PROCEEDINGS

OF THE MERCHANT MARINE COUNCIL

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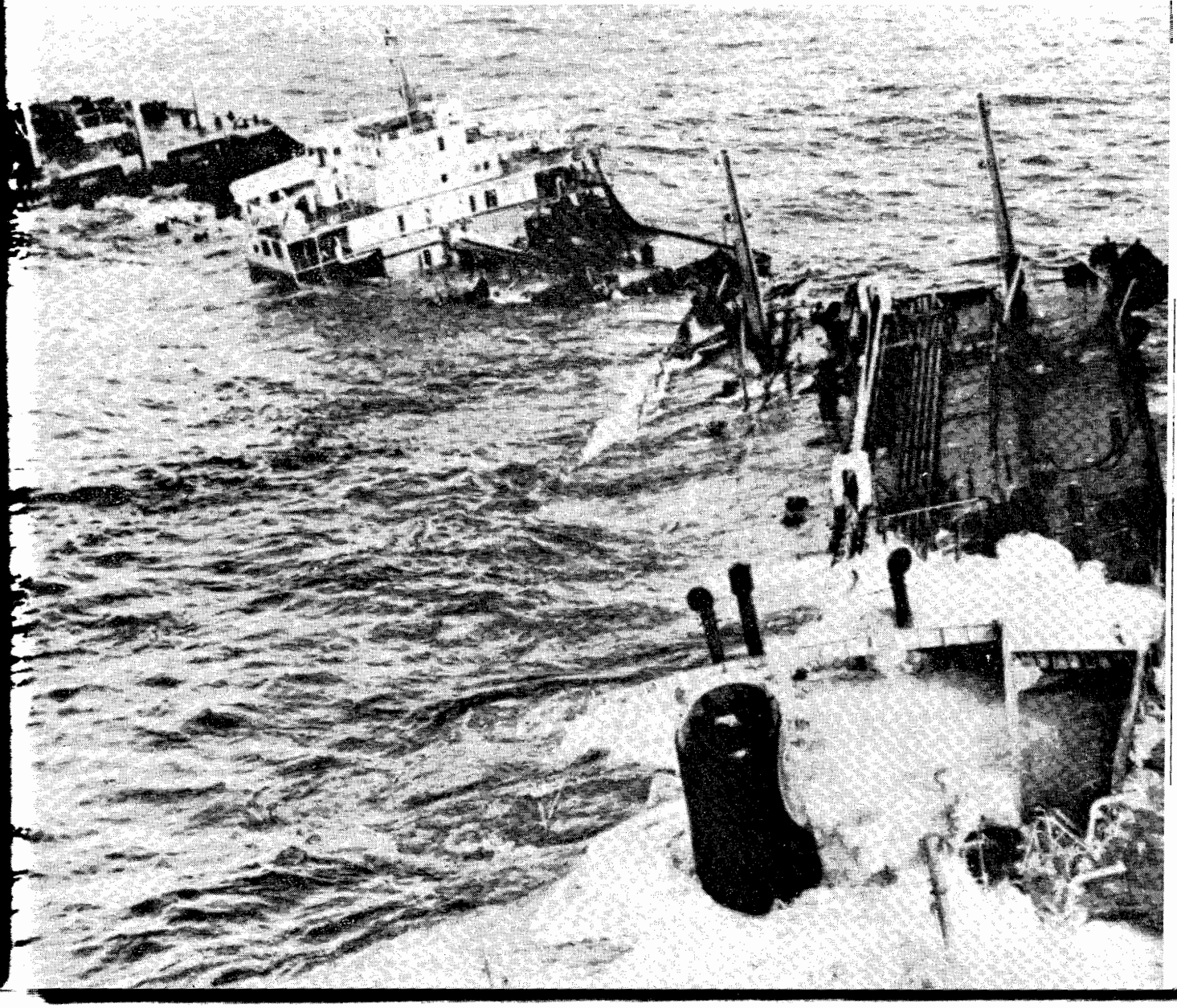

PROCEEDINGS

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MERCHANT MARINE COUNCIL

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IN THIS ISSUE . . .

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

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COVERS

FRONT: Jackknifed and her decks awash the tanker *Torrey Canyon* lies on the Seven Stones Reef after it broke in two March 27th and apparently doomed efforts to save Britain's vacationland coast from a tide of congealing oil. *Courtesy McGraw-Hill Publications (UPI Cablephoto).*

BACK: A safety poster of the *American Waterways Operators, Inc.*

DIST. (SDL) NO. 85.

A: a b c d e w(2) : f g h i j k l m n o p q r s t u v(1)
B: n(35) ; c(16) ; e(5) ; f(4) ; g h(3) ; b d i k m o p q (1)
C: a b c d e f g i m n o u(1)
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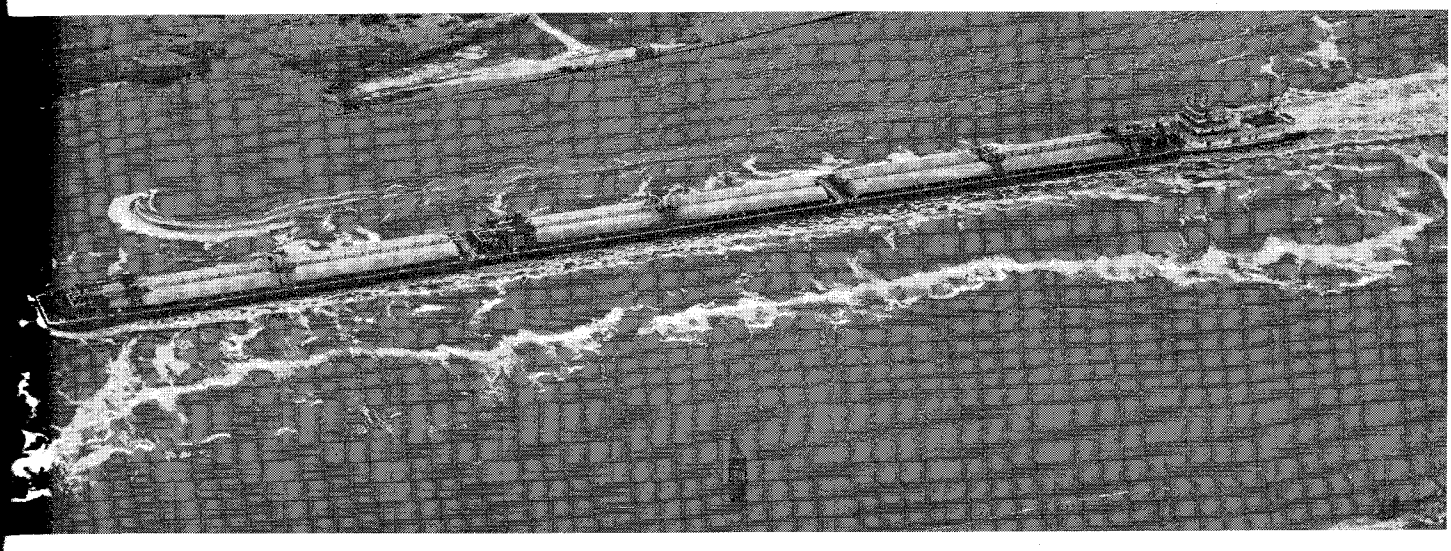
List 111



An aerial photograph of a Refrigerated Anhydrous Ammonia tow taken in the Houston Ship Channel. The tow consists of the 3,200 h.p. twin-screw Diesel towboat M/V "National Mariner" and the three-barge tow with a total capacity of 7,500 tons of Anhydrous Ammonia carried at atmospheric pressure and a temperature of −28° F.

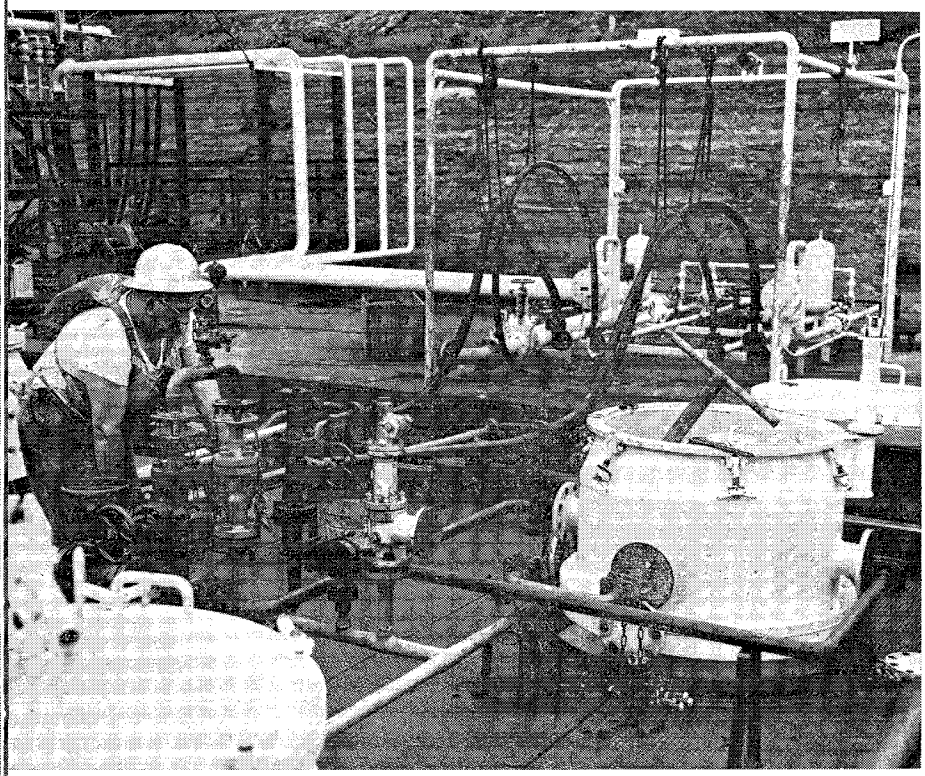
COAST GUARD REGULATIONS FOR HAZARDOUS CHEMICALS

CDR M. E. Welsh
U.S. Coast Guard, Headquarters

From an address before the 1967 Marine Chemists' Association Ninth Annual Conference at the University of San Francisco.

THE COAST GUARD has for many years published a set of regulations which dealt with the packaging, classifying, and labeling of hazardous materials carried aboard ship. These regulations, commonly known as Subchapter N (Part 146 of Title 46, Code of Federal Regulations), are directed primarily to the carriage and storage of explosives and other hazardous materials in packages aboard freight, passenger, and ferry vessels. Until very recently, the preparation of Subchapter N was under the control and direction of the Port Security and Law Enforcement Division in the Office of Operations at Coast Guard Headquarters.

In the early part of this decade there was established at Coast Guard Headquarters, in the Office of Merchant Marine Safety, a group of people to deal with the increasing



As workman opens valves, chlorine begins to flow from Dravo-built tank barge into pipes leading to storage tanks at Stauffer Chemical Co.'s Louisville plant. Each of four tanks in barge can be unloaded independently. Barge can carry up to 620 tons of liquid chlorine.

complexities of preparing regulations governing the water transportation of hazardous cargoes in bulk. That group was known as the Chemical Engineering Branch of the Merchant Marine Technical Division.

After the Chemical Engineering Branch was formed, it became apparent that there was a need for a study of the interrelationships that existed between that group of people and the group of people administering the Subchapter N dangerous cargo regulations. The study was made and resulted in a recommendation that the best interests of the Coast Guard and the public would be served by combining those two groups. The Coast Guard would then have a single spokesman charged with the responsibility of administering the regulations governing the water transportation of hazardous materials.

On 31 March 1967, the Chemical Engineering Branch and a newly designated Package Engineering Branch were brought together to form a new Headquarters unit, the Hazardous Materials Division (Commandant MHM), whose staff includes several chemical engineers, a chemist, microbiologist, nuclear effects specialist, and a dangerous cargo specialist.

Several proposed regulations which appeared in the March 2, 1967, Public Hearing Agenda of the Merchant Marine Council are of current interest. One item on that agenda proposed to increase the scope of Coast Guard regulations where they specify which spaces shall be inspected and certified to by marine chemists.

This proposal was instituted by the Coast Guard after investigating a shipboard explosion. The explosion occurred while shipyard pipefitters were installing goosenecks to double bottom and deeptank vents. Hot metal or slag dropped into the empty tanks served by the vents. As it so happened these tanks had been coated about 10 days earlier with a combustible preservative compound. The protective coating ignited, an explosion followed, and six men were seriously injured. One of those men died as a result of his injuries.

No marine chemist's certificate attesting to the safety of doing hotwork in the vicinity of those coated tanks had been issued. There was no clearly defined requirement for one. Consequently, the Coast Guard proposed in the form of regulation changes that marine chemists inspect and certify to the safety of doing hotwork within or on the boundaries of any space containing a residue or coating which is combustible or capable of releasing flammable or toxic vapors.

Several comments were received from the public on the proposal to increase the required scope of the marine chemist's activities. Those comments pointed out that the intent of the proposal was good, but, as drafted, the wording was too broad and did not achieve the desired purpose. The proposal was accordingly withdrawn with the thought that it would be further considered. Such consideration would include consultation with industry advisory groups, with the NFPA Gas Hazards Committee on which the Coast Guard has membership, and with any other interested persons.

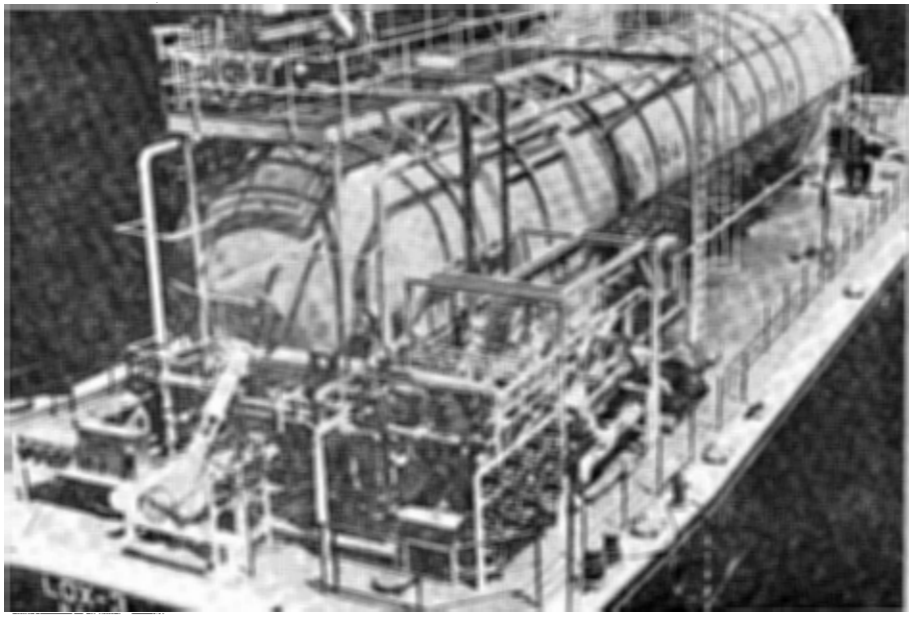
Another agenda item consisted of a proposal to establish limiting draft marks for barges carrying dangerous cargoes. That proposal met with public opposition and it too was withdrawn for further study.

A third item concerned the chlorine regulations, proposing to permit manifolding of vapor return lines. It would also permit the maximum air pressure used in discharging liquid chlorine to be increased from 70 to 75 percent of the allowable pressure of the tank. For a 300 p.s.i.g. tank the latter change would allow the use of a standard chlorine tank car safety valve, set to relieve at a pressure of 225 p.s.i.g., in lieu of the 210 p.s.i.g. relief valve presently being used in the compressed air system. The changes to the chlorine regulations were adopted by the Merchant Marine Council and will be published in the Federal Register.

Several other changes considered by the Merchant Marine Council dealt with shipping papers for barges carrying dangerous cargoes, venting of tank barge cargo tanks when loading combustible or flammable liquids having lethal characteristics, advance notification to the Captain of the Port of vessels arriving with specially designated cargoes, and requirements for waterfront facilities handling those cargoes. Those proposals after final resolution and approval by the Merchant Marine Council are expected to appear in the Federal Register.

With regard to current regulatory activity, the Hazardous Materials Division is presently developing a comprehensive set of regulations which will set forth the standards for water transportation of approximately seventy chemicals in bulk. The regulations are known as Subchapter "O" and are being written with the assistance of a task group of the Chemical Transportation Advisory Panel to the Merchant Marine Council. That group has accepted a truly prodigious undertaking and is putting in long, hard hours of work.

The Chemical Transportation Advisory Panel task group has the job of preparing chemical transportation standards predicated upon the best technical knowledge known and available at the time. There is another group working with the Coast Guard, on the sizable task of analyzing and developing meaningful criteria for chemical transportation standards.



A closeup of a Lox Barge transporting Liquid Oxygen.

That group, the National Academy of Sciences-USCG Advisory Committee on Hazardous Materials, under the chairmanship of Prof. D. L. Katz of the University of Michigan, brings together some of the best technical talent in the Nation who contribute their valuable time and assistance as a public service.

The problem of oil pollution has similarly become a subject of recent concern. The *Torrey Canyon* disaster emphasized the fact that very little is known about effectively combating large oil spills at sea. To seek methods of preventing major oil releases from ships and methods of effectively coping with large spills if preventive measures fail, the Coast Guard is participating in the studies of organizations such as the Intergovernmental Maritime Consultative Organization, the National Committee on Oil Pollution, and the Oil Pollution Panel of the Merchant Marine Council.

Soon after the *Torrey Canyon* went aground, an interagency Oil Spillage Study Group was established under Coast Guard chairmanship, with representatives from the U.S. Army Corps of Engineers and the Federal Water Pollution Control Administration participating. A six-man team from the same agencies traveled to Britain and France to evaluate on-scene damage and means for oil pollution control. The team also consulted top-level Government officials who were charged with the responsibility of taking appropriate action to counter the threat of *Torrey Canyon* oil.

And yet another important step has been taken. The President of the United States has directed the Secretary of Transportation and the Secretary of the Interior to conduct a joint study on how best to mobilize the resources of the Federal Government and the Nation to prevent disasters by major spillage of oil, other pollutants and hazardous substances, and to minimize the threat to health, safety, and our natural resources.

CDR Myron E. Welsh is presently serving as Acting Chief of the newly established Division of Hazardous Materials, in the Office of Merchant Marine Safety at Coast Guard Headquarters. Prior to that assignment he was Chief of the Chemical Engineering Branch of the Merchant Marine Technical Division. He was commissioned as an officer in the Coast Guard in 1953 and has specialized in the field of merchant marine safety.

CDR Welsh is a graduate of the University of Texas with a B.S. degree in Chemical Engineering. He holds a license as Master of ocean steam or motor vessels of any gross tons, and has had extensive service aboard tank vessels. His most recent tour of sea duty was completed in 1964 as Executive Officer of the Coast Guard Cutter "ABSECON" (WHEC–374).

In another activity, representatives of the Hazardous Materials Division are in attendance at Coast Guard investigations of marine casualties involving hazardous materials. One chemical engineer is presently serving as technical adviser to a Marine Board investigating a chemical fire which occurred while cargo was being loaded aboard a ship in Buffalo, N.Y. In that casualty, drums of calcium hypochlorite were dropped from a pallet at main deck level into a deep tank. The drums struck the bottom of the tank, a fire started instantly, and four men were burned to death before they could get clear.

An MHM technical adviser attended the investigation of the *Alva Cape* explosion, which occurred last year while the *Alva Cape* was anchored in Gravesend Bay, New York Harbor. In the Commandant's action (see June 1967 "Proceedings") on the report of investigation of that casualty were pertinent remarks concerning the utilization of marine chemists which bear repeating here.

"The acceptable procedures as set forth by the National Fire Protection Association, in particular, the one requiring prior approval of the use of the inerting procedure by a marine chemist, if adhered to, in all likelihood, would have prevented this casualty. Additionally, had a marine chemist been called and on the scene at the commencement of the inerting procedure it would have been apparent that the method and amount of inerting gas were manifestly insufficient to maintain the atmosphere within the tanks below the required lower explosive limit." ⚓

U.S. Coast Guard Academy Competition

The 92d annual competition for admission to the U.S. Coast Guard Academy, located at New London, Conn., will commence with the December 2, 1967, administration of the College Entrance Examination Board tests given in over 3,000 test centers throughout the country. Appointments to the Academy are made solely on a competitive basis with no congressional appointments or geographical quotas. Applications to participate in the December CEEB tests must be made to the Educational Testing Service prior to 28 October 1967.

To qualify, an applicant must be unmarried, and must have reached his 17th but not his 22d birthday by July 1, 1968. The minimum educational requirement is a high school diploma, however, high school seniors assured of graduation by June 30, 1968, are eligible to compete, provided they have at least 15 credits by that time. Applicants must have completed three units in English, and three in mathematics, including algebra, and plane or coordinate geometry or their equivalents. Applicants must be in excellent physical condition, between 64 and 78 inches in height, with proportionate weight, and have at least 20/30 vision in each eye, correctable to 20/20.

Qualified young men are urged to enter this nationwide competition for appointment as cadets in the nation's oldest seagoing service. Those appointed will receive an excellent college education, leading to a bachelor of science degree, and a commission as an Ensign in the Coast Guard.

Additional information and application forms can be obtained from high school guidance counselors or by writing to the Director of Admissions, U.S. Coast Guard Academy, New London, Conn. 06320. ⚓

Merchant Marine Statistics

There were 1,083 vessels of 1,000 gross tons and over in the active oceangoing merchant fleet on July 1, 1967, a decrease of nine ships from the number active on June 1, 1967, according to the U.S. Department of Commerce.

There were 174 Government ships and 909 private ships in service July 1. These figures do not include private ships temporarily inactive, nor do they include 24 vessels in custody of Defense, Interior, Coast Guard, and Panama Canal Company.

There were eight fewer active and ten more inactive ships in the private fleet as compared to the number of ships in these categories June 1. Two ships were exchanged from the government. The total privately owned merchant fleet increased by two to 969. ⚓

PUBLIC HEARING SET FOR DECEMBER 4

THE MERCHANT MARINE COUNCIL will hold a public hearing on Monday, December 4, 1967, commencing at 9:30 a.m. in the Departmental Auditorium, between 12th and 14th Streets on Constitution Avenue NW., Washington, D.C., for the purpose of receiving comments, views, and data on the proposed changes in marine engineering regulations and material specifications as set forth in Items PH 20–67 to 31–67, inclusive, of the Merchant Marine Council Public Hearing Agenda, CG–249, dated December 4, 1967. The Agenda contains the specific changes being proposed in the marine engineering regulations and material specifications, and for certain proposals the present and proposed regulations are set forth in comparison form, together with reasons for the changes, if necessary.

This document contains general descriptions of the proposed changes in the regulations together with appropriate references to statutes authorizing such regulations. The complete text of the proposed changes and additions to the regulations is set forth in the "Merchant Marine Council Public Hearing Agenda" (CG–249), dated December 4, 1967. Copies of this Agenda have been mailed to persons and organizations who have requested that copies be furnished them. Copies of the Agenda will be furnished, upon request to the Commandant (CMC), U.S. Coast Guard, Washington, D.C. 20591, so long as they are available. After the supply of extra copies is exhausted, copies will be available, for reading purposes in Room 4211, Coast Guard Headquarters, or at the offices of the various Coast Guard District Commanders.

Comments on the proposed regulations are invited. Written comments containing constructive criticism, suggestions, or views are welcomed. However, acknowledgment of the comments received or reasons why the suggested changes were or were not adopted cannot be furnished since personnel are not available to handle the necessary correspondence involved. The public hearing held by the Merchant Marine Council is informal and intended to obtain views and information from those who will be directly affected by the proposals under consideration. Each oral or written comment is considered and evaluated. If it is believed the comment, view, or suggestion clarifies or improves a proposed regulation or amendment, such proposal is changed accordingly and, after adoption by the Commandant, the regulations as revised are published in the Federal Register. If a proposal under consideration is not accepted by the Commandant, the proposal is rejected or withdrawn.

Each person or organization who desires to submit comments, data, or views in connection with the proposed regulations set forth in the Merchant Marine Council Public Hearing Agenda shall submit them in triplicate so that they will be received by the Commandant (CMC), U.S. Coast Guard Headquarters, Washington, D.C. 20591, prior to December 2, 1967. Comments, data, or views may be presented orally or in writing at the public hearing before the Merchant Marine Council on December 4, 1967. In order to insure consideration of written comments and to facilitate checking and recording, it is essential that each comment regarding a section or paragraph of the proposed regulations be submitted on Form CG–3287, showing the section number (if any), the subject, the proposed change, the reason or basis, and the name, business firm or organization (if any), and the address of the submitter. A small quantity of Form CG–3287 is attached to this Agenda. Additional copies may be reproduced by typewriter or otherwise.

Each item in the Agenda has been given a general title, intended to encompass the specific proposals presented thereunder. It is urged that each item be read completely because the application of proposals to specific employment or types of vessels may be found in more than one item. The items in this Agenda are described in general terms in the paragraphs which follow.

It is proposed to completely revise rules and regulations known as "Marine Engineering Regulations and Material Specifications" (CG–115) and to rename the publication "Marine Engineering Regulations". In the Code of Federal Regulations these rules and regulations are in Subchapter F (Marine Engineering) of Chapter I of Title 46, CFR and contained in Parts 50 to 61, inclusive. These proposals will provide that in the future the marine engineering requirements will be:

a. Industrial codes or standards which are deemed to be satisfactory for marine use subject to the modifications or additions specifically set forth in the proposed regulations in this Agenda; and

b. Auxiliary system requirements peculiar to shipboard operations. The latter area was previously covered in the existing regulations and has been generally rearranged and modernized in this Agenda.

The present marine engineering regulations were originally prescribed in 1935 to implement the Act of June 13, 1933 (amending 46 U.S.C. 361, 392, 406–412), governing the construction and inspection of boilers, unfired pressure vessels, piping, propulsive and auxiliary machinery, appurtenances and electrical installations. A major revision of these rules and regulations was undertaken after World War II and published with an effective date of November 19, 1952, when the basic vessel inspection regulations were revised to implement the 1948 International Convention for Safety of Life at Sea. Since that time amendments, changes or additions have been made as necessary.

It is a well-recognized fact that during the last 15 years technological advancements and concepts of engineering and science have progressed to the point that immediate action is now needed to revise and up-date the marine engineering regulations to meet current industrial practices and procedures so that these requirements will be furthering the development of an efficient and effective merchant marine.

The existing Marine Engineering Regulations provide in a general format the Coast Guard's established procedures to provide safety in the design, fabrication, and repair of boilers, pressure vessels, pressure piping, and machinery for marine applications. Most fabricators of pressure components for the marine field also fabricate similar items for land use. While the Coast Guard's existing regulations do parallel certain national codes and standards, their format and arrangement have necessitated fabricators to utilize and maintain two distinct and complete sets of rules. This situation has led to unnecessary duplication and expense. The proposed regulations in this Agenda will directly utilize as their basic foundation those standards already familiar to the pressure component designer and fabricator and will clearly identify those areas in which modifications are required for marine applications. Such an arrangement is expected to provide the fabricator savings in the standards area.

The differences which exist between the current regulations and the parallel commercial codes have been greatly reduced or eliminated. Those differences which remain do so because of (1) the marine environment, or (2) longstanding practices, or (3) they are current requirements, and the reasons for their retention are that proposals for their elimination have been conflicting or inconclusive. It is realized that differences which cannot be justified by the marine environment cause fabricators unnecessary expense and delay. It is expected that in actions subsequent to this, the remaining differences which are now clearly defined can be thoroughly investigated and if possible eliminated.

Additionally, the proposed regulations, by referencing the national codes and standards, will provide detailed information not available in the current regulations. It is expected that this will shorten delays and reduce expenses by eliminating the need for many interpretations which are now necessary.

To publish and keep current a detailed body of marine engineering regulations covering in comparable detail the material included in the applicable industry codes proposed for adoption, as well as covering the special provisions peculiar to marine requirements, would demand an encyclopedia of regulations. Even if this were otherwise practical, it would require a large staff to keep these regulations current in this age of technical advance.

Fortunately, the amendment to Section 3 of the Administrative Procedures Act (Public Law 89–487, 5 U.S.C. 552), provides an avenue for an ideal arrangement. It, in effect, allows acceptance of those voluntary standards or codes (or portions thereof) which are deemed satisfactory. By proper incorporation by references these standards or codes will then have the same effect as regulations. Such adoption and use of standards or codes will also provide for savings to the taxpayer.

The rewrite of the Marine Engineering Regulations, Subchapter F, began in early 1965. In January, 1967, a preliminary rough draft was distributed to interested parties for criticism and comment. Written critiques received from over 50 different sources were considered and incorporated in the regulations which follow.

SYNOPSES OF 1967 PUBLIC HEARING ITEMS

The physical format of the revised regulations follows the arrangement of the American Society of Mechanical Engineers (ASME), Boiler and Pressure Vessel Code, and the Power Piping Section of the United States of America Standard Institute (USASI) Code for Pressure Piping. Each part (chapter) is generally complete in itself with a minimum of cross-reference to other regulations. This change is in response to numerous criticisms of the existing regulations; i.e., the requirements for a specific item appear throughout the regulations and are not contained in a single part.

The proposed arrangement of each part of the regulations will follow that of the particular code which it follows and adopts. This arrangement permits easy identification of differences for marine usage, which are spelled out in tabular form in each part for the convenience of the user.

PART 50—GENERAL PROVISIONS

(Item PH 20–67)

It introduces the adoption of industry codes, delineates the application of the regulations, outlines general plan review, defines inspection requirements during fabrication by the Coast Guard Inspectors, and outlines the procedure for material certification. The procedures followed for material certification are identical to those used by the ASME Code for plate, pipe and tubing, castings, and forgings. The new Part 50 contains some of the requirements previously in Parts 50 and 51. The existing affidavit system covering valves, flanges and fittings is being retained until the time when adequate commercial specifications for those items are available. The requirement for mill inspection of all material previously called Class "A" has been deleted, however, Coast Guard Inspectors retain the right to make such mill visits as may be necessary.

A new Section for uniformity in numbering power boilers, heating boilers, and unfired pressure vessels has been added. This section together with the material in Part 63 will eliminate the need for marking heating boilers under specification No. 162.003, and package boilers under 46 CFR 162.026. 46 CFR 162.026 will be cancelled. Specification Approval No. 162.003 is now used for numbering purposes only. The Certificates of Approval bearing basic numbers 162.003 and 162.026 will be terminated after the proposed regulations are published as Marine Engineering Regulations.

PART 51—

(Vacant)

The previous Part 51—Materials has been redistributed. Certification of materials now appears in Part 50. Material requirements, both chemical and physical as well as markings, and nondestructive test requirements, are now included by reference to Sections I, III, IV, VIII and the Section II on materials of the ASME Code. These references are located in Parts 52, 53, 54, and 55 of these regulations. Materials for piping systems are included within Part 56.

PART 52—POWER BOILERS

(Item PH 21–67)

Part 52 provides for the adoption of Section I of the ASME Code. Previously most of this material appeared in Part 52 of the regulations, however, welding was in Part 56, testing in Part 61 and materials in Part 51. This made it extremely difficult to follow the requirements for new construction. Differences which previously existed between Part 52 and Section I concerning boiler water-tube wall thicknesses have been eliminated, however the prohibition against tube threading has been continued. Piping areas which are covered in Section I of the ASME Code have been excluded and the requirements of Part 56 applied to provide for consistency.

PART 53—HEATING BOILERS

(Item PH 22–67)

Much of this information was previously presented in Part 53. The new Part 53 adopts Section IV of tne ASME Code. A situation similar to that in the case of power boilers, in which requirements were spread out amongst several parts, has been corrected. The pressure coverage for hot water heating and supply boilers has been broadened over the existing regulations. Steam boilers in this section continue to a maximum pressure of 30 p.s.i.g. even though Section IV of the ASME Code cuts off at 15 p.s.i.g.

PART 54—UNFIRED PRESSURE VESSELS

(Item PH 23–67)

Pressure vessels were previously covered under Part 54. The new Part 54 adopts Section VIII of the ASME Code. It continues the present method of classifying vessels as to service temperature and pressure, and includes provisions to class low temperature vessels. All requirements for the construction of unfired pressure vessels now appear in this single chapter instead of in several places. Requirements for the acceptance of certain small unfired pressure vessels which previously required Coast Guard inspection have been changed to permit acceptance of vessels built to the ASME Code. This will reduce overall fabrication costs on these vessels.

A table which includes all the various pressure vessels and boilers covered by the regulations, and gives the user a quick reference to the part of the regulations which applies, appears in Part 54 and is referenced in other parts. A new section covers regulations previously appearing in Parts 38 and 40 of Subchapter D and 98 of Subchapter I on the sizing of safety valves for cargo tanks under fire conditions. This eliminates duplication, chance for error and places all similar material in one location. Existing requirements covering test plates and radiography remain unchanged and differ from those in Section VIII.

PART 55—NUCLEAR PRESSURE VESSELS

(Item PH 24–67)

These vessels were not specifically covered under the present regulations. This new part adopts Section III of the ASME Code. All new marine nuclear power plant pressure vessels are to be built in accordance with this part. This relatively recent addition to the ASME Code provides for higher allowable stresses than permitted for boilers and other pressure vessels but provides for detailed analysis, additional nondestructive testing, and increased quality assurance.

PART 56—PIPING SYSTEMS AND APPURTENANCES

(Item PH 25–67)

Adopts USAS B31.1.0 (1967 edition of B31.1). This part covers the material previously appearing in Part 55. Sections on refrigeration, steering, hydraulics, and LPG cooking and heating systems have been moved to Part 58—Auxiliary Machinery. The new Part 56 covers the same basic shipboard piping systems previously covered, with major changes in overboard discharge systems due to the 1966 Loadline Convention. Sections on nonmetallic materials, expansion joints, and thermal analysis have been expanded to provide for new developments covering current accepted practices. New sections appear for nuclear and low temperature piping again specifying current accepted practices.

PART 57—WELDING AND BRAZING

(Item PH 26–67)

Part 57 adopts Section IX of the ASME Code. Welding requirements appeared previously in Part 56. Workmanship test plate requirements and toughness assurance tests appear in this part and are unchanged from the current regulations and accepted procedures. These requirements represent an area of differences from the referenced codes. Other material which appeared in the old Part 56 on design, nondestructive testing, and brazing have been deleted and now are covered in the ASME Code as adopted.

PART 58—MAIN AND AUXILIARY MACHINERY

(Item 27–67)

Part 58 contains material which was previously in Part 57 and also now includes other items relocated to this part for the convenience of the user.

PART 59—REPAIRS TO BOILERS, UNFIRED PRESSURE VESSELS, AND APPURTENANCES

(Item PH 28–67)

New Part 59 contains material previously in Part 58. It is unchanged except that repairs pertinent to new construction have been deleted and are now covered in the ASME Code as adopted. Present Part 59 has been relocated within the new Part 58.

PART 60—

(Vacant)

Previous Part 60 was also vacant. It is available for future topics.

PART 61—PERIODIC TESTS AND INSPECTION

(Item PH 29–67)

These requirements were previously under Part 61 but the scope of the new part has been reduced in that inspection for new construction has been deleted since it now appears in Parts 52 through 58. Material on periodic inspection which appeared previously in other parts has been relocated here for the convenience of the ship operator and the inspector.

PART 62—

(Vacant)

This part will be used for regulations covering automatic controls for propulsion boilers when they become available.

PART 63—AUTOMATIC AUXILIARY HEATING EQUIPMENT

(Item PH 30–67)

Part 63 contains material previously appearing in Subchapter Q—Specification 162.026, automatically controlled packaged boilers. Coverage has been expanded to provide realistic requirements for both large and small auxiliary steam boilers, water heaters, and thermal fluid heaters. 46 CFR 162.026 will be cancelled and listing in Equipment Lists, CG–190, will be eliminated.

MISCELLANEOUS CHANGES IN OTHER REGULATIONS

(Item PH 31–67)

The proposed revision of the "Marine Engineering Regulations and Material Specifications" (CG–115), and the proposed adoption of certain nationally accepted industrial codes, standards and specifications, by reference as permitted by Section 3 of the Administrative Procedure Act (5 U.S.C. 552), will require miscellaneous changes in other rules and regulations governing merchant vessel inspection and certification by the Coast Guard which refer to or complement the "Marine Engineering Regulations." Additionally, other changes are proposed because of the change in concept of these regulations and certain modifications are desired because of changes in procedures and practices.

FIRES IN BOILER UPTAKES

On numerous occasions on steam propelled vessels, fires have occurred in air heaters of water tube boilers resulting in considerable damage and delay of vessels for repairs. The majority of these casualties undoubtedly were due to neglect on the part of those responsible for the upkeep of the boilers, in that soot blowers were not properly used or were not properly maintained.

In most cases where fires have occurred, it was found that the soot blowers had not been used frequently enough. This is particularly liable to happen on vessels that have been in port for an extended period of time. Poor combustion and unsatisfactory cleaning of boiler heating surfaces during repair periods are contributing factors in air heater fires. If soot deposits are allowed to accumulate in the uptakes and stacks, they may be loosened by mild explosions or vibrations and drop onto the tops of the air heaters.

A mild explosion in a dirty furnace may produce a serious explosion in the following manner: The first explosion dislodges soot and carbon which floats in the air like a cloud of dust. This material then ignites and explodes with considerable violence. Incandescent carbon particles, due to incomplete combustion, are carried through the gas passages of the boiler, settling on air heater tubes. They start burning when disturbed by excess draft.

PREVENTION

Fires in air heaters may be prevented by maintaining good combustion and knowing the normal temperature above and below air heaters and immediately investigating any abnormal difference. Soot blowers should be frequently and properly used, especially when the vessel is in port or when there is a slight load on the boilers. When using soot blowers, start at the bottom and work up, as outlined in instruction books, increasing the forced draft fan pressure approximately one inch while blowers are in use.

Hand torches should be used when lighting off burners, and oil should be recirculated so that immediate ignition takes place when the torch is applied. Frequent inspection of the heating surfaces for soot accumulation should be made, especially of those parts not cleared by the soot blowers. When hand-cleaning the surfaces of boilers, start at the top and work down.

EXTINGUISHMENT

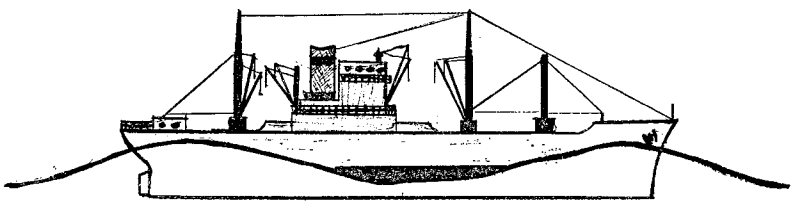
In the event of a fire starting in the air heater of a boiler, immediate action is to shut down the boiler by shutting off the oil supply. All burners should be removed, air registers shut, forced draft fan stopped, and inlet damper closed. The water level in the drum should be raised to a full glass; and if the vessel is under way, the bridge should be notified that the vessel's speed and maneuvering ability will be restricted. Locate the fire by opening the access doors in the uptakes and flood the area with CO_2 gas or other fire extinguisher. Water may be used if no other means of extinguishing the fire is available. Don't flood the engineroom with CO_2 gas as was done on ship.

DO NOT USE SOOT BLOWERS TO EXTINGUISH THE FIRE as such action may stir up a carbon dust cloud, which might ignite and explode.

—R. C. WARNER,
Safety Bulletin,
Chevron Shipping Co.

SHIP CONSTRUCTION

Q. a. To what type of bending moment is the vessel illustrated being subjected?
b. What type stress is put on the deck and sheer strake?
c. What type stress is put on the bottom?



A. a. A "sagging" stress where the ends are receiving more buoyant support than the center.
b. The deck and sheer strake are in compression.
c. The bottom is in tension.

DECK

Q. What is meridian angle?

A. Meridian angle is angular distance east or west of the local celestial meridian; the arc of the celestial equator, or the angle at the celestial pole, between the upper branch of the local celestial meridian and the hour circle of a celestial body, measured eastward or westward from the local celestial meridian through 180°, and labeled E or W to indicate the direction of measurement.

Q. What is polar distance?

A. Polar distance is angular distance from a celestial pole; the arc of an hour circle between a celestial pole, usually the elevated pole, and a point on the celestial sphere, measured from the celestial pole through 180°. If the declination and the celestial pole are of the same name, the polar distance is 90° −d, but if of contrary name, it is 90° +d.

Q. Why are studs used in an anchor chain?

A. Prevent fouling and increase strength of chain.

ENGINE

Q. What is the purpose of installing steam separators in steam lines? How do they function, and what precautions should be taken in installing them?

A. Separators are used in some steam lines to prevent moisture and foreign matter from entering working machinery. The steam enters the separator through a winding, spiral passage. Due to the velocity of the steam, water particles are thrown against the outer wall of the separator and collect in the bottom, from where the water is led off through a steam trap to the hot well. The dry steam then leaves the separator through an inner pipe, which extends into the shell. An arrow is on the cover plate, and the separator must be installed in the direction of the arrow, so that the steam flows through the separator in the proper direction. The separator must be placed below the level of entry to the machinery. The separator should be insulated and kept dry at all times. Some have a gage glass on the outside showing how much water has collected.

Q. What is the purpose of an equalizer pipe as installed on some turbines?

A. The gland side of the rotor dummy ring on the high-pressure turbine is connected by the equalizer pipe to the high-pressure exhaust chamber. Likewise, the gland side of the rotor dummy ring in the low-pressure turbine is connected by the equalizer pipe to a point near the low-pressure exhaust end. Thus the gland side of each dummy is subjected to the low pressure existing in the cylinder at the point to which its equalizer pipe is connected, while the opposite side is subjected to the pressure existing at the inlet to the reaction blading. Therefore, there is a pressure difference acting across the dummy ring tending to move the rotor toward the steam inlet end. The thrust thus exerted counterbalances a part of the main steam thrust and reduces the load imposed on the thrust bearing.

MERCHANT MARINE PERSONNEL STATISTICS

MERCHANT MARINE OFFICER LICENSES ISSUED

FISCAL YEAR ENDING JUNE 30, 1967

DECK

Grade	July through September (1966)		October through December (1966)		January through March (1967)		April through June (1967)	
	Original	Renewal	Original	Renewal	Original	Renewal	Original	Renewal
Master:								
Ocean	65	382	56	319	66	409	71	455
Coastwise	7	16	5	7	7	20	12	28
Great Lakes	2	7	1	38	43	109	1	19
B.S. & L	3	64	4	55	4	92	9	58
Rivers	11	44	15	49	14	62	10	56
Radio officer licenses issued	47	99	50	122	62	132	74	106
Chief mate:								
Ocean	68	104	71	110	63	132	81	114
Coastwise	1	8	1	3	----------	4	1	4
Great Lakes	1	----------	2	----------	3	13	2	1
B.S. & L	1	9	5	6	7	12	6	7
Rivers	9	25	5	22	7	35	10	32
2d mate:								
Ocean	94	98	116	85	121	115	111	128
Coastwise	6	1	1	1	1	1	----------	----------
3d mate:								
Ocean	81	103	56	65	155	91	241	137
Coastwise	1	1	----------	----------	----------	1	----------	2
Pilots:								
Great Lakes	11	14	1	20	36	90	11	33
B.S. & L	40	128	49	105	37	147	75	136
Rivers	87	94	79	90	79	135	78	126
Master: Uninspected vessels	17	23	25	23	29	24	30	29
Mate: Uninspected vessels	7	4	10	11	14	7	14	5
Motorboat operators	266	631	168	432	253	676	435	812
Total	**825**	**1,855**	**670**	**1,559**	**1,001**	**2,307**	**1,272**	**2,322**
Grand total	**2,680**		**2,709**		**3,308**		**3,594**	

ENGINEER

Grade	Jnly through September (1966)		October through December (1966)		January through March (1967)		April through June (1967)	
	Original	Renewal	Original	Renewal	Original	Renewal	Original	Renewal
STEAM								
Chief engineer:								
Unlimited	39	462	34	436	58	554	36	414
Limited	5	67	4	66	7	98	3	64
1st assistant engineer:								
Unlimited	76	195	76	183	105	211	70	189
Limited	6	20	3	17	5	20	7	12
2d assistant engineer:								
Unlimited	163	239	119	231	217	290	142	226
Limited	2	6	----------	3	7	8	2	15
3d assistant engineer:								
Unlimited	132	357	72	239	238	234	244	275
Limited	----------	1	----------	5	13	7	3	1
MOTOR								
Chief engineer:								
Unlimited	3	113	11	82	8	96	5	77
Limited	25	135	16	134	27	161	35	163
1st assistant engineer:								
Unlimited	3	26	9	16	12	35	4	34
Limited	9	42	7	42	10	40	12	38
2d assistant engineer:								
Unlimited	14	23	14	32	13	35	11	28
Limited	3	4	3	3	5	5	5	41
3d assistant engineer:								
Unlimited	20	341	15	252	182	266	187	319
Limited	3	2	5	9	3	4	6	2
Chief engineer:								
Uninspected vessels	12	19	17	27	24	19	21	10
Assistant engineer:								
Uninspected vessels	6	7	5	6	12	7	12	8
Total	**521**	**2,059**	**413**	**1,783**	**946**	**2,090**	**805**	**1,926**
Grand total	**2,580**		**2,196**		**3,036**		**2,731**	

MERCHANT MARINE PERSONNEL STATISTICS—Continued

MERCHANT SEAMEN'S DOCUMENTS ISSUED

Type of document	July through September (1966)					October through December (1966)					January through March (1967)					April through June (1967)				
	Atlantic coast	Gulf coast	Pacific coast	Great Lakes and rivers	Total	Atlantic coast	Gulf coast	Pacific coast	Great Lakes and rivers	Total	Atlantic coast	Gulf coast	Pacific coast	Great Lakes and rivers	Total	Atlantic coast	Gulf coast	Pacific coast	Great Lakes and rivers	Total
Staff officer	74	12	46	6	138	48	7	24	4	83	66	10	52	4	132	66	18	45	8	137
Continuous discharge book	------	20	------	------	20	------	12	------	------	12	1	18	------	------	19	------	45	------	------	45
Merchant mariner's documents	2,221	1,003	1,943	1,790	6,957	1,836	839	1,777	1,111	5,563	2,235	1,419	3,021	822	7,497	3,396	1,566	3,120	2,425	10,507
AB any waters unlimited	130	68	127	33	358	88	58	99	21	266	150	72	189	36	447	207	70	141	44	462
AB any waters, 12 months	92	91	58	70	311	80	77	89	24	270	108	70	121	16	315	131	66	108	55	360
AB Great Lakes, 18 months	2	2	4	25	33	1	1	3	9	14	1	------	1	14	16	------	2	32	25	59
AB tugs and towboats, any waters	3	7	2	------	12	6	1	------	------	7	6	------	10	------	16	5	4	4	------	13
AB bays and sounds	3	------	------	------	3	------	------	------	------	------	1	------	------	------	1	------	------	------	------	0
AB seagoing barges	------	------	------	------	------	1	------	2	------	3	------	------	1	------	1	------	------	------	------	0
Lifeboatman	331	3	102	4	440	57	13	84	1	155	180	27	167	11	385	233	20	226	6	485
Q.M.E.D	243	155	196	84	678	266	88	168	47	569	358	91	272	51	772	471	96	345	68	980
Entry ratings	2,152	960	1,866	1,728	6,706	1,744	804	1,682	1,058	5,288	2,177	1,388	2,866	802	7,233	3,132	1,534	2,954	2,372	9,992
Tankerman	20	69	6	55	150	22	43	9	53	127	22	57	10	45	134	34	104	6	54	198
Total	5,271	2,390	4,350	3,795	15,806	4,149	1,943	3,937	2,328	12,357	5,305	3,152	6,710	1,801	16,968	7,675	3,525	6,981	5,057	23,238

FIRE PREVENTION WEEK, 1967

By the President of the United States of America

A Proclamation

Every day, destructive fires bring tragedy and loss to some American families. Every year the human toll of fire exceeds 10,000 lives. In 1966, more than twice as many Americans were killed by fire than on the battlefields of Vietnam.

The dollar damage from fire increases every year. Last year, almost $2 billion worth of property was destroyed in flame and smoke.

These are grievous statistics. They represent sorrow and suffering and financial hardship which need not have happened. For fire's final, bitter irony is that most of it is avoidable. Most fires are caused by carelessness or by hazardous conditions which could be corrected.

It is imperative that the United States undertake a massive program to perfect its knowledge of, and its protection against, the havoc of fire.

For this reason, I have asked the Congress to enact the Fire Research and Safety Act of 1967, which will:

—Improve our information about the causes and costs of fire.

—Develop better fire fighting and fire prevention techniques.

—Support community efforts to improve their fire control programs.

—Expand public education in the prevention of fires.

I have also asked the Congress to enact amendments to the Flammable Fabrics Act, which will enable us to help save the thousands who die each year because of flammable and explosive clothing and interior furnishings.

This legislation will strengthen America's efforts to reduce the senseless repetition of destruction that fire inflicts on our Nation.

But in the final analysis, fire prevention can succeed only at the community level. Local efforts must make every citizen aware of his personal responsibility for removing fire hazards and reforming the habits that cause fires.

Recognizing the importance of those efforts, I, LYNDON B. JOHNSON, President of the United States of America, do hereby designate the week beginning October 8, 1967, as Fire Prevention Week.

I bid all citizens earnestly to support the fire prevention and control efforts of their community fire departments. I urge State and local governments, the National Fire Protection Association, business and civic groups, and public information agencies to observe Fire Prevention Week, to provide useful fire safety information to the public, and to enlist the active participation of all citizens in year-round fire prevention programs. I also direct the Federal Fire Council and the appropriate Federal agencies to assist in this effort to reduce the needless waste of life and property caused by preventable fires.

IN WITNESS WHEREOF, I have hereunto set my hand this second day of August in the year of our Lord nineteen hundred and sixty-seven, and of the Independence of the United States of America the one hundred and ninety-second.

LYNDON B. JOHNSON

AMENDMENTS TO REGULATIONS

Title 46 Changes

Disclosure of Safety Standards

INTERPRETIVE RULINGS REGARDING ADVERTISING

1. The disclosure regulations were published in the Federal Register on April 25, 1967, and effective on and after May 6, 1967, and implemented Public Law 89–777 which amended in part, Title 46, U.S. Code, section 362. Many inquiries have been received from the advertising industry relative to the proper method of incorporating safety information in advertising material. Because of the number of these inquiries and since many of the questions were identical, an informal meeting was held in Washington on June 15, 1967, to discuss these problems and to describe the proper application of the regulations. This meeting resulted in a better appreciation, on the part of all concerned, with these mutual problems, both technical and regulatory, which face both industry and Coast Guard. It is desired by all concerned to comply with the intent of Congress as set forth in this new law that the advertising information will "* * * notify each prospective passenger of the safety standards with which the vessel complies or does not comply."

2. The purpose of this document is to describe in general terms the interpretive rulings given with respect to the rules and regulations in this part as they apply to advertising information.

3. By virtue of the authority vested in me as Commandant, U.S. Coast Guard, by section 632 of Title 14, U.S. Code, and Department of Transportation Order 1100.1 delegating authority to prescribe rules and regulations under laws transferred by subsection 6(b)(1) of the Department of Transportation Act, the following interpretive rulings designated § 80.15–1 are prescribed and effective on and after publication in the Federal Register.

4. Part 80 is amended by inserting after § 80.10–20 a new Subpart 80.15, consisting of § 80.15–1, reading as follows:

Subpart 80.15—Interpretive Rulings

§ 80.15–1 Advertising information

(a) Because of the number of inquiries and since many of the questions were identical, the interpretive rulings in this section are published for the guidance of all concerned.

(b) From the point of view of contents, when is it necessary to incorporate into an advertisement the safety information required by this Part? (Ruling) The safety information statement is required in an advertisement when either one of two conditions are described; i.e., (1) a vessel is named, or (2) a voyage is described.

(c) What is meant by the word "voyage" as used in this Part? (Ruling) As used in this Part, "voyage" (route) consists of three conditions which must be stated and are (1) port or area of departure; (2) port or area of destination; and (3) a schedule.

(d) What is meant by the word "schedule" as used in § 80.10–20(e)? (Ruling) A "schedule" is the posted and published day(s) of departure and/or arrival. A description of a limited time interval during which a voyage will commence, i.e., such as "departing 10:30 a.m., September 7," "departing every Monday," "departing first Tuesday of every month," etc., are deemed to come within the meaning of term "schedule." The phrases "weekly sailings," "sailing twice weekly," "September Sailing," "Summer Cruise," etc., are not deemed to come within the meaning of the term "schedule."

(e) Are there any exceptions to the description in § 80.10–5(a) which states that "All promotional literature or advertising in or over any medium of communication * * * shall include * * *" safety information? (Ruling) Because of the nature of the display, the exception allowed concerns advertising signs towed or displayed by aircraft (including skywriting by aircraft). This ruling is based on the premise of practicability, and it is believed that Congress did not intend to prohibit this type of advertising.

(f) Does § 80.10–20(c)(1) relate to billboard type advertisements, especially since it specifies a minimum type size of printing of six points? (Ruling) This regulation does relate to billboard type advertising and shall be followed. Attention is directed to the wording which states "* * * the safety information statement shall be *at least* the same size type as the body of the text * * *."

(g) Because of the precise language in § 80.10–20(e), how much latitude is given with respect to the placement and cross references about safety information statements in brochures, pamphlets, schedules, etc.? (Ruling) The first two sentences of § 80.10–20(e) contain the basic requirements of this regulation, and strict compliance is necessary in order to effectively advise prospective passengers of the safety standards of the named vessels. The balance of § 80.10–20(e) is explanatory and suggestive in nature. By using an example the last sentence of this regulation suggests how these basic requirements may be met. It must be kept in mind that this regulation must be read and complied with in the context of the regulation as a whole.

(h) Are advertisements in trade publications required to comply with the disclosure requirements in this Part? (Ruling) Trade publications are deemed to be those directed to a

specific group of people or organizations and are not intended or used for general distribution to the public. In those instances where advertisements are not used or intended to be distributed to the general public for solicitation of passage on vessels, the advertisements are not deemed to be subject to the requirements in this part.

(i) Does the descriptive phrase "* * * all promotion literature or advertising in or over any medium of communication within the United States * * *" in subsection 362(b) of Title 46, U.S. Code, include literature (such as magazines, newspapers, periodicals, etc.) and advertising produced in a foreign country and introduced into the United States, and would such materials be subject to the regulations in this part? (Ruling) Any literature (such as magazines, newspapers, periodicals, etc.) and advertising introduced into the United States of America for the purpose of offering passage or soliciting passengers for ocean voyages must comply with the requirements in this part. Advertisements in foreign magazines, newspapers, periodicals, etc., produced outside the United States and having a limited distribution in the United States need not comply with the requirements in this part: *Provided, however,* That American editions of such media and travel advertisements extracted from such media for distribution in the United States must comply with the requirements in this part.

(Federal Register of Aug. 29, 1967)

Title 33 Changes

Fees and Charges or Sales of Matters Requested by the Public

The changes to the regulations contained in this document revise the schedules of fees and charges to be imposed by the Coast Guard for furnishing the public copies or excerpts of information or records and for issuing certain duplicate documents, certificates, or licenses. The special Coast Guard fees and charges are designated 33 CFR Subpart 1.25. The regulations of the Department of Transportation in 49 CFR Part 7 regarding "Public Availability of Information" set forth the basic regulations and policy governing the Coast Guard and fees and charges for obtaining copies of records. These regulations were published in the Federal Register dated June 29, 1967 (32 F.R. 9284–9292), and effective July 4, 1967. For convenience, applicable fees and charges are repeated in 33 CFR Subpart 1.25.

New regulations are added as 33 CFR Subpart 1.26 regarding the sales of certain items or services under emergencies or other circumstances to permit repayment of costs involved by the public as permitted by various provisions of law.

The fees and charges in 33 CFR 1.25–40 are issued pursuant to Title V of the Independent Offices Appropriation Act of 1952 (Sec. 501, 65 Stat. 290), and are charges considered to be commensurate with the costs to comply with the request.

The instructions in this notice shall be effective on and after July 4, 1967.

1. The title and entire text of Subpart 1.25, containing §§ 1.25–1 to 1.25–80, inclusive, is amended to read as follows:

Subpart 1.25—Fees and Charges for Certain Records and for Duplicate Documents, Certificates, or Licenses

Sec.

§ 1.25–1 Purpose.

(a) The regulations in this subpart established fees and charges which shall be imposed by the Coast Guard for making copies or excerpts of information or records, and for issuing certain duplicate documents, certificates, or licenses.

(b) These fees and charges are imposed as required by Title V of the Independent Offices Appropriation Act of 1952 (Sec. 501, 65 Stat. 290, 31 U.S.C. 483a). This act states that it is the sense of Congress that fees and charges shall be charged for services rendered the public by Federal agencies in order that such services may be performed on a selfsustaining basis to the fullest extent possible.

§ 1.25–30 Exceptions.

(a) The general policies and instructions of the Bureau of the Budget specify when certain services as specifically described in this subpart will be furnished without charge.

(b) The fees and charges prescribed in this subpart are not applicable when requested by, or furnished to, the following persons, or under the following circumstances:

(1) Any Federal or State court and any agency, corporation or branch of the Federal Government.

(2) The press, radio, television, or news reel representatives for dissemination to the general public.

(3) A donor when it applies to the original of his gift.

(4) Any person having an official, voluntary or cooperative relationship to the Coast Guard in rendering services promoting safety of life and property.

(5) Any agency of a State, county, or municipal government which is carrying out a function related to the function of the Coast Guard.

(6) An individual directly concerned in a Coast Guard hearing or other formal proceedings, not to exceed one copy.

(7) Any person who has been required to furnish personal documents for retention by the Coast Guard.

(8) Any member of Congress when for official use.

(9) When furnishing the service free saves or yields income equal to the direct costs of the Coast Guard.

(10) When furnishing the service free is in conformance with general established business customs.

(11) When furnishing records or information to a military member or civilian member in order to permit such person to obtain financial benefits.

(12) When furnishing a medal to any member or former member who did not receive the medal or service award, or who has not lost said medal through his own carelessness.

§ 1.25–40 Schedule of fees and charges.

(a) The applicable fees and charges prescribed by the Department of Transportation are in 49 CFR Part 7 for services, duplicates, excerpts, or copies when requested by the public and shall be followed. These fees and charges are described in Table 1.25–40(a) and will be imposed and collected, but in event of difference those in 49 CFR Part 7 apply since such fees and charges repeated herein are only given as a matter of convenience.

TABLE 1.25–40(a)—FEE SCHEDULE

Identification	Item	Cost
(a)	Search for an identifiable record, including making it available for inspection	$3.00
(b)	Copies of documents by photocopy or similar method:	
	(1) Each page not larger than 12 by 18 inches	.50
	(2) Minimum charge	1.00
(c)	Typed pages, each	2.50
(d)	Certified copies of documents:	
	(1) With Department of Transportation seal	2.00
	(2) True copy, without seal	1.00
(e)	Photographs: black and white glossy print, 8 inches by 10 inches or smaller, each	1.00
(f)	Duplicate data tapes—each reel of tape or fraction thereof	40.00
(g)	Microfilm copies, each 100 foot roll or less	$8.00
(h)	Data processed records, each 1,000 lines or fraction thereof	5.00
(i)	Preprinted materials, shelf stock, one color, standard sizes:	
	(1) Each page (excluding blanks)	.05
	(2) Minimum charge	1.00
(j)	Other records: The fee for a copy of a record not described in items (b) through (i) will be supplied upon request. The amount of that fee will be the cost of producing and handling.	

(b) The fees and charges for certain services and duplicate documents, certificates or licenses are prescribed in accordance with authority in 49 CFR 7.85(j). These fees and charges, which are additional and applicable only to the Coast Guard, are in Table 1.25–40(b). When the item includes a search charge, the fee or charge prescribed includes this cost.

TABLE 1.25–40(b)—COAST GUARD FEE SCHEDULE

Item	Fee
(1) Certificate of Seaman's Service (Form CG–723) (compilation) when requested by seaman:	
(i) First page	$5.50
(ii) Each additional page	2.50
(2) Transcript of service record of merchant seaman (compilation) in letter form other than to named seaman:	
(i) First page	5.50
(ii) Each additional page	2.50
(3) Duplicate continuous discharge book	2.50
(4) Duplicate merchant mariners' document	2.50
(5) Duplicate certificate of registry as staff officer	2.50

§ 1.25–80 Payment of fees, charges or sales.

(a) The payment of fees and charges must be made by postal money order or check payable to the "Treasurer of the United States" or "U.S. Coast Guard," and sent to the office of the Coast Guard performing the service or furnishing or delivering the record, document, or certificate. If copy is to be transmitted by registered, air, or special delivery mail, postal fees therefor will be added to fees provided in this subpart (or the order must include postage stamps or stamped return envelopes).

(b) The fee is payable in advance.

2. Part 1 is amended by inserting after § 1.25–80 a new Subpart 1.26, consisting of §§ 1.26–1 to 1.26–25, inclusive, reading as follows:

Subpart 1.26—Charges for Duplicate Medals, and Sales of Personal Property, Equipment or Services and Rentals

Sec.

The complete text of these changes has been published in the Federal Register of August 2, 1967.

Approved Equipment

Commandant Issues Equipment Approvals; Terminates Others

By Commandant Action of August 18, 1967, Coast Guard approval was granted to certain items of lifesaving and other equipment and materials. At the same time approvals were terminated for certain items.

Those interested in these approvals and terminations should consult the Federal Register of August 29, 1967, for detailed itemization and identification.

AFFIDAVIT

The following affidavit was accepted during the period from August 15 to September 15, 1967:

American Valve Mfg. Corp., 170 Mansion Street, Coxsackie, N.Y. 12051 _____VALVES

MERCHANT MARINE SAFETY PUBLICATIONS

The following publications of marine safety rules and regulations may be obtained from the nearest marine inspection office of the U.S. Coast Guard. Because changes to the rules and regulations are made from time to time, these publications, between revisions, must be kept current by the individual consulting the latest applicable Federal Register. (Official changes to all Federal rules and regulations are published in the Federal Register, printed daily except Sunday, Monday, and days following holidays.) The date of each Coast Guard publication in the table below is indicated in parentheses following its title. The dates of the Federal Registers affecting each publication are noted after the date of each edition.

The Federal Register may be purchased from the Superintendent of Documents, Government Printing Office, Washington, D.C. 20402. Subscription rate is $1.50 per month or $15 per year, payable in advance. Individual copies may be purchased so long as they are available. The charge for individual copies of the Federal Register varies in proportion to the size of the issue but will be 15 cents unless otherwise noted in the table of changes below. Regulations for Dangerous Cargoes, 46 CFR 146 and 147 (Subchapter N), dated January 1, 1967 and Supplement dated July 1, 1967, are now available from the Superintendent of Documents, price basic book: $2.50; supplement: 40 cents.

CG No.	TITLE OF PUBLICATION
101	Specimen Examination for Merchant Marine Deck Officers (7–1–63).
108	Rules and Regulations for Military Explosives and Hazardous Munitions (8–1–62).
115	Marine Engineering Regulations and Material Specifications (3–1–66). F.R. 12–6–66.
123	Rules and Regulations for Tank Vessels (5–2–66). F.R. 12–6–66.
129	Proceedings of the Merchant Marine Council (Monthly).
169	Rules of the Road—International—Inland (9–1–65). F.R. 12–8–65, 12–22–65, 2–5–66, 3–15–66, 7–30–66, 8–2–66, 9–7–66, 10–22–66.
172	Rules of the Road—Great Lakes (9–1–66).
174	A Manual for the Safe Handling of Inflammable and Combustible Liquids (3–2–64).
175	Manual for Lifeboatmen, Able Seamen, and Qualified Members of Engine Department (3–1–65).
176	Load Line Regulations (1–3–66). F.R. 12–6–66, 1–6–67.
182	Specimen Examinations for Merchant Marine Engineer Licenses (7–1–63).
184	Rules of the Road—Western Rivers (9–1–66). F.R. 9–7–66.
190	Equipment lists (8–1–66). F.R. 9–8–66, 11–18–66, 2–9–67, 6–6–67, 6–14–67, 6–30–67, 8–29–67.
191	Rules and Regulations for Licensing and Certificating of Merchant Marine Personnel (2–1–65). F.R. 2–13–65, 8–21–65, 3–17–66, 10–22–66, 12–6–66, 12–13–66, 6–1–67.
200	Marine Investigation Regulations and Suspension and Revocation Proceedings (5–1–67).
220	Specimen Examination Questions for Licenses as Master, Mate, and Pilot of Central Western Rivers Vessels (4–1–57).
227	Laws Governing Marine Inspection (3–1–65).
239	Security of Vessels and Waterfront Facilities (3–1–67). F.R. 3–29–67.
249	Merchant Marine Council Public Hearing Agenda (Annually).
256	Rules and Regulations for Passenger Vessels (5–2–66). F.R. 12–6–66, 1–13–67, 4–25–67, 8–29–67.
257	Rules and Regulations for Cargo and Miscellaneous Vessels (1–3–66). F.R. 4–16–66, 12–6–66, 1–13–67.
258	Rules and Regulations for Uninspected Vessels (3–1–67.)
259	Electrical Engineering Regulations (3–1–67).
266	Rules and Regulations for Bulk Grain Cargoes (11–1–66).
268	Rules and Regulations for Manning of Vessels (5–1–67).
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, 9–8–65.
293	Miscellaneous Electrical Equipment List (4–1–66).
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, 4–24–63, 10–27–64, 8–9–66.
323	Rules and Regulations for Small Passenger Vessels (Under 100 Gross Tons) (1–3–66). F.R. 12–6–66, 1–13–67.
329	Fire Fighting Manual for Tank Vessels (4–1–58).

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