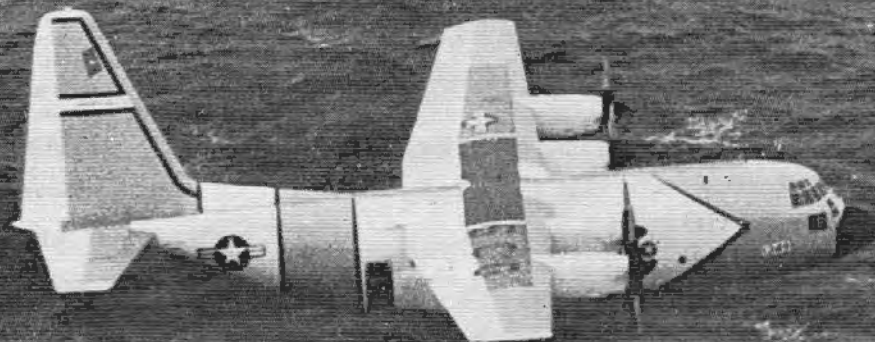




COAST GUARD

PROCEEDINGS OF THE MERCHANT MARINE COUNCIL



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COVERS

FRONT COVER: A U.S. Coast Guard HC-130-B "Hercules" Ice Patrol plane from Argentia, Newfoundland, tracks a massive iceberg sighted along the Grand Banks off Newfoundland through the powerful binoculars of an observer seated at a side window of the plane.

BACK COVER: A Coast Guardsman watches an iceberg from the U.S. Coast Guard cutter *Evergreen* during an oceanographic survey.

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PUBLIC HEARING

(Held Dec. 4, 1967)

The Commandant, U.S. Coast Guard, has accepted the recommendations of the Merchant Marine Council, regarding proposals revising the Marine Engineering Regulations. Public response was generally favorable to the proposed complete revision of the Marine Engineering Regulations applicable to merchant vessels which makes extensive use of commercial codes and standards.

The Merchant Marine Council held a special Session on December 4, 1967. The proposals to revise the Navigation and Vessel Inspection Regulations were set forth in three volumes of the Merchant Marine Council Public Hearing Agenda, CG-249, and carried in synopses in the October 1967 issue of the *Proceedings*.

In brief, the proposals considered were:

(1) A complete revision of the Marine Engineering Regulations and Material Specifications.

(2) Great Lakes pilotage regula-

tions and uniform system of accounts.

(3) Personnel exposure protection in lifesaving equipment and emergency electrical power for radiotelephone to be provided on Great Lakes tank and cargo vessels.

The Merchant Marine Council in Executive Session considered the oral and written comments, received at the Public Hearing December 4, 1967, containing suggestions for changes in the proposals. The proposals regarding the marine engineering regulations as recommended by the Merchant Marine Council, will be submitted to the Commandant for approval and publication in the Federal Register as soon as possible.

The proposed changes to the Great Lakes pilotage regulations were referred to the Commander, Ninth Coast Guard District. The proposed regulations for lifesaving equipment and emergency electric power for radiotelephones on Great Lakes vessels are undergoing further study. &



Iceberg
sighted in
H a n a k,
Greenland,
by the Coast
Guard Ice-
breaker
Westwind.

INTERNATIONAL ICE PATROL 1968

GENERAL INFORMATION

THE UNITED STATES COAST GUARD will commence the International Ice Patrol services to shipping in early March 1968. The primary objective of the International Ice Patrol is to provide timely information and advance warning to shipping of the extent and limits of icebergs and sea ice in the North Atlantic Tracks in the vicinity of the Grand Banks.

The Commander, Eastern Area, U.S. Coast Guard, Governors Island, New York, N.Y. 10004, is also the Commander, International Ice Patrol, and all related forces are under his operational control. The International Ice Patrol Office is located at the U.S. Coast Guard Base, Governors Island, New York, N.Y. During the Ice Patrol Season, ice reconnaissance aircraft and personnel will be deployed to Argentina, Newfoundland to conduct ice observations. The U.S. Coast Guard Radio Station, Argentina (NIK) will be placed in operation during the ice season.

To accomplish the objects of the International Ice Patrol, the U.S. Coast Guard will:

- a. Maintain a central International Ice Patrol Office in New York to:

1. Evaluate and analyze all data collected.

2. Forecast ice conditions based on the latest observed data, as affected by meteorological and oceanographic factors.

3. Disseminate observed and forecast ice conditions via Coast Guard Radio Station Argentina (NIK), Naval Radio Station Washington (NSS), and Canadian Naval Radio Station Halifax (CFH).

- b. Deploy ice observation forces to Argentina, Newfoundland for the:

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

2. Operation of ice reconnaissance aircraft.

- c. Deploy an oceanographic vessel to the Grand Banks to collect oceanographic and meteorological data.

- d. Deploy a surface patrol craft for ice observation and special broadcasts when ice conditions require it.

ICE INFORMATION

- a. *Scheduled Broadcasts.* Ice broadcasts will be made twice daily by participating radio stations. A future notice will publish the exact date when operations of the International Ice Patrol and Ice Broadcasts will begin. Prescribed radio silent periods will be observed. Special notices will be published in the event any changes occur in transmission of the Ice

Broadcasts. Schedules will be as follows:

Coast Guard Radio Argentina (NIK)—0018 GMT and 1218 GMT daily. Each broadcast will be preceded by the general call CQ on 500 kc/s with instructions to shift frequency and receive on 427, 5320, 8502, or 12880.5 kc/s. NIK will then transmit a test signal and the International Ice Patrol call sign (NIK) for about 2 minutes to facilitate tuning, followed immediately by the Ice Broadcast at 15 words per minute, and then repeated at 25 words per minute.

U.S. Naval Radio Washington (NSS)—0430 GMT and 1630 GMT.

Canadian Naval Radio Halifax (CFH)—0130 GMT and 1330 GMT.

- 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 by facsimile will be transmitted daily from NIK at 1330 GMT on 5320, 8502, and 12880.5 kc/s at a drum speed of 60 RPM. All ships receiving those transmissions are requested to mail the facsimile chart



Here from the International Ice Patrol in Argentina, reports on weather, sea, and all known ice in the southern limits of the Grand Banks off Newfoundland are radio broadcast twice daily to shipping interests. Reports are teletyped to the U.S. Naval Oceanographic Office in Washington, D.C., Canadian Naval Radio Station Halifax, and to other land stations, and broadcast to all shipping.

copies, with notations of the date received and ship's position, to Commander, International Ice Patrol, Governors Island, New York, N.Y. 10004, for evaluation of effectiveness.

COMMUNICATIONS

a. *Coast Guard Radio Argentina (NIK)*—Ship Communications. Duplex operation will be used between NIK and ships for general radio communications, such as requests for special information, reports by ships of ice sighted, sea temperature, visibility and weather conditions. Ships may call NIK on 500 kc/s, 8 mc/s

and 12 mc/s maritime calling bands at any time, and then shift to their assigned HF working frequency. NIK will work 427 kc/s, 8650 kc/s, or 12889.5 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.

b. *Ice Reports Outside Ice Patrol Season.* Prior to inauguration of the International Ice Patrol services, all reports of ice sightings should be addressed to the U.S. Naval Oceanographic Office, Washington, D.C., 20390, by mail or via Naval Radio Washington (NSS) and to Com^{and}

mander, International Ice Patrol, Governors Island, New York, N.Y., 10004, by mail or via Coast Guard Radio Argentina (NJN).

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

The Ice Broadcasts by NIK will contain a request for shipping to report any ice sighted. Ship reports of ice and weather in the Grand Banks area are an indispensable source of ice, oceanographic, and meteorological data. They materially assist the International Ice Patrol in determining ice conditions and in disseminating ice information to shipping. When reporting icebergs, ships are requested to describe the shape, and provide an estimate of the size. The berg description is required to identify and track individual bergs, while the size assists in determining their eventual deterioration. Common nomenclature used by the Ice Patrol is: Small berg—under 50 feet in height, less than 200 feet long; Medium berg—50–150 feet high, less than 400 feet long; Large berg—over 150 feet high, over 400 feet long. Whenever any dimension falls into a larger size, that size is used. A growler is defined as a piece of glacial ice less than 8 feet high and less than 25 feet long.

In addition to ice sighting reports during the ice season, all ships are urged to make regular 4-hourly reports to Radio Station Argentina (NIK) during the ice season when within latitudes 40° N. and 50° N. and longitudes 42° W. and 60° W, including ship's position, course,

speed, visibility, sea temperature, and wind. The importance of these reports cannot be overemphasized. The visibility reports are especially valuable in planning ice observation flights. Sea temperatures are used to construct isotherm charts employed in estimating ice deterioration and detecting shifts in the branches of the Labrador Current. Wind data is useful in estimating set and drift of ice and in forecasting weather for the purpose of planning ice observation flights. An up-to-date plot is maintained on all reporting ships. These ships can be warned directly when approaching dangerous ice. It is realized that ships with but one radio operator may find it impractical to report every 4 hours. It is therefore suggested that the reports be prepared every 4 hours as requested and held in abeyance until the single radio operator is on watch.

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 Sydney Radio (VCO). This organization, during the period from mid-December 1967 to 30 June 1968 will operate mainly in the Gulf of St. Lawrence and approaches and the coastal waters of Newfoundland and Labrador to the entrance of Hudson Strait. Details of these services are available in the publication "Guidance to Merchant Ships Navigating in the Gulf of St. Lawrence in Winter", published annually by the Marine



An observer keeps watch for icebergs at the window of a Coast Guard plane on Ice Patrol. The observer is specially trained to determine the size, direction of travel, and speed of the berg.

Operations Branch, Department of Transport, Canada.

SEARCH AND RESCUE

International Ice Patrol assigned aircraft and vessels will render assistance to persons and property within the limits of their capability.

WARNING

Carefully conducted tests by the International Ice Patrol have proven that radar cannot provide positive assurance of iceberg detection. As sea water is a better reflector of radar signals than ice, a berg or growler inside the area of sea "return" or

"clutter" of the radar scope may not be detected. Furthermore, it was determined that the average range of radar detection of a dangerous growler is only 4 miles. While radar remains a valuable aid for ice detection, its use cannot replace the traditional caution exercised in a passage across the Grand Banks during the ice season.

ICE PATROL LOCATION

The International Ice Patrol Office is now located on the U.S. Coast Guard Base, Governors Island, New York, N.Y. adjacent to the AMVER Center. ‡

Public Hearing 1968 Proposals

THE MERCHANT MARINE COUNCIL will hold a hearing on Monday, March 25, 1968, 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 the navigation and vessel inspection rules and regulations.

These proposals are set forth in the Merchant Marine Council Public Hearing Agenda, CG-249 dated March 25, 1968. The agenda contains the specific changes being proposed to the navigation and vessel inspection regulations, and for certain items the present and proposed regulations are set forth in comparison forms, together with reasons for the changes.

These proposals are set forth officially in the Federal Register which contains general descriptions of the proposed changes in the regulations together with appropriate references to statutes authorizing such requirements.

Copies of this Agenda have been mailed to persons and organizations who have expressed a continued interest in the subjects under consideration and 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 should 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 March 22, 1968. Comments, data, or views may be presented orally or in writing at the Public Hearing before the Merchant Marine Council on March 25, 1968. 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.

On the following pages the *Proceedings* presents only the most succinct synopses of the proposed items of revision approved to press time for proposal at the hearing. The Agenda must be consulted for full particulars.

ITEM PH 1-68—LOAD LINES

The 1966 Load Line Convention has been ratified by the required number of signatory countries and will go into full effect on 21 July 1968.

Copies of the new Convention can be obtained from the Government Printing Office, Washington, D.C. 20402, by requesting Treaties and Other International Acts Series 6331 entitled "Load Lines: Convention With Regulations—1966." Price \$1.25.

These regulations were prepared to implement the new Load Line Convention. While they will eventually supplant PART 43, PART 43 is not rescinded by these regulations. PART 43 has been used as a model for the new regulations (PART 42). The new regulations provide, in part, as follows:

a. Increased recognition given to subdivision for cargo ships, the elimination of the camber correction and the modification of the sheer correction.

b. The basic freeboard tables have been decreased.

c. The 1966 Tanker Table is represented by the Type A freeboard table.

d. The 1966 Steamer Table is represented by the Type B curve.

e. Any Type B ship that can show either 1 compartment or 2 compartment subdivision will be able to use decreased freeboard.

f. Existing vessels will *not* be automatically eligible for the drop to the TYPE B curve. Among several new requirements; they must have hatch covers meeting the new strength requirements. If they have portable wood or steel plate hatch covers instead of pontoon covers or watertight gasketed hatch covers in the forward quarter-length there is a penalty added to the TYPE B curve which places them right back on the old 1930 Steamer freeboard table.

g. Subdivision for passenger ships calculated according to Subchapter H will not be affected by the new rules. The margin line and flooding limits etc. will remain as is.

h. Cargo ship subdivision, however, will be somewhat different because no margin line concept is called for: Instead the flooding limits are "angle of downflooding" and/or loss of stability. This concept is new and the details have been worked out in conjunction with the American Bureau of Shipping.

Under Article 16(4) of the new convention, U.S. flag vessels holding 1930 Load Line Certificates will have until 21 July 1970 to apply for and be issued a 1966 Load Line Certificate.

Under Article 4(4) existing ships may not be required to increase their freeboard. Existing ships which do not comply with the requirements of the new convention will be issued 1966 certificates with the appropriate notation.

No new or previously unloading vessel may be reviewed for a Load Line assignment under PART 43 of these regulations after 21 July 1968.

PART 43 will be retained until 21 July 1970 and then removed from the regulations. Thereafter it may be retained for information and reference on existing vessels having a load line originally assigned through PART 43 but actual certification shall be according to the regulations in Part 42.

These regulations will become effective 21 July 1968.

ITEM PH 2-68—DANGEROUS CARGO

ITEM 2a—HYDROCHLORIC ACID; DISCHARGING IN BULK

Following proposed change to 46 CFR 98.15-10(c) is a modification to the regulation pertaining to procedures for discharging cargo from barges carrying hydrochloric

acid in bulk. In general, the change is a relaxation and will not impose additional requirements on the marine industry. The proposed change allows, in certain cases, the use of low pressure air for discharging hydrochloric acid cargo. This proposed change has been requested by industry.

2b—LIQUEFIED FLAMMABLE GASES; ISOLATION OF TANK SPACES

The present regulations for nonpressure vessel type LPG cargo tanks require a cofferdam or void space external to the secondary barrier to isolate it from living and working spaces. The proposed regulations will eliminate the requirement for this void space provided a gas detector is installed in this exterior space adjoining the secondary barrier. A void or tank will still be required between the secondary barrier and the main machinery spaces. This relaxation of the regulations is in accordance with the requirements of the classification societies.

2c—MISCELLANEOUS CHANGES

a. The miscellaneous changes in the following sections are:

(i) §§ 146.02-10, 146.02-11, 146.05-15: Editorial for clarification and to take out inapplicable references.

(ii) § 146.20-7: To parallel the DOT classification for small amounts of explosives contained in charged oil well jet perforating guns carried in special trucks when transported by private carriers engaged in oil exploration.

(iii) § 146.27-100: Calcium carbide: To provide for an increase in lading when a stronger drum is used.

(iv) § 146.27-100: To regulate empty portable tanks that previously contained hazardous materials.

(v) § 146.29-15: To more clearly define explosive loading facilities, and ammunition loading facilities.

(vi) § 146.29-35: To provide for the use of metallic tools on deck of ammunition ships under prescribed conditions and to provide for carrying of certain firearms by military personnel when authorized by the COTP.

(vii) § 146.29-90: To provide for the use of Type II conex boxes with the same weight limitation prescribed for Type I boxes.

(viii) § 146.29-100: Class X-B: To make regulation regarding photoflash bombs applicable to all photoflash items.

(ix) § 146.29-100: Class X-E: To relax the "last on/first off" concept so that one section of the ship separated by the bridge structure from Class X-E stowage may be worked after the Class X-E is taken aboard, and to authorize handling of made-up units of this class weighing up to 4,000 pounds with a 5-ton boom.

2d—RADIOACTIVE MATERIALS

a. The International Atomic Energy Agency has revised its regulations concerning radioactive materials. The

Hazardous Materials Regulations of the Department of Transportation are being revised by Order No. 76 to conform to the new requirements and will be effective in the next 3 months. This then is the appropriate time to completely revise the regulations regarding radioactive materials. These proposals serve to: Separate radioactive materials regulations from subpart 146.25: Poisons, and set up a new subpart 146.19 dealing only with radioactive materials.

(i) Changes to sections 146.25-1, 20, 21, 23, 25, 30, 35, 40, 45, 50, 65, and 400 delete text and references pertaining to radioactive materials from the subpart dealing with poisons.

(ii) A new subpart 146.19 is established for Radioactive Materials. The substantive text will parallel the DOT requirements set out in Order 76. The tables and stowage are derived from the requirements presently contained in § 146.25 and the IMCO and IAEA recommendations. These proposed regulations will provide increased safety as well as expedite international shipments of radioactive materials.

ITEM PH 3-68—LIFESAVING EQUIPMENT

ITEM PH 3a—PRIMARY LIFESAVING EQUIPMENT FOR SMALL VESSELS

The SOLAS Convention requires that all cargo vessels (including tank vessels) of 500 gross tons and over shall be provided with sufficient lifeboats on each side of the vessel to accommodate all persons on board. The 1960 SOLAS Convention requires, in addition to this, that all such vessels shall be provided with liferafts of such capacity to accommodate at least 50 percent of the total number of persons carried. Coast Guard regulations require the same percentage of lifesaving equipment for all cargo and tank vessels in ocean service, but the regulations do not limit the requirements to any particular size vessel. A study of these requirements indicates that it is not realistic to require primary lifesaving equipment equal to 250 percent of the total number of persons carried on cargo and tank vessels of less than 500 gross tons. It is therefore proposed to amend Subchapters D and I to require only 150 percent primary lifesaving equipment on cargo and tank vessels of less than 500 gross tons.

3b—PADDLES FOR LIFEBOATS

It is proposed to amend 46 CFR 94.20-30 to require two paddles in lifeboats in lieu of the present requirement for four paddles. This change is as recommended by the conferees of the Fourth Annual Eastern Area Merchant Marine Safety Conference.

3c—MANNING OF LIFEBOATS AND LIFERAFTS

At the present time the passenger vessel regulations and the cargo and miscellaneous vessel regulations require for

vessels on ocean service a minimum of two lifeboatmen for lifeboats and liferafts. The 1960 SOLAS Convention, however, requires only one qualified person in inflatable liferafts.

Since one certificated lifeboatman is considered sufficient for inflatable liferafts, it is proposed to amend 46 CFR 78.14 and 46 CFR 97.14 by adding a footnote to the lifeboat and liferaft manning tables indicating that only one certificated lifeboatman is required in inflatable liferafts.

3d—SMALL TANK AND CARGO VESSELS; RING LIFE BUOYS AND WATER LIGHTS FOR

Title 46 CFR, Table 94.43-10(a) of Subchapter I and Table 33.40-5(a) set forth the number of ring life buoys required on freight and tank vessels. It will be noted in these tables that vessels under 100 feet in length require eight (8) life rings. The normal crew for vessels of this size ranges from five to seven persons. From this, it is readily apparent that there are more ring life buoys on these vessels than there are people. It is therefore proposed to amend Tables 94.43-10(a) and 33.40-5(a) to require a more practical number of ring life buoys on freight and tank vessels according to their length.

3e—BUOYANT WORK VESTS; PERMISSIVE USE OF ON UNINSPECTED VESSELS

The purpose of this change is to provide for permissive use of buoyant work vests on uninspected vessels. The Coast Guard recognizes the protection which a buoyant vest affords to personnel working near or over the water, such as those employed in barge operations or working around locks or over the side of vessels. However, work vests do not meet the standard for approved life preservers or for other required approved lifesaving appliances.

Since the design and construction of approved life preservers are for emergency use and intended to support the wearer in the water in an upright or slightly backward position, it is recognized that such approved life preservers hamper the movement of seamen engaged in usual shipboard work. It is therefore proposed to grant recognition to the use of buoyant work vests under certain conditions. These conditions should minimize the confusion of such equipment with required approved lifesaving appliances. To accomplish this it is proposed to add permissive requirements, applicable when work vests are carried, to the rules governing the operations of uninspected vessels. This will permit the carriage of approved buoyant work vests on uninspected vessels for the protection of personnel working near or over the water. While buoyant work vests are considered items of safety apparel, such vests will not be accepted as substitutes for any portion of the number of approved lifesaving appliances required by 46 CFR 25.25-10.

3f—RESCUE BOATS

The existing vessel regulations for tank vessels, passenger vessels, cargo and miscellaneous vessels, and small passenger vessels (under 100 gross tons) of Chapter I of Title 46—Shipping, define the conditions whereby inflatable liferafts can be substituted for required lifeboats. Under certain conditions, total substitution is permitted provided a suitable rescue boat is installed. These regulations also define a suitable rescue boat in general terms. However, the regulations do not refer to or limit the acceptability of rescue boats that conform to the published rescue boat specification, Subpart 160.056.

The proposed changes to the same regulations are intended to clarify and make the existing definition of a rescue boat more precise, to make reference to the existing rescue boat specification, Subpart 160.056, and to widen the basis for evaluating rescue boats to suit local operating conditions.

ITEM PH 4-68—FIRE PROTECTION

4a—FOREIGN PASSENGER VESSELS; FIRE PROTECTION ON

Public Law 89-777 requires that subsequent to 1 November 1968 all foreign or domestic vessels of over 100 gross tons having berth or stateroom accommodations for 50 or more passengers shall not depart a United States port with passengers who are United States nationals, and who embarked at that port, unless the vessel complies with the standards set forth in the International Convention for the Safety of Life at Sea, 1960, as modified by the amendments proposed by the 13th session of the Maritime Safety Committee of the Inter-governmental Maritime Consultative Organization (IMCO) contained in Annexes I through IV of the Note Verbale of the Secretary General of the Organization dated 17 May 1966, No. A1/C/3.07 (NV.1). Subsequent to passage of Public Law 89-777, further action was taken by IMCO and the amendments proposed by Note Verbale No. A1/C/3.07 (NV.1) were superseded by those proposed by the General Assembly of the Inter-governmental Maritime Consultative Organization contained in Annexes I through IV of Resolution A.108 (ES.III) of the Organization dated 30 November 1966. The proposed 46 CFR 70.05-3 will clearly show the application of the passenger vessel regulations to foreign vessels as required by Public Law 89-777.

4b—SMALL PASSENGER VESSELS; INTERLOCKED STARTER CIRCUIT ON

Starting motors are potentially great spark producers. Since starting circuits on many vessels are separate from the ignition switch, the starter can be energized before the blower is started. With the ever-present possibility of gasoline leakage creating an explosive atmosphere, such a spark from a starting motor could be catastrophic.

It is therefore proposed to revise 46 CFR 182.15-45(d) to require the starter circuit to be interlocked with the ignition switch.

4c—SMALL PASSENGER VESSELS; PORTABLE FIRE EXTINGUISHERS FOR

Present regulations for small passenger vessels require that a vessel having propulsion machinery which uses gasoline or other fuel having a flashpoint of 110 degrees F. or lower must be provided with a fixed carbon dioxide fire extinguishing system in the machinery space unless such space is so open to the atmosphere as to make the use of a fixed system ineffective.

46 CFR 181.30-1(a) requires a B-I portable fire extinguisher in "Propulsion machinery spaces (gasoline or other fuel having a flashpoint of 110 degrees F. or lower)." The B-I requirement is sufficient if the machinery space is equipped with a fixed carbon dioxide fire extinguishing system but it is not sufficient if the machinery space is not equipped with a fixed system.

It is therefore proposed to revise Table 181.30-1(a) to require more and larger portable fire extinguishers in such spaces not equipped with a fixed carbon dioxide system.

ITEM PH 5-68—RULES OF THE ROAD—NEW YORK HARBOR; BOUNDARY LINE CHANGE

This change will move the northern end of the demarcation line from the Rockaway Point Coast Guard Station to East Rockaway Inlet Breakwater Light. It will embody the approach to East Rockaway Inlet in Inland Rules and will present a generally sharper angle of incidence for mariners crossing the line of demarcation in this area. Terminology has also been changed to conform with the fixed structure established at Ambrose Light on 23 August 1967.

ITEM PH 6-68—ELECTRICAL

ITEM 6a—ELECTRICAL EQUIPMENT IN HAZARDOUS LOCATIONS

There have been several instances where it has been proposed by shipbuilders that belt drives be used for electric motors installed in hazardous locations. Belt drives have not been permitted because of difficulties associated with replacement of nonsparking (static electricity) belts. This proposed change will prohibit belt drives for motors installed in hazardous locations.

6b—GENERATOR CABLE RUNS; ARRANGEMENT OF

A recent fire aboard a foreign vessel resulted in the loss of all ship's service power. Although the ship's service generators were in spaces separated from each other and the main switchboard, the electrical cables were run in part through one of the generator spaces, thereby making all the ship's service power vulnerable to a fire in one generator space. Under the present regulations a similar arrangement would be allowed on Coast Guard inspected vessels. In order to reduce the vulnerability mentioned above as well as the vulnerability of lengthy cable runs from generators to switchboards located in separate spaces, the above regulations are proposed.

6c—ELECTRICAL CABLE

The requirements for marine cable in CG-259 are based on the cable specifications contained in The Institute of Electrical and Electronic Engineers (IEEE) publication No. 45, "Recommended Practice for Electric Installations on Shipboard" which was revised recently. This proposed change will bring the Coast Guard requirements for cable into agreement with the current editions of IEEE No. 45.

In several instances the use of MSCA navy cable has been permitted as a substitute for interior communication and telephone cable constructed in accordance with IEEE Standard No. 45. This cable has proven satisfactory. This change is proposed to state in the regulations that type MSCA cable may be used.

6d—STEERING GEAR INSTALLATIONS, ELECTRIC

It is proposed to include in Sections 111.65-55 "Special requirements for electrical steering gears" the few requirements that are now located elsewhere in this Part 111 (CG-259) under various separate electrical subjects (such as motor circuits and overcurrent protection). Specifically, the requirements of the regulations of paragraph 111.45-5(p), subparagraph 111.45-10(b)(4), paragraph 111.45-20(h), paragraph 111.50-5(d), and subparagraph 111.55-1(b)(10) will be transferred to Section 111.65-55. Also, Section 111.65-55 will be revised by editorial changes which will include renumbering and changing of paragraph titles. These changes will not revise the scope, intent, or meaning of the present requirements but will aid in determining all the conditions governing electrical steering gear installations.

6e—ELECTRICAL INSTALLATIONS ON TANK VESSELS

This change is proposed to bring the requirements of Subchapter D into agreement with the changes proposed for Subchapter J covering electric installations in hazardous locations and on tank vessels.

The present subparagraph 111.60-40(b)(4) permits the use of explosion-proof motors in Class I hazardous locations. Based on "The National Electrical Code", NFPA No. 70 cargo compressor rooms on tank vessels which by section 38.15-10 are required to be protected by a gas detection system. The combination of gas detection and explosion-proof motors is deemed equivalent if not superior to isolating the motors by a gastight bulkhead seal. This proposed change also includes a rearrangement of section 111.70-10 which does not change the intent or content from that of the present wording. The term "cargo handling room" is defined. This proposed change also includes requirement for submersible pump installations in refrigerated or compressed gas cargo tanks.

6f—SWITCHBOARDS AND PROPULSION CONTROLS

The proposed regulations permit the installation of front only accessible switchboards on certain smaller ves-

sels such as oceanographic vessels. This type of installation has been permitted in the past and has proven satisfactory. A present deficiency in the regulations regarding protection of current transformer secondary circuits is also covered.

6g—GAS TURBINE FOR EMERGENCY GENERATORS

Recently, gas turbine manufacturers asked if gas turbines could be used to drive emergency generators. They were told that gas turbines could be used provided the gas turbine driven generator set met the operational requirements specified in the regulations for diesel driven emergency generator sets. It appears that gas turbines will be used in the future. This proposed change will include requirements for gas turbine generator sets in Part 112.

6h—GENERAL ALARM SYSTEMS

On a recently constructed diesel, several diesel engine rooms had an ambient noise level of approximately 115 db when the engines were running. This level of sound is so high that it is not practicable to provide an audible general alarm warning by means of vibrating bells as required by regulations. In order to warn occupants in these noisy spaces, flashing red lights were installed to augment the vibrating bells. This proposed regulation is intended to provide for a practical method of warning occupants in extremely noisy spaces.

6i—COMMUNICATIONS AND ALARM SYSTEMS AND EQUIPMENT

There have been many recent inquiries into the Coast Guard policy on the arrangement of the engineroom indicator for the engine order telegraph. Time and experience have indicated that it is unnecessary for the engineroom indicator to show "on ahead orders the operating handle shall be moved toward the bow of the vessel and on astern orders the operating handle shall be moved toward the stern of the vessel." The proposed regulations delete the requirement for any specific orientation of the engineroom indicator. No change is made to the required arrangement and orientation of the pilothouse transmitter.

ITEM PH 7-68—DRYDOCK AND TAILSHAFT EXAMINATION

ITEM 7a—TAILSHAFT EXAMINATION

It is proposed to amend Section 61.15-15 of Subchapter F (Marine Engineering) in order to provide for an extension of the tailshaft drawing to 4 years on vessels having tailshafts fitted with continuous liners or with effective sealing glands. This change resulted from a study which revealed that the outboard shaft or shafts on vessels fitted with continuous liners or effective sealing glands which prevent sea water from contacting the steel shaft need not be drawn for examination as often as other tailshafts. The proposed wording conforms to that of the recognized

classification societies. It is also proposed to cancel Section 31.10-23 of Subchapter D in order to avoid repetition of regulations.

7b—DRYDOCK EXAMINATION

It is proposed to amend Subchapter D (Tank Vessels) and I (Cargo and Miscellaneous Vessels) to permit a vessel to be drydocked every 24 months rather than the present 18-months requirement.

ITEM PH 8-68—ELECTRIC FLOATING WATERLIGHTS

The waterlight covered by this item is the illuminated rescue marker used with the liferaft and the ring lifebuoy. The dim, steady-burning waterlight covered by 46 CFR specification Subpart 161.001 does not comply with the proposed international standard and is generally deemed inadequate by search and rescue authorities. Therefore it is proposed to replace the present authorized marker with a new type. The proposed waterlight specification is set forth in the Merchant Marine Council Public Hearing Agenda. It will govern the manufacture and testing of such approved equipment.

A change to Regulation 21(f) of Chapter III of the International Convention for the Safety Of Life At Sea, 1960, was adopted by the IMCO Subcommittee on Life Saving Appliances. It is anticipated that it will be accepted by the IMCO Maritime Safety Committee in early 1968. The text of the proposed change reads: "(f) The self-igniting lights required by paragraph (e) of this Regulation shall be such that they cannot be extinguished by water. They shall be capable of burning for not less than 45 minutes and shall have a luminous intensity of not less than 2 candelas. The light of this intensity shall be shown in all directions of the upper hemisphere. The lights shall be kept near the lifebuoys to which they belong, with necessary means of attachment. Self-igniting lights used in tankers shall be of an approved electric battery type."

It is proposed that the existing waterlight specification 161.001 be cancelled on 31 December 1969. It is also proposed that all vessels, both new and existing, as well as artificial islands and fixed structures on the outer continental shelf requiring approved electric battery type waterlights, be required to have waterlights in compliance with the proposed specification 161.010 by 1 January 1971 as set forth in this item.

The waterlights currently approved and manufactured under specification 161.001 cannot meet the proposed IMCO intensity requirement. The proposed waterlight specification describes a light with a high intensity capacitor discharge type flashing light, which will have an effective intensity that will meet the proposed IMCO requirement. The flashing marker is well proven as a rescue marker and has been adopted as the life-vest marker light for military fliers.

In addition to the improved light intensity and characteristic, the following improvements are also contained in the proposed waterlight specification 161.010:

(1) The construction requirements are relaxed in favor of a performance specification in order to permit greater design flexibility.

(2) The battery requirement is relaxed to permit a better and more efficient power source.

(3) The flashing circuit is to be encapsulated to provide shock, tamper and moisture resistance.

(4) The void space within the light is to be filled with a unicellular plastic foam in order to reduce moisture damage and provide positive buoyance in case of damage.

(5) The test procedures are modified to provide a better check on the performance required of the waterlight.

The availability of the improved waterlight should be enhanced by the fact that the U.S. Navy is likewise considering a change to a capacitor discharge type marker light.

READERS INVITED TO SUBMIT MATERIAL FOR FUTURE ISSUES



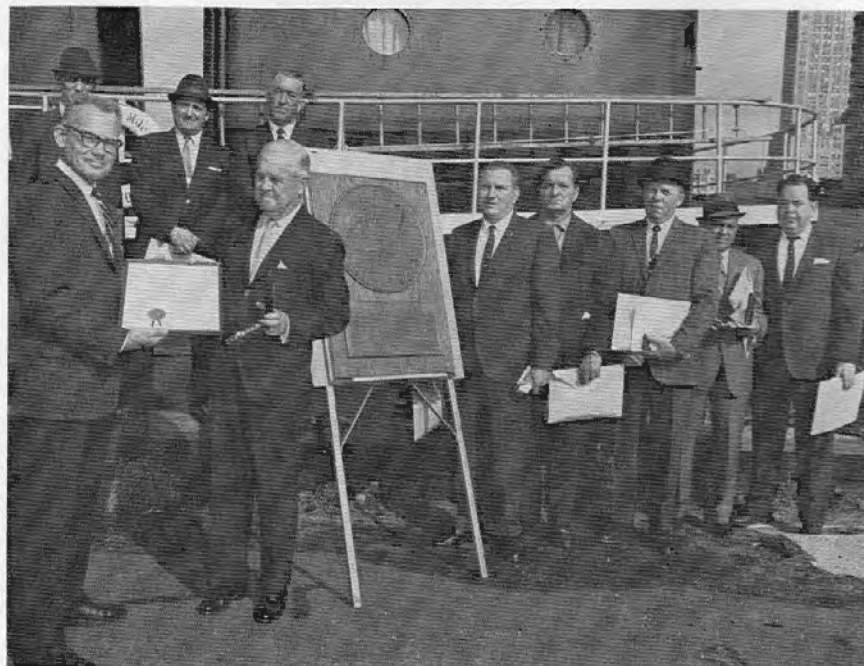
ALL READERS are invited to submit comments, safety suggestions, cartoons, articles, or similar material for publication in future issues of this publication. Submissions should concern the promotion of maritime safety and will be selected and edited at the editor's discretion. Credit for published material will be given to the author, as appropriate, but unused items will not be returned. A brief biographical sketch is requested of the author of any article in excess of 1,000 words.

Articles or requests for further information should be directed to:

Editor
Merchant Marine Council Proceedings
U.S. Coast Guard Headquarters
Washington, D.C. 20591

maritime sidelights

TUG *JULIA C. MORAN* CITED AS "GALLANT SHIP"



Maritime Administrator James W. Gulick (left) presents the Gallant Ship Award to Admiral Edmond J. Moran (USNR Ret.) during ceremonies on November 3, 1967, at Pier 1, downtown Manhattan. Standing in the rear, from the left, are Moran tug captains, Ole Ericksen, Charles Romano, and Bernard Scherer; and five crewmen of the *Julia C. Moran*—Richard Decker, George Hudson, Inge Nordberg, Frank Oliveiras, and Gerald Thorpe.

The Gallant Ship Plaque was presented to the Tug *Julia C. Moran* in a ceremony in New York City, November 3, 1967. She is the first East Coast tug ever to receive this top merchant marine award for heroism. The only other tug to receive this award was the *Adeline Foss*, out of

Seattle, Wash., whose award was presented last year on the West Coast.

James W. Gulick, Acting Maritime Administrator, presented the plaque to Rear Adm. Edmond J. Moran (USNR Ret.), who is Chairman of the Board of the Moran Towing & Transportation Co.

Awards to 14 officers and men of this and six other Moran tugs were made at the same time. All seven tugs participated in rescue efforts in the collision of two tankers in 1966 in the Kill Van Kull, off Staten Island.

The Merchant Marine Distinguished Service Medal was presented to Capt. George Sahlberg, who was master of the *Julia C. Moran* at that time. The *Julia C. Moran* was the first tug on the scene and saved 23 persons out of the flaming waters when the *Alva Cape* and *Texaco Massachusetts* burned after the crash on June 16, 1966.

Merchant Marine Meritorious Service Medals and Gallant Ship Unit Citation Bars were presented to the five men in the *Julia C. Moran*'s crew at the time. They are: Mate Inge Nordberg, Chief Engineer Richard Decker, Wiper George Hudson, Deckhand Gerald Thorpe and Cook Frank Oliveiras.

Letters of commendation have been sent to eight other men:

Capt. Ole Ericksen, of the tug *Susan Moran*.

Capt. Bernard Scherer, of the tug *E. F. Moran*.

Capt. Charles Romano, of the tug *Michael Moran*.

Capt. Lawrence Foley, of the tug *Kerry Moran*.

Capt. John Cray, of the tug *Harriet Moran*.

Capt. Walfrid Waxin, of the tug *Helen Tracy* (Moran chartered).

TRADITION OF THE SEA AWARD

Capt. Thomas Gibney, mate of the *Helen Tracy*.

Arthur Biagi, Jr., deckhand of the *Helen Tracy*.

The text of the Gallant Ship Citation is as follows:

Gallant Ship Unit Citation for tug *JULIA C. MORAN*.

"Responding to a distress call on June 16, 1966 that the tankers *Alva Cape* and *Texaco Massachusetts* had collided in New York harbor with a series of explosions sending sheets of flaming naphtha over the water and dense oily smoke towering skyward, the *Julia C. Moran* raced to the aid. The *Julia C. Moran* first on the scene observed men leaping into the water from the stricken vessels and being overtaken by the flames as they swam. Immediately the tug was skillfully maneuvered through the fiery water, and although at times the *Julia C. Moran* was surrounded by flames her crew plucked swimmers from the water and threw heaving lines to distant swimmers, taking 23 survivors safely on board the *Julia C. Moran*. Through this perilous operation the Master and crew of the *Julia C. Moran* displayed outstanding determination in their successful rescue efforts.

"The courage, devotion to duty, expert seamanship and teamwork of her Master, officers and crew in successfully effecting the rescue of survivors in extremely hazardous marine disaster have caused the name of the *Julia C. Moran* to be perpetuated as a Gallant Ship."



For superb seamanship and courage—Capt. Edward L. Good, right, of the tug *Esso Massachusetts*, owned by Humble Oil & Refining Co., accepts a Tradition of the Sea award from Gerard M. McAllister, chairman of the awards committee of the International Section, New York Board of Trade. The Board of Trade presented its chief annual award to Capt. George Sahlberg and the crew of Moran Towing & Transportation Co.'s tug *Julia C. Moran*, and voted to give an additional award this year to Captain Good and the crew of his *Esso* tug "for superb seamanship and courage," as well as performance of duty "in accord with the highest tradition of the sea."

Others in the crew of *Humble's* tug were Mate Joseph Sumner of Freeport, Long Island; Chief Engineer William H. McPherson, Jr., of Osbornville, N.J.; Assistant Engineer James F. Sullivan of New York City; Steward Ole Skarsten of Staten Island, N.Y., and Deckhands Arthur F. Stahlin of Point Pleasant, N.J., and John Schaeffer of Brooklyn, N.Y. According to Captain Good, each of his crewmen was offered a chance to be put ashore at a dock on Staten Island near the scene, but all insisted on staying with the tug to take part in the rescues.

The captains and crews of both tugs risked explosions and fire to save 37 seamen from the flaming waters of Kill Van Kull on June 16, 1966, when the British tanker *Alva Cape* and the U.S.-flag tanker *Texaco Massachusetts* collided in the channel between Staten Island and Bayonne, N.J. The *Julia C. Moran* rescued 23 of the survivors, and *Humble's* tug *Esso Massachusetts* saved 14 of the rescued seamen.

nautical queries

DECK

Q. What is freeboard?

A. Distance measured vertically downward, amidships, from upper edge of deckline to waterline. The freeboard assigned is the distance measured vertically downward at the side of the vessel amidships from the upper edge of the deckline to the upper edge of the loadline.

Q. (a) If your vessel was listing, how would you measure the freeboard?

(b) Why is it necessary to measure freeboard accurately at the loadline markings, as well as know the mean draft, when a vessel is deeply loaded?

A. (a) Measure the freeboard on both sides and take the mean of the two. If it is possible to measure the freeboard on one side only, the correct freeboard may be computed if the angular amount of the list and the vessel's beam are known.

(b) The mean of the bow and stern drafts would not show the effect of sagging or in some cases, hogging, and therefore might not reflect the true freeboard.

Q. How is the draft of a vessel affected when passing from salt water to fresh water? Give reasons.

A. Because a floating body displaces its own weight, it will float deeper in fresh water than it will in salt water, owing to fresh water being of less density and therefore lighter than salt water.

A vessel passing from salt to fresh water would therefore float at a greater draft in the fresh water, since it would have to sink to a greater depth to displace a volume of water equal to its own weight.

ENGINE

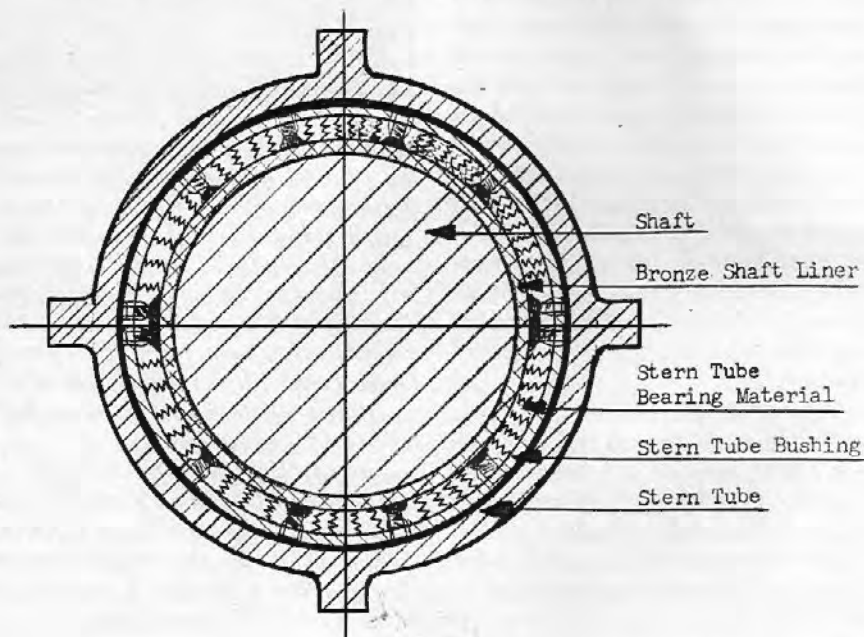
Q. Explain how the single-element thermal-hydraulic feed water regulator controls the water level of the boiler.

A. The control element (generator) of the thermal-hydraulic regulator consists of a jacketed tube connected to the steam drum above and below the water level. The jacket, which is filled with water, is connected to the diaphragm or bellows of the feed water regulating valve. The presence of water and steam (from the steam drum) in the inner tube causes a certain amount of the

water in the jacket to flash into steam and creates a pressure within the jacket. A drop in water level in the steam drum exposes a larger portion of the inner tube to steam, increases the amount of steam formed in the jacket, and, therefore, increases the pressure within the jacket and on the diaphragm. The movement of the diaphragm created by this increase in pressure opens the feed water regulating valve wider by forcing the valve stem down against a spring. When the water level in the steam drum rises, the pressure in the jacket decreases, and the spring forces the valve to partially close.

STERN TUBE

Q. Sketch a cross-sectional view of a stern tube with the tail shaft in position.



AMENDMENTS TO REGULATIONS

TITLE 46 CHANGES

PART 39—FLAMMABLE OR COMBUSTIBLE LIQUIDS HAVING LETHAL CHARACTERISTICS

PART 98—SPECIAL CONSTRUCTION, ARRANGEMENT, AND PROVISIONS FOR CERTAIN DANGEROUS CARGOES IN BULK

Miscellaneous Amendments

1. Pursuant to the notice of proposed rule making published in the Federal Register of January 24, 1967 (32 F.R. 795-807), and the Merchant Marine Council Public Hearing Agenda dated March 20, 1967 (CG-249), the Merchant Marine Council held a public hearing on March 20, 1967, for the purpose of receiving comments, views, and data. The proposals considered were identified as Items PH 1-67 to PH 13-67, inclusive. Item PH 2-67 contained proposals regarding bulk dangerous cargoes (CG-249, pages 65 to 75, inclusive), and these proposals, as revised, are adopted and set forth in this document.

2. The oral and written comments received were considered and certain changes were made in the proposals in Item PH 2-67. The proposal regarding shipping papers for cargo barges carrying certain dangerous cargoes in Item PH 2a-67 (CG-249, page 65) was revised. The proposals regarding draft marks to be placed on cargo barges carrying certain dangerous cargoes in Item PH 2b-67 (CG-249, pages 66 and 67) are withdrawn. The proposals regarding barges carrying liquid chlorine in bulk in Item PH 2c-67 (CG-249, pages 68 to 71, inclusive) are accepted. The proposal regarding barges carrying anhydrous ammonia in bulk in Item PH 2d

(CG-249, page 72) is accepted with editorial changes. The proposals regarding venting of tank barges carrying liquids having lethal characteristics in Item PH 2e-67 (CG-249, pages 73 to 75, inclusive) are accepted. The Merchant Marine Council's actions with respect to comments on proposals in Item PH 2-67 are approved.

The complete text of these changes is published in the Federal Register of December 9, 1967.

FIRE PROTECTION ON BOTH NEW AND EXISTING PASSENGER VESSELS (100 GROSS TONS OR OVER)

Pursuant to the notice of proposed rule making published in the Federal Register of January 24, 1967 (32 F.R. 795-807), and the Merchant Marine Council Public Hearing Agenda dated March 20, 1967 (CG-249), the Merchant Marine Council held a public hearing on March 20, 1967, for the purpose of receiving comments, views, and data. The proposals considered were identified as Items PH 1-67 to PH 13-67, inclusive. Item PH 5-67 contained proposals regarding fire protection on both new and existing passenger vessels (100 gross tons or over) (CG-249, pages 89 to 116, inclusive). Item PH 5k-67 (CG-249, pages 115 and 116) and Item PH 10g-67 (CG-249, pages 183 to 185, inclusive) contained proposed changes to 46 CFR 113.25-5 and 113.25-10(b) regarding general alarm systems for all categories of vessels. These proposals, as revised, are adopted and set forth in this document.

Interested persons have been afforded an opportunity to participate

in the consideration of these proposals and certain changes were made in the proposals in Item PH 5-67 and Item PH 10g-67. The changes made in various sections are to make it clear that all passenger vessels of 100 gross tons or over, regardless of the date of construction, on an international voyage must substantially meet current fire protection requirements. The change in 46 CFR 113.25-10(b) (1) regarding feeder distribution panels removes a conflict with other regulations and allows more flexibility in application. The Merchant Marine Council's actions with respect to comments received and proposals in Item PH 5-67 and Item PH 10g-67 are approved.

The complete text of these changes is published in the Federal Register of December 20, 1967.

ELECTRICAL ENGINEERING REGULATIONS

Miscellaneous Amendments

Pursuant to the notice of proposed rulemaking published in the Federal Register of January 24, 1967 (32 F.R. 795-807), and the Merchant Marine Council Public Hearing Agenda dated March 20, 1967, (CG-249), the Merchant Marine Council held a public hearing on March 20, 1967, for the purpose of receiving comments, views, and data. The proposals considered were identified as Items PH 1-67 to PH 13-67, inclusive. Item PH 10-67 (CG-249, pages 170 to 186, inclusive) contained proposals regarding electrical engineering regulations. These proposals, as revised, are adopted and set forth in this document.

Interested persons have been afforded an opportunity to participate in the consideration of these proposals and certain changes were made in the proposals in Item PH 10-67. The changes in 46 CFR 111.35-15 (b) (1) and (c) (1) regarding disconnect means for switchboards clarify requirements. The change in 46 CFR 111.55-20(b) (1) regarding circuit breakers provides greater latitude in application of the requirements. The proposals in Item PH 10-67 regarding operation of general alarm systems (46 CFR 113.25-5) are included in another Federal Register Document CGFR 67-87 containing amendments regarding fire protection on passenger vessels. The Merchant Marine Council's actions with respect to comments received and proposals in Item PH 10-67 are approved.

As stated in 46 CFR 110.05-3, the amendments to the electrical engineering regulations in this document are not retroactive in effect. The requirements in these amendments apply to new vessels contracted for on or after the effective date of these changes and to new installations or major replacements on existing vessels made on or after the effective date of these changes.

The complete text of these changes is published in the Federal Register of December 27, 1967.

SUBCHAPTER N—DANGEROUS CARGOES

PART 146—TRANSPORTATION OR STORAGE OF EXPLOSIVES OR OTHER DANGEROUS ARTICLES OR SUBSTANCES, AND COMBUSTIBLE LIQUIDS ON BOARD VESSELS

Subpart 146.25—Detailed Regulations Governing Poisonous Articles

RESTRICTIONS AGAINST LOADING AND TRANSPORTING CLASS B POISONOUS LIQUIDS OR SOLIDS WITH FOODSTUFFS

1. There have been several recent instances of food poisoning attributed to the consumption of food which had

become contaminated by a poisonous insecticide or pesticide during the course of transportation. The poisons involved were liquids or solids, of the types defined and described as Class B in § 146.25-10, Coast Guard Dangerous Cargo Regulations (46 CFR 146-149). These incidents have caused the death of several persons. While none of the incidents occurred in the United States, there has been, within the past year, a number of container leakages, adverse handling experiences, and other accidents involving shipments of poisonous liquids or solids, Class B. Therefore, it is possible for the conditions which caused the deaths in other countries to arise in this country.

2. Investigations of the leakages and other accidents in the United States have not yet developed all of the information which would indicate conclusively the need for changes in the specification packaging requirements for poisons. However, a review of all of the incidents concerned clearly shows that there is good cause for the restricting of mixed shipments of poisonous liquids or solids, Class B, and foodstuffs, feeds, and other materials intended for consumption by humans or animals which are not packaged in airtight nonpermeable containers to minimize the possibility of food poisoning that could be caused by inadvertent contamination during transportation. Also, because of the multiple uses of transportation equipment, it is considered necessary to place a restriction on the reuse of transportation equipment which has been contaminated by the leakage of poisonous liquids or solids, Class B, until the contamination has been removed, to preclude injury to transportation personnel and contamination of subsequent shipments.

3. General rules pertaining to restriction for stowage of poisons and foodstuffs are now contained in the Coast Guard Dangerous Cargo Regulations (46 CFR 146.25-45(i), 146.25-50(a), and 146.25-200). However, in light of these recent casual-

ties, it is considered necessary that specific rules be specified for the stowage of poisons and foodstuffs. The existing regulation 46 CFR 146.25-45 (i) requires that poisons be stowed "away from" foodstuffs not packed in hermetically sealed containers. "Away from" is interpreted to mean that the stowage may be in the same hold or compartment but must be separated in such a way by distance and other cargo so that in event of leakage or damage to containers the poisons will not contaminate the foodstuffs.

4. For the purpose of this Order, the following requirements shall apply to stowage of poisonous liquids and solids, Class B, and foodstuffs:

(a) If the foodstuffs are in airtight nonpermeable containers, poisons may be stowed "away from" the foodstuffs.

(b) If the foodstuffs are in bulk or are packed in bags or wooden barrels, the poisons shall be stowed in a hold or compartment that is separated from the foodstuffs by a tight bulkhead.

(c) Poisons shall not be stowed on weather deck hatches over a stowage of foodstuffs in bulk or packed in bags or wooden barrels.

5. The provisions of this Order shall also apply to the detailed requirements in Table H in 46 CFR 146.25-200; however, the necessary changes to these requirements are under study and will be included with the changes required to be published before July 1, 1968. Additionally, these regulation changes will be in agreement with those of the Department of Transportation.

6. The regulation in 46 CFR 146.25-50(a) regarding care following leakage or sifting of poisonous articles shall apply to all poisonous liquids or solids, Class B.

7. As a situation exists which demands immediate adoption of these rules in the interests of public safety, it is found that notice and public procedure hereon are impractical and good cause exists for making this

Order effective under the emergency procedure specified in 46 U.S.C. 170, as amended (R.S. 4472). In consideration of the foregoing, these amendments to the Coast Guard Dangerous Cargo Regulations (46 CFR Parts 146-149) are effective January 1, 1968; however, the regulations in this document may be complied with in lieu of existing requirements prior to that date.

Section 146.25-45 is amended by revising the headnote and paragraph (i), and by adding a new paragraph (j), which read as follows:

§ 146.25-45 Stowage of poisonous articles with explosives and other dangerous articles and away from living quarters and foodstuffs.

* * * * *

(i) Containers of poisonous articles shall be stowed well away from living quarters and ventilation ducts serving living quarters.

(j) Containers of poisonous articles shall be stowed well away from foodstuffs. The phrase "away from" means that the stowage may be in the same hold or compartment but must be separated in such a way by distance and other cargo so that in event of leakage or damage to containers the poisons will not contaminate the foodstuffs. The following additional requirements shall apply to the stowage of poisonous liquids and solids, Class B, and foodstuffs:

(1) If the foodstuffs are in airtight nonpermeable containers, these poisons may be stowed "away from" the foodstuffs.

(2) If the foodstuffs are in bulk or are packed in bags or wooden barrels, these poisons shall be stowed in a hold or compartment that is separated from the foodstuffs by a tight bulkhead.

(3) These poisons shall not be stowed on weather deck hatches over a stowage of foodstuffs in bulk or packed in bags or wooden barrels.

Section 146.25-50(a) is amended by changing the phrase from "arsenic or arsenical compounds, calcium cyanide, potassium cyanide, or so-

dium cyanide" to "poisonous liquids and solids, Class B," so that it reads as follows:

§ 146.25-50 Care following leakage or sifting of poisonous articles.

(a) Compartments or holds in which have been stowed packages containing poisonous liquids and solids, Class B, or radioactive ores of low activity shall, in the event any leakage or sifting from the containers has occurred, be thoroughly cleaned after the cargo is unloaded and before the hold is used for stowage of other cargo.

(Federal Register of December 27, 1967)

Title 49 Transportation

PARTS 171-190 — HAZARDOUS MATERIALS REGULATIONS OF THE DEPARTMENT OF TRANSPORTATION

Miscellaneous Restrictions Against Loading and Transporting Class B Poisonous Liquids or Solids With Foodstuffs

There have been several recent instances of food poisoning attributed to the consumption of food which had become contaminated by a poisonous insecticide or pesticide during the course of transportation. The poisons involved were liquids or solids, of the types defined and described as class B in section 173.343 of the Hazardous Materials Regulations of this Department. These incidents have caused the death of several persons. While none of the incidents occurred in the United States, there has been, within the past year, a number of container leakages, adverse handling experiences, and motor vehicle accidents involving shipments of poisonous liquids or solids, Class B. Therefore, it is possible for the conditions which caused the deaths in other countries to arise in this country.

Investigations of the leakages and other accidents in the United States have not yet developed all of the in-

formation which would indicate conclusively the need for a change in the specification packaging requirements for poisons. However, a review of all of the incidents concerned clearly shows that there is good cause to restrict mixed shipments of poisonous liquids or solids, class B, and foodstuffs, feeds, and other materials intended for consumption by humans or animals, which are not packaged in air tight nonpermeable containers to minimize the possibility of food poisoning that could be caused by inadvertent contamination during transportation. Also, because of the multiple uses of transportation equipment, it is considered necessary to place a restriction on the reuse of transportation equipment which has been contaminated by the leakage of poisonous liquids or solids, class B, until the contamination has been removed, to preclude injury to transportation personnel and contamination of subsequent shipments.

As a situation exists which demands immediate adoption of this regulation in the interests of public safety, it is found that notice and public procedure hereon are impractical and good cause exists for making this amendment effective in less than 30 days.

In consideration of the foregoing, the Hazardous Materials Regulations of the Department of Transportation (14 CFR Part 103 and 49 CFR 171-190) are hereby amended, effective January 10, 1968.

The complete text of these changes is published in the Federal Register of December 29, 1967.

Title 33 Changes

Assumption of Certain Functions, Powers, and Duties From Corps of Engineers and Transfer of Certain Regulations

1. There were transferred to and vested in the Secretary of Transporta-

tion by subsection 6(g) of the Department of Transportation Act (Public Law 89-670, 80 Stat. 931-950, 49 U.S.C. 1651-1659), certain functions, powers, and duties, previously performed by the Secretary of the Army and other officers and offices of the Department of the Army (Corps of Engineers), which included:

a. Location and clearances of bridges and causeways over the navigable waters (see 33 U.S.C. 401, 491, et seq., and 525 et seq.).

b. Administration of the alteration of obstructive bridges (see 33 U.S.C. 511 et seq.).

c. Regulation of drawbridge operations (see 33 U.S.C. 499).

d. Establishment and administration of water vessel anchorages (see 33 U.S.C. 180, 258, 322, 471).

e. Administration of the Oil Pollution Act of 1961 (33 U.S.C. 1001 et seq.).

2. Effective April 1, 1967 the Secretary of Transportation by Department of Transportation Order 1100.1, dated March 31, 1967 (49 CFR 1.4(a) (3)), delegated to and authorized the Commandant, U.S. Coast Guard, to exercise the functions, powers, and duties vested in the Secretary by subsection 6(g) of the Department of Transportation Act except those establishing or revising tolls in 33 U.S.C. 494, 498a, 498b, 503 et seq., and 526. The Commandant, U.S. Coast Guard, by notice effective April 1, 1967, announced the adoption and continuation of applicable orders, rules, regulations, policies, procedures, privileges, waivers, and other actions, which had been issued, made, granted, or allowed to become effective prior to April 1, 1967, under the provisions of laws cited in subsection 6(g) of the Department of Transportation Act, which are also listed in paragraph 1 above (32 F.R. 5611). This notice also stated these actions shall continue in effect according to their terms until modified, terminated, repealed, superseded, or set aside by appropriate authority.

3. In order to maintain continuity

of service to the public during the transfer of records and the development of the necessary personnel structure and facilities within the Coast Guard, the Chief of Engineers, W. F. Cassidy, Lieutenant General, U.S. Army, and the Commandant, U.S. Coast Guard, W. J. Smith, Admiral, U.S. Coast Guard, signed a "Memorandum of Understanding Relative to the Implementation of the Transfer of Certain Functions from the Corps of Engineers to the Coast Guard." In this Memorandum it is agreed that with respect to (1) location and clearances of bridges and causeways over the navigable waters; (2) administration of the alteration of obstructive bridges; and (3) regulation of drawbridge operations; the Corps of Engineers will perform for and under the direction of the Commandant, U.S. Coast Guard, such of those services that it previously performed until the Coast Guard's facilities and personnel can provide these services for the public. These responsibilities parallel those of other Coast Guard programs which are administered through the Office of Operations at Coast Guard Headquarters and receive technical support from the Office of Engineering. Under the general administration of the Commandant, these functions, powers, and duties have been assigned as follows:

a. *Maritime law enforcement.* This is assigned to the Chief, Law Enforcement Division, Office of Operations, at Coast Guard Headquarters, and in each Coast Guard District under the District Commander to the Chief, Operations Division. The functions, powers, and duties are:

(1) Establishment, administration and enforcement of water vessel anchorages under 33 U.S.C. 180, 258, 332, and 471, and implementing regulations in 33 CFR Parts 109 and 110.

(2) Administration and enforcement of Oil Pollution Act of 1961 in 33 U.S.C. 1001 et seq., and implementing regulation in 33 CFR Part 151.

b. *Aids to navigation.* This is assigned to the Chief, Aids to Navigation Division, Office of Operations, at Coast Guard Headquarters, and in each Coast Guard District under the District Commander to the Chief, Operations Division. The functions, powers, and duties are:

(1) Approval or disapproval of the location and clearances of bridges and causeways over the navigable waters under 33 U.S.C. 401, 491 et seq., and 525 et seq., and implementing regulations in 33 CFR Part 115.

(2) Administration of the alteration of obstructive bridges under 33 U.S.C. 511 et seq., and implementing regulations in 33 CFR Part 116.

(3) Regulation of drawbridge operations under 33 U.S.C. 499, and implementing regulations in 33 CFR Part 117.

c. *Engineering support.* This is assigned to the Chief, Civil Engineering Division, Office of Engineering, at Coast Guard Headquarters as a support function to the Chief, Office of Operations. The duties are:

(1) Technical review of plans and specifications for alteration of obstructive bridges under 33 U.S.C. 511 et seq., and implementing regulations in 33 CFR Part 116.

4. The Corps of Engineers' rules and regulations are published in 33 CFR Chapter II. Those requirements which implement the functions, powers, and duties previously performed by the Corps of Engineers and assumed by the Coast Guard are in 33 CFR Parts 202, 203, 209, and 212 and were continued in effect by the notice effective April 1, 1967, and published in the Federal Register of April 5, 1967 (32 F.R. 5611), until modified, terminated, repealed, superseded, or set aside by appropriate authority. Effective April 1, 1967, the Coast Guard assumed full responsibility for establishment and administration of water vessel anchorages and the administration of the Oil Pollution Act of 1961 as a part of the maritime law enforcement described in paragraph 3.a. above. The Corps

of Engineers continues to perform the various functions relating to bridges as an agent of the Commandant until the changeover in administration will be accomplished on a Coast Guard District-by-District basis which is scheduled for completion on or before June 30, 1968.

5. The regulations in this document (Subchapter I (Anchorage), containing 33 CFR Parts 109 and 110, and Subchapter J (Bridges), containing 33 CFR Parts 114 to 117, inclusive) are based on the present requirements in the Corps of Engineers' regulations, except for editorial changes to show the transfer of functions to the Coast Guard (changes in names, titles, etc., such as "Secretary of the Army" to "Commandant, U.S. Coast Guard," "Department of the Army" to "Department of Transportation," or "U.S. Coast Guard," as appropriate, "District Engineer" to "Coast Guard District Commander," etc.), and revised procedural rules and regulations to be followed by the public. This document contains all amendments published in the Federal Register prior to date of publication.

6. In revising and rearranging the rules and regulations previously issued by the Corps of Engineers, the requirements in the revised regulations are set forth by general subjects. The Table I lists the part number of the Corps of Engineers regulations,

the new assigned part number and subchapter designation in 33 CFR Chapter I, and comments about actions taken. In assuming the Corps of Engineers' regulations the principal change concerns assignment of new part numbers and correction of cross references, names, etc. In the section numbers the primary change relates to the number preceding the decimal point which was changed to reflect the part number to which assigned. No change was made in the portion of the section number following the decimal point nor in the internal designations of paragraphs within a section in 33 CFR Parts 110 and 117.

7. Because certain amendments to the bridge regulations had to be published, the transfer of 33 CFR Part 203 to Part 117 was made by FEDERAL REGISTER Document CGFR 67-52. These amendments are included in this document. The Oil Pollution Regulations in 33 CFR Part 212 did not include changes based on amendments to the Oil Pollution Act of 1961 in Public Law 89-551 (approved Sept. 1, 1966), implementing the provisions of the International Convention for the Prevention of the Pollution of the Sea by Oil, 1954, as amended in 1962, which became effective on May 18, 1967. These statutory changes included a requirement that extensions or reductions of prohibited zones effectuated in accordance with the Convention shall

be "published in regulations prescribed by the Secretary." Therefore, the amendments to the Oil Pollution Regulations, which reflect the recent transfer of administrative authority from the Secretary of the Army to the Secretary of Transportation, as well as list the prohibited zones currently in effect and the requirements concerning the keeping of Oil Record Books, are in a separate Federal Register Document CGFR 67-67, and the revised Oil Pollution Regulations are designated as 33 CFR Part 151 (32 F.R. 14390-14392).

8. By virtue of the authority vested in me as Commandant, U.S. Coast Guard, by section 632 of title 14, United States Code, and Department of Transportation Order 1100.1 (49 CFR 1.4(a)(3)) delegating authority to prescribe rules and regulations in the performance of certain functions, powers, and duties under laws transferred by subsection 6(g) (except those provisions of laws relating generally to the reasonableness of tolls) of the Department of Transportation Act, the following actions are ordered:

A. The rules and regulations designated 33 CFR Parts 109 and 110 (Subchapter I) and Parts 114 to 117, inclusive (Subchapter J) are prescribed and shall be followed on and after the date of publication of this document in the Federal Register.

B. The rules and regulations in 33 CFR Parts 202 and 203 pertaining to functions, powers, and duties previously performed by the Corps of Engineers and which were adopted and affirmed by the notice published in the Federal Register of April 5, 1967 (32 F.R. 5611) shall be superseded by the rules and regulations in this document: *Provided*, That all matters under administrative consideration and being processed on or before the date of publication of this document in the Federal Register under or pursuant to the Corps of Engineers' regulations shall be continued under such rules and regulations until completed unless the person or organization affected specifically re-

TABLE I—SUBCHAPTER AND PART HEADINGS

Subchapter designations	New part No.	Former designation	Title	Comments
I..... I.....	109		Anchorage..... General.....	New subchapter. Purpose and certain procedures.
I..... J.....	110 114	202	Anchorage regulations..... Bridges..... General.....	Editorial changes. New subchapter. Purpose, definitions, authority added.
J.....	115	209. 120	Bridge locations and clearances; administrative procedures.	Procedures for obtaining permits, etc., revised.
J.....	116	209. 180	Alteration of obstructive bridges.	Requirements and procedures.
J.....	117	203	Drawbridge operation regulations.	Editorial changes.

quests a change to rules and regulations in this document. The requirements, policies, and procedures in 33 CFR Part 209 regarding anchorages and bridges which are adopted are set forth in 33 CFR Parts 109, and 114 to 116, inclusive.

C. The permits, actions, and decisions made by the officers in the Corps of Engineers prior to April 1, 1967, or as agents for the Coast Guard, and by the Coast Guard under the rules and regulations adopted and affirmed by the notice published in the Federal Register of April 5, 1967 (32 F.R. 5611) shall be continued in effect according to their terms until modified, terminated, repealed, superseded, or set aside by appropriate authority.

The complete text of these changes are published in the Federal Register, Part II of December 12, 1967.

SUBCHAPTER D—NAVIGATION REQUIREMENTS FOR CERTAIN INLAND WATERS

PART 80—PILOT RULES FOR INLAND WATERS

SUBCHAPTER F—NAVIGATION REQUIREMENTS FOR WESTERN RIVERS

PART 95—PILOT RULES FOR WESTERN RIVERS

Navigation Lights and Shapes for Towing Vessels and Dredges

Pursuant to the notice of proposed rule making published in the Federal Register of January 24, 1967 (32 F.R. 795-807), and the Merchant Marine Council Public Hearing Agenda dated March 20, 1967 (CG-249), the Merchant Marine Council held a public hearing on March 20, 1967, for the purpose of receiving comments, views, and data. The proposals considered were identified as Items PH 1-67 to PH 13-67, inclusive. Item PH 4-67 (CG-249, pages 81 to 88, inclusive) contained proposals regarding navigation lights and shapes for motorboats, uninspected vessels and inspected vessels. Item PH 4c-67 contained proposals regarding navigation lights and shapes for towing vessels and dredges on inland

waters. Item PH 4d-67 contained proposals regarding navigation lights and shapes for towing vessels and dredges on western rivers. These proposals are adopted and set forth in this document. The necessary changes in the marine safety regulations regarding navigation lights and shapes for motorboats, uninspected vessels, and inspected vessels are in a separate document.

Interested persons have been afforded an opportunity to participate in the consideration of these proposals. The Merchant Marine Council's actions with respect to comments received and proposals in Item PH 4-67 are approved.

The amendments to the rules of the road in this document are applicable to both new and existing vessels. Because definite light standards are established in 46 CFR Chapter 1 for all vessels other than public vessels of the United States, it is necessary to reduce the visibility requirement for red lights from 5 miles to 2 miles for certain vessels so that light requirements will be consistent.

The complete text of these changes is published in the Federal Register of December 23, 1967.

NAVIGATION LIGHTS AND SHAPES FOR MOTORBOATS AND VESSELS

Miscellaneous Amendments

Pursuant to the notice of proposed rulemaking published in the Federal Register of January 24, 1967 (32 F.R. 795-807), and the Merchant Marine Council Public Hearing Agenda dated March 20, 1967 (CG-249), the Merchant Marine Council held a public hearing on March 20, 1967, for the purpose of receiving comments, views, and data. The proposals considered were identified as Items PH 1-67 to PH 13-67, inclusive. Item PH 4-67 (CG-249, pages 81 to 88, inclusive) contained proposals regarding navigation lights and shapes for motorboats, uninspected vessels, and inspected vessels. Item PH 4a-67 contained proposals re-

garding navigation lights and shapes for motorboats and uninspected vessels. Item PH 4b-67 contained proposals regarding navigation lights and shapes for all classes of inspected vessels. These proposals, as revised, are adopted and set forth in this document. The necessary changes to the Rules of the Road for "Inland Waters" and "Western Rivers" are in a separate Federal Register Document.

Interested persons have been afforded an opportunity to participate in the consideration of these proposals and certain changes were made in the proposals in Items PH 4a-67 and PH 4b-67 to clarify the requirements. The Merchant Marine Council's actions with respect to comments received are approved.

The new regulations added to 46 CFR Parts 25, 113, and 184 are applicable to new and existing vessels. The standards established should aid vessel operators to select an appropriate electric lamp for their navigation lights, as well as establish criteria which will enable a person to determine the minimum value of intensity for any given distance of visibility required to be met.

STORES AND SUPPLIES

Articles of ships' stores and supplies certificated from December 1 to December 31, 1967, 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

Fuld Brothers, Inc., P.O. Box 6073, Baltimore, Md. 21231: Certificate No. 726 dated May 5, 1967, **ELECTRICAL PARTS CLEANER**.

Murray Chemical Co., Inc., Pier 46-A, The Embarcadero, San Francisco, Calif. 94107: Certificate No. 745 dated October 16, 1967, **MURCO SOLVENT #2**.

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, 12-20-67.
123	Rules and Regulations for Tank Vessels (5-2-66). F.R. 12-6-66, 12-9-67, 12-27-67.
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, 12-23-67.
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, 9-27-67.
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, 12-23-67.
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, 10-7-67.
191	Rules and Regulations for Licensing and Certifying 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, 11-16-67.
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, 12-23-67.
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, 12-20-67.
257	Rules and Regulations for Cargo and Miscellaneous Vessels (1-3-66). F.R. 4-16-66, 12-6-66, 1-13-67, 12-9-67.
258	Rules and Regulations for Uninspected Vessels (3-1-67). F.R. 12-27-67.
259	Electrical Engineering Regulations (3-1-67). F.R. 12-20-67, 12-27-67.
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, 12-27-67.
329	Fire Fighting Manual for Tank Vessels (4-1-58).

CHANGES PUBLISHED DURING DECEMBER 1967

The following have been modified by Federal Registers:

CG-123, and CG-257, Federal Register, December 9, 1967.

CG-115, CG-256, and CG-259, Federal Register, December 20, 1967.

CG-169, CG-184, and CG-239, Federal Register, December 23, 1967.

CG-123, CG-258, CG-259, CG-323, and Dangerous Cargoes Regulations, Federal Register, December 27, 1967.

