammable and Combustible Liquids (7–2–51).
175	Manual for Lifeboatman, Able Seamen, and Qualified Members of Engine Department (9–1–60).
176	Load Line Regulation (9–1–61). F.R. 7–27–62, 11–14–62.
182	Specimen Examinations for Merchant Marine Engineer Licenses (12–1–59).
184	Rules of the Road—Western Rivers (6–1–62).
190	Equipment Lists (4–2–62). F.R. 5–17–62, 5–25–62, 7–24–62, 8–4–62, 8–11–62, 9–11–62, 10–4–62, 10–30–62, 11–22–62, 11–24–62, 12–29–62, 1–4–63, 1–8–63.
191	Rules and Regulations for Licensing and Certificating of Merchant Marine Personnel 6–1–62). F.R. 10–4–62, 12–28–62, 1–22–63.
200	Marine Investigation Regulations and Suspension and Revocation Proceedings (7–1–58). F.R. 3–30–60, 5–6–60, 12–8–60, 7–4–61, 5–2–62, 10–5–62.
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 (8–1–61). F.R. 12–12–61, 8–8–62, 8–31–62, 11–15–62, 1–30–1963.
249	Merchant Marine Council Public Hearing Agenda (Annually).
256	Rules and Regulations for Passenger Vessels (1–2–62). F.R. 5–2–62, 9–11–62, 12–28–62.
257	Rules and Regulations for Cargo and Miscellaneous Vessels (3–2–59). F.R. 4–25–59, 6–18–59, 6–20–59, 7–9–59, 7–21–59, 9–5–59, 5–6–60, 5–12–60, 10–25–60, 11–5–60, 11–17–60, 12–8–60, 12–24–60, 7–4–61, 9–30–61, 10–25–61, 12–13–61, 5–2–62, 9–11–62.
258	Rules and Regulations for Uninspected Vessels (9–1–61). F.R. 1–20–62, 4–24–62, 5–2–62, 9–11–62.
259	Electrical Engineering Regulations (12–1–60). F.R. 9–30–61, 9–23–61, 5–2–62, 9–11–62.
266	Rules and Regulations for Bulk Grain Cargoes (5–1–62). F.R. 9–11–62.
268	Rules and Regulations for Manning of Vessels (9–1–60). F.R. 5–5–61, 6–28–61, 12–16–61.
269	Rules and Regulations for Nautical Schools (3–1–60). F.R. 3–30–60, 8–18–60, 11–5–60, 7–4–61, 9–30–61, 12–13–61, 5–2–62, 9–11–62.
270	Rules and Regulations for Marine Engineering Installations Contracted for Prior to July 1, 1935 (11–19–52). F.R. 12–5–53, 12–28–55, 6–20–59, 3–17–60.
293	Miscellaneous Electrical Equipment List (6–1–62).
320	Rules and Regulations for Artificial Islands and Fixed Structures on the Outer Continental Shelf (10–1–59). F.R. 10–25–60, 11–3–61, 4–10–62, 8–31–62.
323	Rules and Regulations for Small Passenger Vessels (Not More Than 65 Feet in Length) (6–1–61). F.R. 9–11–62, 10–25–61, 12–13–61, 5–2–62, 9–11–62.
329	Fire Fighting Manual for Tank Vessels (4–1–58).

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 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 in the table of changes below.

CHANGES PUBLISHED DURING JANUARY 1963

The following have been modified by Federal Registers:
CG–190, Federal Registers, January 4, and January 8, 1963.
CG–169 and CG–172, Federal Register, January 18, 1963.
CG–191 and CG–323, Federal Register, January 22, 1963.
CG–239, Federal Register, January 30, 1963.