

PROCEEDINGS

OF THE MARINE SAFETY COUNCIL



DEPARTMENT OF TRANSPORTATION

UNITED STATES COAST GUARD

Loran-C Radio Navigation
Admiral Siler Becomes Commandant
Merchant Marine Trophy Awarded

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FRONT COVER

One of the largest vessels to fly the American flag, the SS *Arco Juneau*, is shown on the front cover. Photo courtesy Bethlehem Steel Corporation and Atlantic Richfield Company.

BACK COVER

The SS *Green Valley* splashes into the Mississippi River following a sideways launching at Avondale Shipyards. Photo courtesy Avondale Shipyards and Central Gulf Lines.

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Admiral O. W. Siler, USCG
 Commandant

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The membership may be expanded by the Commandant or Chairman, Marine Safety Council to deal with special problems or circumstances.

Lieutenant (jg) G. D. Szczurek, Editor

LORAN-C Radio Navigation Coverage Grows

WHAT IT IS

LORAN-C is a radio navigation system that enables the user to determine his accurate position anywhere within the signal coverage area (see chart below). LORAN-C transmitters, operating at the low frequency of 100 kHz, and sending out pulsed signals, provide reliable position fixing for the mariner. The signals are generated by a "chain" of three or more synchronized transmitting stations.

The Department of Defense has utilized the system as a prime navigational aid for the last 15 years; but, until recently, the high cost of receiving equipment has made adaptation for commercial use impractical. Now, however, advances in technology have brought the price of LORAN-C receivers within the reach of the average mariner, and have made the receivers essentially automatic and easy to operate.

WHAT IT DOES

Within the area of groundwave coverage, with 95-percent probability, LORAN-C provides one-quarter nautical mile position fixing accuracy. The service is available to the mariner 24 hours a day, and, the effectiveness of the system is independent of weather conditions.

The accuracy of LORAN-C extends to repeatability. That is, a mariner can employ LORAN-C to return to within 50 feet of a particular point, and two or more vessels can rely on LORAN-C to govern their positions in relation to each other.

If you would like more information on Loran-C, write Commandant (G-WAN-3), U.S. Coast Guard, Washington, D.C. 20590.

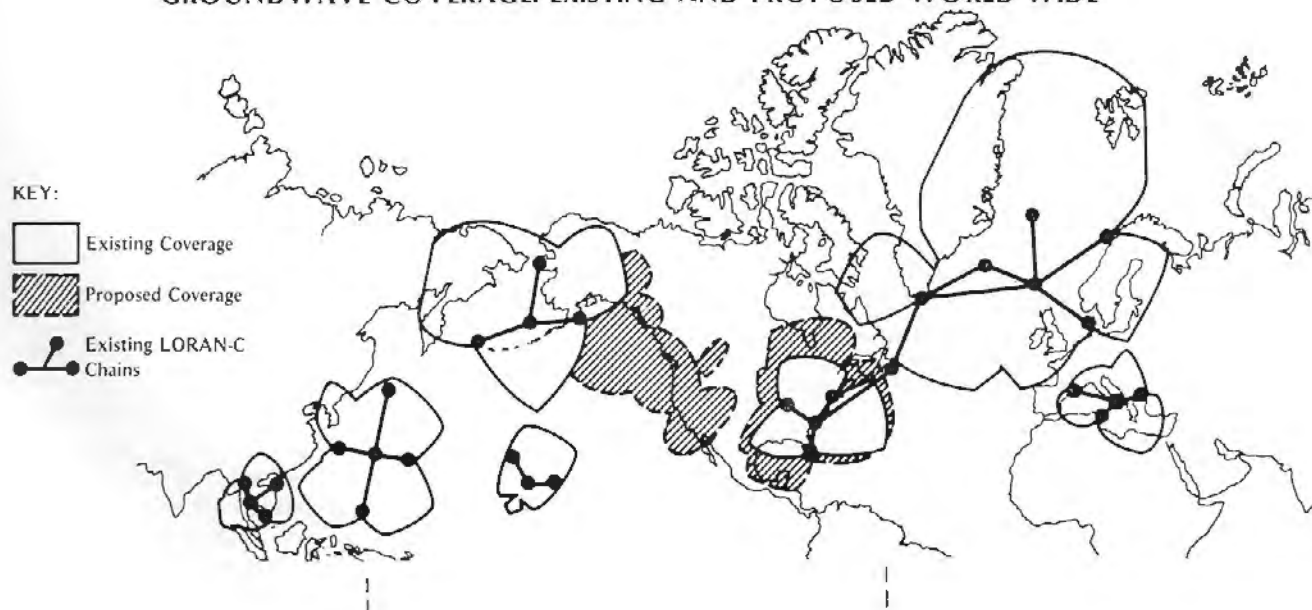
HOW TO USE IT

LORAN-C receivers measure the slight difference in time that it takes for electronic signals to travel from two transmitters located hundreds of miles apart. The time difference, measured in microseconds, is represented on a special LORAN-C chart by a curved "line of position" that connects all points of equal time difference. By tuning to two different pairs of LORAN-C transmitters, and by plotting the intersection of two "lines of position" on the chart, the mariner can identify his specific location.

Except for the actual plotting on the chart, the position determination is performed almost automatically by the LORAN-C receiving unit.

Safe, reliable navigation is the essence of LORAN-C. You owe it to yourself to find out more about this accurate, low-cost navigation system.

GROUNDWAVE COVERAGE: EXISTING AND PROPOSED WORLD-WIDE



Admiral O. W. Siler Becomes Coast Guard Commandant



Admiral Owen Wesley Siler, 52, became the 15th Commandant of the Coast Guard in ceremonies held May 31, 1974, in Washington, D.C. He relieved Admiral Chester R. Bender, who retired after serving as Commandant for the past four years. Admiral Siler was sworn in by Claude T. Brinegar, Secretary of Transportation.

Born in Seattle, Washington, Admiral Siler attended high school and junior college in Santa Maria, California before attending the Coast Guard Academy at New London. The new Commandant graduated from the Academy in 1943 and served as a deck officer on ships in the Pacific theater during the War, where he participated in the invasion of Bougainville and the occupation of Japan.

Much of his career since World War II has been in aviation. Admiral Siler served as a pilot at Coast Guard air stations in Port Angeles, Washington and Barbers Point, Hawaii. He commanded the air stations at Corpus Christi, Texas, and Miami, Florida. He was also in charge of search and rescue operations in Alaska.

Admiral Siler spent a year as a student at the National War College in Washington, D.C. and has held a variety of staff positions at Coast Guard Headquarters. For the past three years he commanded the Second Coast Guard District, headquartered in St. Louis, Missouri, directing the agency's extensive and diverse operations on the inland waterways of the United States.

He has a master's degree in international affairs from George Washington University, is married and has a son and a daughter.

Firefighter Awarded Seamanship Trophy

In recognition of the courage and exceptional maritime skills demonstrated during a night of fire and tragedy, the New York City fireboat *Firefighter* has been awarded the 1974 American Merchant Marine Seamanship Trophy. Thomas A. King, Eastern Regional Director of the Maritime Administration made the presentation in New York City on behalf of Robert J. Blackwell, Assistant Secretary of Commerce for Maritime Affairs.

Commanded by Lieutenant James F. McKenna and piloted by Matthew T. Fitzsimmons, the *Firefighter* was called out in the early morning hours of June 2, 1973 in response to a tanker fire under the Verrazano bridge. When the fireboat arrived on scene, flames were billowing ten stories high and moving freely in the wind. A burning oil slick covered water under the bridge for 3000 yards.

Lieutenant McKenna immediately ordered eight mounted nozzles into action to reduce the flames and allow for visual evaluation of the situation. As the flames abated it became apparent that two vessels were involved: the container vessel *C. V. Sea Witch* and the oil tanker *Esso Brussels*. The *Brussels'* ruptured tanks were spewing oil into the inferno.

A closer attack on the fire required a repositioning of the *Firefighter*, even though it meant a deeper thrust into the sea of flaming oil. Pilot Fitzsimmons skillfully maneuvered the vessel close to the burning ships.

As the *Firefighter* neared the holocaust, flashing lights and men waving from the fantail of the *Sea Witch* were dramatically visible. Though blazing cargo containers threatened to topple over the side of the *Sea Witch*, a port-to-port approach to the burning vessel was made. Mooring lines were out of the question as a method to secure the fireboat to the burning ship. Forward propulsion was the only way to hold the *Firefighter* alongside to pick up the trapped men. As Fitzsimmons kept the rescue vessel in position, ladders were sent up from her monitor deck to the main deck of the *Sea Witch*. Thirty one survivors escaped to the *Firefighter*.

With the completion of the extremely hazardous rescue and being assured that no others were trapped on the burning vessel, the *Firefighter* proceeded to the 69th Street pier in Brooklyn where the men were treated by the Fire Department disaster unit. The vessel then returned to fight the fire until relieved.

The award presented for the heroism and skill displayed by the crew of the *Firefighter* marks the ninth time the Seamanship Trophy has been given since its establishment by the Maritime Administration in 1962. As a Perpetual Cup, it is a permanent tribute to deeds of extraordinary seamanship and maritime skill by United States citizens. It may or may not be awarded annually depending on the decision of the Select Committee comprised of the Commandant, U.S. Coast Guard, and labor and management officials appointed by the Assistant Secretary of Commerce for Maritime Affairs.



Shown from left to right around the American Merchant Marine Seamanship Trophy are Pilot Matthew T. Fitzsimmons, Eastern Region Director of the Maritime Administration, Thomas A. King, and Lieutenant James F. McKenna, commander of the *Firefighter*.

Marine Safety Council Membership

This is the fourth in a series of articles designed to introduce readers to the various personalities who make up the Marine Safety Council.

Since August 1973 Rear Admiral James A. Palmer has been the Chief, Office of Public and International Affairs. In that position he is responsible for a wide range of Coast Guard activities touching on both national and international relations.

James Alexander Palmer was born on January 23, 1917, at Climax Springs, Missouri, and was reared at Los Angeles, California, where he graduated from John C. Fremont High School in 1935.

Rear Admiral Palmer entered the U.S. Coast Guard Academy with an appointment as Cadet in July 1937, and was graduated with a B.S. Degree in Engineering and with a commission of Ensign on May 19, 1941.

From the Academy he was assigned to anti-submarine patrol and escort duty in the Caribbean first as Watch Officer and Ordnance Officer on board the Cutter *Unalga* at San Juan, Puerto Rico, and then as Commanding Officer of the Cutter *Marion*, based at St. Thomas, Virgin Islands, from June to October of 1942, during World War II.

Assigned next as a flight student, he graduated from the Naval Air Training Station, Pensacola, Florida, with the designation of Coast Guard Aviator in August 1943. During the remainder of the war he was stationed at the Coast Guard Air Station, Port Angeles, Washington, piloting aircraft on anti-submarine patrol and on search and rescue missions. While there he also served as pilot in charge of electronics test aircraft in the Aleutians and as Operations Officer for the air station.

He returned to Puerto Rico in July 1946 to command the Coast Guard Air Station at San Juan for one year. Following that he served as Operations Officer at the Coast Guard Air Station, Brooklyn, New York, from July 1947 to July 1949. After completing one year as a student of Applied Communications at the Naval Academy Post-Graduate School in July 1950, he served one year as Operations Officer at the Coast Guard Air Station, Miami, Florida.

From July 1951 to July 1955, he headed the Aviation Section of the Communications Division at Coast Guard Headquarters, Washington, D.C. During his next tour of duty he held the dual post of Commander, Philippine Section, and Commanding Officer of the Coast Guard Air Detachment at Sangley Point, Republic of the Philippines. That was followed by a brief stint of commanding the Coast Guard Air Station at Traverse City, Michigan, from January to July of 1958. He then returned to Coast

Guard Headquarters to serve for three years as Operations Specialist and Project Officer with the Airways Modernization Board and the Bureau of Research and Development of the Federal Aviation Agency.

He commanded the Coast Guard Air Station at Miami from August 1961 to May 1963, and then served as Chief, Search and Rescue Branch in the 5th Coast Guard District, Portsmouth, Virginia until July 1966. During the following year he commanded the Coast Guard Base at Charleston, South Carolina.

In July 1967, Captain Palmer assumed the post of Assistant Superintendent and Chief of Staff at the Coast Guard Academy which he held for three years. For those services he was awarded the Coast Guard Commendation Medal.

By nomination of the President and the approval of the Senate, he was appointed Rear Admiral on July 1, 1970. Simultaneously, he was assigned as Commander, 17th Coast Guard District, Juneau, Alaska. Rear Admiral Palmer held that post until his return to Headquarters.



safety as others see it

Management's Responsibility for Accident Prevention

By William T. Fine, Chief, Safety Department, Naval Ordnance Laboratory, Silver Spring, Maryland

The trend of the times in accident prevention is to admit that breakdowns in management cause accidents. Emphasis in this direction is evidenced by governmental regulations and laws such as OSHA that place maximum responsibility on management (employers) to provide a safe working environment, and by the phenomenal growth of organizations such as the Nation's Safety Management Society.

In recognition of management's responsibility, the Naval Ordnance Laboratory, Silver Spring, MD has instituted a system whereby all supervisors have the opportunity to speak out with their ideas and opinions as to how managerial failures contribute to causing accidents and permit hazards to exist. It appears that this plan has given the entire safety program a tremendous boost where it is needed the most—among the first line supervisors.

The policy of soliciting the opinions of the supervisors, and then for management to accept responsibility and act on their recommendations, has brought forth a tremendously favorable attitude toward safety on the part of the supervisors. Once convinced that management was sincere in asking their help to identify problem areas, the supervisors' cooperation and enthusiasm were boundless. This response can't help but lead to fewer accidents and injuries and less property damage.

The system is implemented simply by adding one straightforward question to the supervisor's accident investigation report. This is done by stapling an additional sheet to the regular accident report form, containing this key question:

As a contributing cause of this accident, where did management fail? Did any element of management fail to do anything it could have done, or did it do anything it should not have done?

To facilitate a complete answer to this potent question, the following definitions are given:

Management—Any level of supervision higher than the immediate supervisor, up to and including the top policy-approving head of the organization; and all administrative and support agencies such as the personnel office, training department, safety and medical organizations, employment office, engineering department, maintenance shops, supply agencies, planning groups, and other interested parties.

Failure—Any action or omission which can cause or contribute to an accident or to the existence of a hazard.

In implementing this system, it must be recognized that supervisors are not trained safety experts. In order for their opinions to be valid

and useful, they must be provided a certain amount of guidance and assistance to direct the reasoning and logic of their accident investigations and safety inspections into channels that will reveal possible management failures. For example, a supervisor investigating an accident must be convinced of the necessity for looking deeper than the obvious causes, such as the fact that an employee was not wearing safety glasses, a defective handrailing had not been repaired, or a machine guard was out of place. This system gives the supervisor the means and the motivation to inquire further and determine the underlying reason for the primary failure.

In the case of an employee failing to wear safety glasses, the reason may not be a simple need for the supervisor to enforce the eye protection rule. It could be a failure by the medical unit—the employee could have been given safety glasses that did not fit properly; a failure by the training department—a case of inadequate employee indoctrination in safety; failure by the employment unit—an improper placement; or even a failure by top management in not "backing up" supervisors' efforts at enforcement.

All primary causes of accidents will have numerous possible underlying factors, many of which include management responsibilities. This system uncovers those management failures through investigations conducted by

those closest to the people, places, and incidents involved—the immediate supervisors.

Of course, there is nothing new about supervisors determining underlying causes of mishaps. This system, however, does have a distinct advantage. Supervisors have an established target—management failures—and the supervisors are assured that their findings will reach top management where needs will be recognized and corrective action taken. In other words, the burden of accident prevention is placed upon top management, on support agencies, or wherever it rightfully belongs.

As part of the instruction and indoctrination for supervisors, a chart (partially shown in Fig. 1) has been devised which specifies management's responsibility for the control of most causes of accidents. Each supervisor has a copy of this chart to read, study, discuss, and use as a guide when he is investigating a mishap, as well as to help decide on proper corrective action for any hazard he may notice in his area of jurisdiction.

In undertaking this program at Naval Ordnance Laboratory, there were a few apprehensions that supervisors might use this system as a means

of "passing the buck" upward for accident responsibility. But it turned out that this concern was unfounded because of the supervisors' sincere desire to do their part in preventing accidents.

The system has actually created a bond of understanding and respect among the various levels of supervision, support, and administrative agencies. The resulting spirit of cooperation and improved morale are bound to be highly effective influences for overall support of the safety program.

—Courtesy *Navy Lifeline*.

MANAGEMENT'S RESPONSIBILITY TO PREVENT FAILURES THAT CAUSE ACCIDENTS

Immediate failure or cause (of accident, or existence of hazard)	Management failures (most likely underlying reasons for failure)	Management action needed (policies or directives must provide for):
1. Poor housekeeping.	Hazards not recognized; facilities inadequate.	Improved safety training, organize or provide adequate space, cleanup campaign.
2. Improper use of tools, equipment, facilities.	Lack of skill, established procedures, motivation.	Operational and safety training, policy requiring procedures, enforcement.
3. Lack of approved, correct, complete procedures.	Omissions or errors by designer, supervisor.	Policy requiring checks and tests of procedures to ensure adequacy and clarity.
4. Improvising inadequate or unsafe procedures.	Inadequate supervision, insufficient training.	Improved supervisory training; time for adequate training of employees.
5. Failure to follow proper prescribed procedures.	Personnel not convinced of need; procedures unclear, lack of enforcement.	Improved safety training; ensure procedures reviewed for adequacy and clarity. Enforcement of use.
6. Lack of comprehension of job to be performed.	Overly complex instructions; inadequate training.	Supervisory training; time for adequate training of employees.
7. Lack of awareness of hazards involved.	Inadequate training, warnings in instructions.	Policy to ensure adequate employee safety training.
8. Lack of proper tools, equipment, facilities.	Need not recognized; inadequate planning and supply procedures.	Improved training. Improvement in supply procedures.
9. Lack of guards, safety devices.	Need not recognized, inadequate supply, maintenance, enforcement.	Better training, supply and maintenance systems; emphasis on enforcement.

FIGURE 1

COAST GUARD RULEMAKING

(Status as of 1 June 1974)

	Notice of proposed rulemaking	Public hearing	Deadline for comments	Awaiting final action	Withdrawn	Published as rule	Effective date
1972 PUBLIC HEARING							
Tailshaft inspection and drawing (67-71, 4-71).....	3-1-72	3-27-72	4-3-72	×			
Portable foam firefighting equipment—tank vessels (CGD 72-138).....	3-1-72	3-27-72	4-3-72			2-28-74	6-1-74
ANCHORAGE REGULATIONS							
Henderson Harbor, NY (CGD 74-6).....	1-11-74		2-15-74			5-2-74	6-3-74
San Juan Harbor, P.R. (CGFR 72-12).....	2-1-72		3-4-72	×			
Wilmington River, Ga. (CGD-259).....	11-25-71		12-27-71	×			
San Diego Harbor (CGD 72-228).....	12-5-72		1-8-73			5-17-74	6-17-74
Juan De Fuca, Wash. (CGD 72-233).....	12-5-72		1-9-73	×			
Milwaukee Harbor, WI (CGD 73-48).....	3-19-73		4-16-73			4-2-74	5-1-74
Sodus Bay, NY (CGD 73-84).....	4-27-73		5-29-73	×			
Puget Sound Area, WA (CGD 73-180).....	8-24-73		9-28-73	×			
Delaware Bay and R. (CGD 73-190).....	12-28-73		2-15-73			5-24-74	7-1-74
BRIDGE REGULATIONS							
Nansemond R., Va. (CGD 72-224).....	11-11-72		12-15-72	×			
John Day R., Blind Slough, Clatskanie R., Oregon (CGD 72-231).....	11-28-72		1-2-73	×			
Nanticoke, Del. (CGFR 71-142).....	11-24-71		12-24-71	×			
Ogden Slip, Chicago, Ill. (CGFR 72-16).....	2-2-72		3-7-72	×			
Sacramento R. et. al., CA (CGD 73-142).....	7-20-73		8-21-73	×			
Westchester Ck., NY (CGD 73-166).....	8-10-73		9-11-73	×			
Cheesequake Ck., NJ (CGD 73-162).....	8-10-73		9-11-73	×			
AIWW, Mile 342, Fla.; Drawbridge Operations (CGD 72-190P).....	9-30-72		11-1-72	×			
Long Island Inland Waterway (CGD 73-23).....	2-12-73		3-30-73	×			
Shaws Cove, CT (CGD 73-72).....	4-18-73		5-18-73			4-17-74	5-20-74
	corrected 5-1-73						
Rahway R., NJ (CGD 73-196).....	9-11-73		10-16-73	×			
Alabama R., AL (CGD 73-195).....	9-11-73		10-16-73	×			
Ashpoo R., SC (CGD 73-198).....	9-11-73		10-16-73			4-22-74	5-20-74
Red River, LA & AR (CGD 73-197).....	9-11-73		10-16-73	×			
Corte Madera CK, CA (CGD 73-199).....	9-11-73		10-16-73			4-22-74	5-24-74
Back Bay of Biloxi, MS (CGD 74-37).....						2-21-74	2-15-74 through 8-13-74
Little Manatee R., FL (CGD 74-41).....	2-21-74		3-19-74				
Grand R., Grand Haven, MI (CGD 74-42).....	2-21-74		3-19-74				
Sturgeon Bay, WI (CGD 74-97).....	4-9-74		5-14-74	×			
Barnegat Bay, NJ (CGD 72-211).....	10-31-72		12-5-72			4-22-74	5-20-74
Root River, WI (CGD 73-161).....	8-10-73					4-22-74 corrected 5-8-74	5-20-74
Galveston Channel, G.I.W.W., TX (CGD 74-85).....	4-10-74		5-14-74	×			
New River Sound and Stranahan River, FL (CGD 74- 115).....	4-22-74		5-20-74	×			
A.I.W.W. and Stranahan River, FL (CGD 72-170).....	8-30-72					4-22-74	5-24-74
Genesee R., NY (CGD 73-203).....	9-13-73		10-16-73	×			

Coast Guard Rulemaking—Continued

	Notice of proposed rulemaking	Public hearing	Deadline for comments	Awaiting final action	Withdrawn	Published as rule	Effective date
Navigable Waters in LA (CGD 73-214)	9-27-73		10-30-73			5-30-74	7-1-74
Stony Ck., MD (CGD 73-242)	10-12-73		11-20-73	×			
Lake Worth A.I.W.W., FL (CGD 74-117)	5-2-74		6-25-74	×			
San Joaquin River, Georgiana Slough, Sacramento River, CA (CGD 73-172)	5-24-74		7-2-74	×			
Buffalo R., NY (CGD 74-107)	5-30-74		7-2-74	×			
Lake Washington Ship Canal, WA (CGD 73-255)	11-13-73		12-18-73	×			
Cooper R., NJ (CGD 74-17)	1-23-74		2-19-74			4-9-74	5-14-74
AIWW, Hillsboro Inlet, FL (CGD 74-22)	1-25-74		3-1-74				
Chuckatuck Ck., Va. (CGD 74-71)	3-29-74		4-30-74				
Chesapeake & Del. Canal, Del. (CGD 74-72)	3-29-74		4-30-74				
Mystic R., Mass. (CGD 74-48)	3-25-74		4-30-74				
Goosaw R., S.C. (CGD 74-58)	3-11-74		4-12-74				
Tennessee R., Tenn. (CGD 74-61)	3-11-74		4-12-74				
West Palm Beach Canal, FL (CGD 74-23)	2-4-74		3-4-74			4-9-74	5-14-74
New River, FL (CGD 74-114)	4-22-74		5-20-74				
Manatee River, FL (CGD 74-101)	4-22-74		5-20-74				
HAZARDOUS MATERIALS							
Dichlorobutene, Corrected, F.R. 9-20-72, Hazardous Cargoes (CGD 72-162PH)	8-30-72	10-24-72	10-31-72	×			
Certification of Cargo Containers for Transport under Customs Seal (CGD 72-139)	11-17-72		12-19-72	×			
Miscellaneous Dangerous Cargoes (CGD 72-182)	11-11-72	12-12-72	12-19-72	×			
Marking of radioactive materials packages (CGD 73-137)	8-31-73	9-25-73	10-5-73	×			
Dangerous Cargoes, miscellaneous amendments (CGD 73-173)	9-5-73	9-25-73	10-5-73			4-12-74	5-5-74
Dangerous Cargo Regulations, miscellaneous (CGD 73-249)	1-16-74		3-4-74				
MARINE ENVIRONMENT AND SYSTEMS (GENERAL)							
Oil pollution prevention (CGFR 71-160, 161)	12-24-71	2-15-72	4-21-72	×		12-21-72	17-1-74
Marine Sanitation Devices (CGD 73-83)	3-1-74	5-1-74	5-14-74				
Vessel traffic system, Puget Sound (CGD 73-158)	8-6-73	8-30-73	9-17-73	×			
Security Zone, New London CT (CGD 73-182)	8-23-73		9-28-73	×			
Chesapeake Bay entrance (CGD 73-152)	corrected 9-4-73						
Captain of the Port Areas and Marine Inspection Zones, Fifth Coast Guard District (CGD 73-31)	12-18-73	2-11-74	1-23-74	×			
Boundary Lines of Inland Waters (CGD 73-241)	4-8-74		5-26-74	×		3-6-74 corrected 4-2-74	3-6-74
Security Zone, Curtis Ck., Baltimore Harbor, MD (CGD 5-74-03)	corrected 5-8-74				4-10-74	3-27-74	
Coast Guard Areas, Districts, Marine Inspection Zones, and Captain of the Port Areas, Thirteenth Coast District (CGD 74-78)						5-15-74	5-15-74

¹ Various effective dates precede that indicated. See Federal Registers of 12-21-72 and 8-24-73.

Coast Guard Rulemaking—Continued

	Notice of proposed rulemaking	Public hearing	Deadline for comments	Awaiting final action	Withdrawn	Published as rule	Effective date
MERCHANT MARINE SAFETY (GENERAL)							
Compressed Gas Cylinders (CGD 72-115PH).....	8-31-72	9-28-72	10-2-72	×			
Oceanographic vessels, fire main systems (CGFR 72-20)...	2-4-72		3-19-72	×			
Water lights, floating electric (CGFR 72-48).....	3-9-72	4-18-72	4-24-72	×			
Ship's Maneuvering Characteristics Data (CGD 72-134PH).....	8-22-72	9-28-72	10-13-72	×			
	Supp. Notice 7-20-73		8-31-73	×			
Unmanned Barges; hull construction (CGD 72-130)....	10-31-72	12-19-72	12-29-72	×			
Construction requirements for tank ships (CGD 72-245)...	Adv. Notice 1-26-73		3-15-73				
	Supp. Notice 7-5-73						
Emergency Position Indicating Radio Beacons (CGD 73-24).....	3-5-73	4-18-73	4-30-73			3-18-74	3-1-75
Lifesaving equipment specification (CGD 73-130).....	8-28-73		9-28-73	×			
	Supp. Notice 1-16-74		2-16-74				
Lifeboats for merchant vessels (CGD 73-116).....	10-3-73		11-2-73			4-8-74	5-5-74
Radar observer licensing (CGD 73-238).....	10-12-73		11-30-73	×			
Portable tanks (CGD 73-172).....	12-5-73	1-15-74	1-21-74	×			
		New Orleans					
Marine engineering amendments (CGD 73-248).....	12-11-73		1-14-74	×			
Unmanned Platforms (CGD 73-177).....	1-8-74		2-25-74	×			
	Corrected 1-29-74						
Releases, Lifesaving Equipment, Hydraulic and Manual (CGD 73-153).....	1-8-74		2-25-74	×			
Light Intensity Standards (CGD 74-7).....						1-25-74	7-1-74
Bulk Dangerous Cargoes, Inspection of Barges (CGD 73-271).....	3-11-74	4-15-74	4-30-74				
Lifesaving Equipment Specification (CGD 73-246).....	3-18-74		5-2-74				
First Aid Certificates (CGD 73-272).....	4-2-74		6-15-74	×			
CO ₂ Fixed Fire Extinguishing Systems (CGD 74-100)...	5-8-74		6-24-74	×			
Carriage of Solid Hazardous Materials in Bulk (CGD 74-13).....	5-15-74	7-16-74	8-31-74				
Oilly Ballast Discharge Requirements (CGD 73-58).....	5-15-73		6-18-74	×		5-30-74	7-1-74

NOTE: This table which will be continued in future issues of the Proceedings is designed to provide the maritime public with better information on the status of changes to the Code of Federal Regulations made under authority granted the Coast Guard. Only those proposals which have appeared in the Federal Register as Notices of Proposed Rulemaking, and as rules will be recorded. Proposed changes which have not been placed formally before the public will not be included.

AMENDMENTS TO REGULATIONS

TITLE 33—NAVIGATION AND NAVIGABLE WATERS

Chapter I—Coast Guard, Department of Transportation

[CGD 74-78]

PART 3—COAST GUARD AREAS, DISTRICTS, MARINE INSPECTION ZONES, AND CAPTAIN OF THE PORT AREAS

Thirteenth Coast Guard District

These amendments revise the description of the two captain of the port areas and the two marine inspection zones of the Thirteenth Coast Guard District in Part 3 of Title 33, Code of Federal Regulations.

The boundary between the marine inspection zones that is described in §§ 3.65-10(b) and 3.65-15(b) is revised to coincide with the boundary between the captain of the port areas. The eastern boundaries of the two captain of the port areas that are described in §§ 3.65-55(b) and 3.65-60(b) are revised to coincide with the eastern boundaries of the marine inspection zones. The descriptions of the two captain of the port areas, as amended by this document, are transferred to §§ 3.65-10 and 3.65-15. Accordingly, §§ 3.65-55 and 3.65-60, which contain the present descriptions of the areas, are deleted.

Since these amendments are matters relating to agency organization, they are exempt from the notice of proposed rule making requirements in 5 U.S.C. 553(b) (3) (A), and since these amendments announce an existing change in Coast Guard organization, they are effective immediately under 5 U.S.C. 553(d) (3).

In accordance with the foregoing, Part 3 of Chapter I of Title 33 of the Code of Federal Regulations is amended as follows:

1. Section 3.65-10 is revised to read as follows:

§ 3.65-10 Seattle Marine Inspection Zone and Captain of the Port.

(a) The Seattle Marine Inspection Office and the Seattle Captain of the Port Office are located in Seattle, Washington.

(b) The boundary of the Seattle Marine Inspection Zone, and of the Seattle Captain of the Port Area, starts at a point 48°29'35" N. latitude, 124°43'45" W. longitude and follows the international boundary eastward to the Montana-North Dakota boundary; thence southerly along this boundary to the Wyoming State line; thence westerly and southerly along the Montana-Wyoming boundary to the Idaho State line. Thence northwesterly along the Montana-Idaho boundary to 46°55' N. latitude thence westerly to a point 46°55' N. latitude, 123°18' W. longitude; thence northerly to a point 47°32' N. latitude, 123°18' W. longitude; thence westerly along the 47°32' N. latitude to the sea.

2. Section 3.65-15 is revised to read as follows:

§ 3.65-15 Portland, Oregon Marine Inspection Zone and Captain of the Port Area.

(a) The Portland Marine Inspection Office and the Portland Captain of the Port Office are located in Portland, Oregon.

(b) The boundary of the Portland Marine Inspection Zone, and of the Portland Captain of the Port Area, starts at the Washington coast on the 47°32' N. latitude and follows this latitude easterly to a point 47°32' N. latitude, 123°18' W. longitude; thence south to the 46°55' N. latitude; thence easterly along this latitude to the eastern Idaho State line; thence southeasterly along the Idaho State line to the Idaho-Wyoming boundary junction; thence southerly along the Idaho-Wyoming boundary to the Idaho-Utah-Wyoming boundary junction; thence westerly along the 42° N. latitude to the sea.

3. Sections 3.65-55 and 3.65-60 are deleted.

§§ 3.65-55, 3.65-60 [Deleted]

(5 U.S.C. 552; 14 U.S.C. 633); 80 Stat. 937 (49 U.S.C. 1655(b)(1)); 49 CFR 1.46(b))

Effective date: These amendments are effective May 15, 1974.

(Federal Register of May 15, 1974.)

TITLE 46—SHIPPING

Chapter I—Coast Guard, Department of Transportation

SUBCHAPTER B—MERCHANT MARINE OFFICERS AND SEAMEN

[CGD 72-132PH]

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

Licenses for Operation of Uninspected Towing Vessels

The purpose of this amendment is to change the date by which previously experienced towing vessel operating personnel may make application for a license issued by the U.S. Coast Guard and be administered an examination of reduced scope.

Authorization for this procedure was contained in the 2 March 1973 issue of the Federal Register (38 FR 5746), wherein implementing regulations for the Towing Vessel Operator Licensing Act (Pub. L. 92-339) were published. Entitlement was to expire on 1 June 1974.

It has been brought to the attention of the Coast Guard that this date would not allow the full-year "grandfather" period as was the intention of the first proposed regulations. The error stems, in part, from the delays encountered in promulgating the regulations subsequent to the August 1972 date, when this intention was published with the initial proposals for rule making.

Correction of this error would extend the initial licensing period to 1 September 1974. In view of critical

personnel shortages within the industry, interested parties have requested that the period be further extended to the end of the year. The Coast Guard believes that this request can be granted without jeopardizing the safety of towing vessel operations. Because of the emergency created by these personnel shortages, the Coast Guard is publishing this amendment as a final rule at this time.

In consideration of the foregoing, 46 CFR Part 10 is amended as follows:

§ 10.16-71 [Amended]

In § 10.16-71, by striking the date "June 1, 1974," and inserting the date "December 31, 1974."

(R.S. 4427, as amended; 46 U.S.C. 405 (b); 49 CFR 1.46(o)(3))

Effective date. This amendment shall become effective on May 22, 1974.

(Federal Register of May 22, 1974.)

TITLE 33—NAVIGATION AND NAVIGABLE WATERS

Chapter I—Coast Guard, Department of Transportation

[CGD 73-190R]

PART 110—ANCHORAGE REGULATIONS

PART 128—REGULATED NAVIGATION AREAS

Delaware Bay and River; Anchor- age Ground and Regulated Navigation Area

This amendment to the anchorage regulations and the regulated navigation area regulations is based on a notice of proposed rulemaking published in the December 28, 1973, issue of the Federal Register (38 FR 35486), as corrected by the January 14, 1974, issue (39 FR 1780). This amendment enlarges Anchorage A (tanker lightering) off the entrance to Mispillion River and establishes a Regulated Navigation Area for Delaware Bay and River between the Delaware Memorial Bridge and the boundary line of inland waters at the entrance of the Bay.

Interested persons were given until February 15, 1974, to submit comments concerning the proposed regulations. No comments were received by Commandant (G-CMC), nor by the Commander, Third Coast Guard District.

The proposed amendment to 33 CFR 110.157 for suspending oil transfer operations in Anchorage A when the Captain of the Port determines that a condition exists endangering a vessel in the surrounding area or posing a threat of oil pollution has been deleted from the final rules. This proposed amendment is already contained in 33 CFR 155.130 which will become effective before the rules in this document become effective.

Accordingly, with this change, the proposed amendments are adopted as set forth below.

Effective date. These amendments are effective on July 1, 1974.

Chapter I of Title 33 of the Code of Federal Regulations is amended as follows:

1. Section 110.157 is revised to read as follows:

§ 110.157 Delaware Bay and River.

(a) *The anchorage grounds—*(1) *Anchorage A (tanker lightering) off the entrance to Mispillion River.* In Delaware Bay southwest of Brandywine Channel beginning at latitude 38°57'18" N., longitude 75°10'49" W.; thence northwesterly to latitude 39°00'17" N., longitude 75°13'02" W.; thence southwesterly to latitude 38°59'45" N., longitude 75°14'06" W.; thence southeasterly to latitude 38°56'44" N., longitude 75°11'53" W.; thence northeasterly to the point of beginning. This anchorage is for the specific purpose of allowing deep draft tankers to anchor and lighter their cargo before proceeding up the Delaware River. Supervision over the anchoring of vessels and over cargo transfer operations in Anchorage A is exercised by the Captain of the Port. The regulations in paragraph (b) and (b) (2) of this section do not apply to this anchorage.

(Sec. 7, 38 Stat. 1053 as amended (33 U.S.C. 471); sec. 6(g)(1), Pub. L. 89-670, 80 Stat. 940 (49 U.S.C. 1655 (g)(1)); 35 FR 4959, 49 CFR 1.46 (c)(1)).

2. A new § 128.301 is added to read as follows:

§ 128.301 Delaware Bay and River.

(a) The following is a Regulated Navigation Area—The waters of Delaware Bay and River south and southeasterly of the southern span of the Delaware Memorial Bridge and inside the boundary line of inland waters described in § 82.25 of this chapter.

(b) *Regulations—*(1) *Draft limitation.* Unless otherwise authorized by the Captain of the Port, no vessel with a draft greater than 55 feet may enter this regulated navigation area.

(2) *Oil transfer operations.* Unless otherwise authorized by the Captain of the Port, no vessel may conduct oil transfer operations in this regulated navigation area except in the anchorage ground designated in § 110.157 (a) (1) of this chapter.

(Sec. 104, Pub. L. 92-340, 86 Stat. 424 (33 U.S.C. 1224); 37 FR 21943, 49 CFR 1.46(o)(4)).

(F.R. of May 24, 1974.)

TITLE 46—SHIPPING

Chapter I—Coast Guard, Department of Transportation

[CGD 73-58R]

OILY BALLAST DISCHARGE REQUIREMENTS

Reference and Application

The purpose of these amendments to Parts 35, 56, 74, 78, 93, 97, 191, and 196 of 46 CFR Chapter I is to include references to the oil pollution prevention operating requirements contained in the Federal Water Pollution Control Act (33 U.S.C. 1321), the Oil Pollution Act (33 U.S.C. 1011), and the implementing regulations in 33 CFR 151, 155, and 56 so that the reader will refer to these requirements and apply them to applicable circumstances.

Interested persons have been afforded an opportunity to participate

in making of these amendments by a notice of proposed rule making (notice CGD 73-58P) issued May 9, 1973, and published in the Federal Register of May 15, 1973 (38 FR 12749). No written comments were received, however, it was discovered that the word "water" was inadvertently omitted from the title "Federal Water Pollution Control Act" and further that the Act has been recodified and now appears at 33 U.S.C. 1321. These changes are reflected in the final rules. The proposed amendments are adopted, with the changes noted, and set forth below.

Effective date. This revision becomes effective on July 1, 1974.

Chapter 1 of 46 CFR is amended as follows:

PART 35—OPERATIONS

1. By revising § 35.01-40 to read as follows:

§ 35.01-40 Prevention of oil pollution—TB/ALL.

A tank vessel must be operated to meet the requirements in—

(a) Section 311 of the Federal Water Pollution Control Act, as amended (86 Stat. 816; 33 U.S.C. 1321);

(b) Section 12 of the Oil Pollution Act, 1961, as amended (75 Stat. 404; 33 U.S.C. 1011); and

(c) 33 CFR parts 151, 155, and 156.

PART 56—PIPING SYSTEMS AND APPURTENANCES

2. By revising paragraph (n) of § 56.50-50 to read as follows:

§ 56.50-50 Bilge and ballast piping.

(n) Oil pollution prevention requirements for bilge and ballast systems are contained in subpart B of part 155, title 33, Code of Federal Regulations.

PART 74—STABILITY

3. By revising the second and third sentences of paragraph (b) of § 74.15-10 to read as follows:

§ 74.15-10 Liquid ballast.

(b) * * * Oil pollution requirements are contained in—

(1) Section 311 of the Federal Water Pollution Control Act, as amended (86 Stat. 816; 33 U.S.C. 1321);

(2) Section 12 of the Oil Pollution Act, 1961, as amended (75 Stat. 404; 33 U.S.C. 1011); and

(3) CFR parts 151, 155, and 156.

PART 78—OPERATIONS

4. By revising § 78.85-1 to read as follows:

§ 78.85-1 General requirements.

A passenger vessel must be operated to meet the requirements in—

(a) Section 311 of the Federal Water Pollution Control Act, as amended (86 Stat. 816; 33 U.S.C. 1321);

(b) Section 12 of the Oil Pollution Act, 1961, as amended (75 Stat. 404; 33 U.S.C. 1011); and

(c) 33 CFR parts 151, 155, and 156.

PART 93—STABILITY

5. By revising paragraph (b) of § 93.13-10 to read as follows:

§ 93.13-10 Liquid ballast.

(b) The liquid ballast used in an oil tank must be discharged in accordance with—

(1) Section 311 of the Federal Water Pollution Control Act, as amended (86 Stat. 816; 33 U.S.C. 1321);

(2) Section 12 of the Oil Pollution Act, 1961, as amended (75 Stat. 404; 33 U.S.C. 1011); and

(3) 33 CFR parts 151, 155, and 156.

PART 97—OPERATIONS

6. By revising § 97.75-1 to read as follows:

§ 97.75-1 General requirements.

A cargo vessel must be operated to meet the requirements in—

(a) Section 311 of the Federal Water Pollution Control Act, as amended (86 Stat. 816; 33 U.S.C. 1321);

(b) Section 12 of the Oil Pollution Act, 1961, as amended (75 Stat. 404; 33 U.S.C. 1011); and

(c) 33 CFR parts 151, 155, and 156.

PART 191—SUBDIVISION AND STABILITY

7. By revising paragraph (b) of § 191.25-10 to read as follows:

§ 191.25-10 Liquid ballast.

(b) The liquid ballast used in an oil tank must be discharged in accordance with—

(1) Section 311 of the Federal Water Pollution Control Act, as amended (86 Stat. 816; 33 U.S.C. 1321);

(2) Section 12 of the Oil Pollution Act, 1961, as amended (75 Stat. 404; 33 U.S.C. 1011); and

(3) 33 CFR parts 151, 155, and 156.

PART 196—OPERATIONS

3. By revising § 196.75-1 to read as follows:

§ 196.75-1 General requirements.

An oceanographic research vessel must be operated to meet the requirements in—

(a) Section 311 of the Federal Water Pollution Control Act, as amended (86 Stat. 816; 33 U.S.C. 1321);

(b) Section 12 of the Oil Pollution Act, 1961, as amended (75 Stat. 404; 33 U.S.C. 1011); and

(c) 33 CFR parts 151, 155, and 156.

(R.S. 4405, as amended, R.S. 4417a, as amended, R.S. 4462, as amended, sec. 6 (b)(1), 80 Stat. 937; 46 U.S.C. 375, 391a, 416, 49 U.S.C. 1655(b)(1); 49 CFR 1.46(b) and (c)(4).)

(F.R. of May 25, 1974.)

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.¹ 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 Saturday, Sunday, and 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 will be furnished by mail to subscribers, free of postage, for \$5.00 per month or \$45 per year, payable in advance. The charge for individual copies is 75 cents for each issue, or 75 cents for each group of pages as actually bound. Remit check or money order, made payable to the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. Regulations for Dangerous Cargoes, 46 CFR 146 and 147 (Subchapter N), dated October 1, 1973 are now available from the Superintendent of Documents price: \$5.80.

CG No.	TITLE OF PUBLICATION
101	Specimen Examination for Merchant Marine Deck Officers (7-1-63).
101-1	Specimen Examinations for Merchant Marine Deck Officers (2d and 3d mate) (10-1-73).
108	Rules and Regulations for Military Explosives and Hazardous Munitions (4-1-72). F.R. 7-21-72, 12-1-72.
115	Marine Engineering Regulations (6-1-73). F.R. 6-29-73, 3-8-74, 5-30-74.
123	Rules and Regulations for Tank Vessels (1-1-73). F.R. 8-24-73, 10-3-73, 10-24-73, 2-28-74, 3-18-74, 5-30-74.
129	Proceedings of the Marine Safety Council (Monthly).
169	Rules of the Road—International—Inland (8-1-72). F.R. 9-12-72, 3-29-74.
172	Rules of the Road—Great Lakes (7-1-72). F.R. 10-6-72, 11-4-72, 1-16-73, 1-29-73, 5-8-73, 3-29-74.
174	A Manual for the Safe Handling of Inflammable and Combustible Liquids (3-2-64).
175	Manual for Lifboatmen, Able Seamen, and Qualified Members of Engine Department (3-1-73).
176	Load Line Regulations (2-1-71). F.R. 10-1-71, 5-10-73.
182	Specimen Examinations for Merchant Marine Engineer Licenses (7-1-63).
182-1	Specimen Examinations for Merchant Marine Engineer Licenses (2d and 3d Assistant) (10-1-73).
184	Rules of the Road—Western Rivers (8-1-72). F.R. 9-12-72, 5-8-73, 3-29-74.
190	Equipment List (8-1-72). F.R. 8-9-72, 8-11-72, 8-21-72, 9-14-72, 10-19-72, 11-8-72, 12-5-72, 1-15-73, 2-6-73, 2-26-73, 3-27-73, 4-3-73, 4-26-73, 6-1-73, 8-1-73, 10-5-73, 11-26-73, 1-17-74, 2-28-74, 3-25-74.
191	Rules and Regulations for Licensing and Certification of Merchant Marine Personnel (6-1-72). F.R. 12-21-72, 3-2-73, 3-5-73, 5-8-73, 5-11-73, 5-24-73, 8-24-73, 10-24-73, 5-22-74.
200	Marine Investigation Regulations and Suspension and Revocation Proceedings (5-1-67). F.R. 3-30-68, 4-30-70, 10-20-70, 7-18-72, 4-24-73, 11-26-73, 12-17-73.
227	Laws Governing Marine Inspection (3-1-65).
239	Security of Vessels and Waterfront Facilities (3-1-72). F.R. 5-31-72, 11-3-72, 7-8-72, 1-5-73, 1-23-74, 3-29-74, 4-2-74, 5-15-74, 5-24-74.
256	Rules and Regulations for Passenger Vessels (5-1-69). F.R. 10-29-69, 2-25-70, 4-30-70, 6-17-70, 10-31-70, 12-30-70, 3-9-72, 7-18-72, 10-4-72, 10-14-72, 12-21-72, 4-10-73, 8-1-73, 10-24-73, 12-5-73, 3-18-74, 5-30-74.
257	Rules and Regulations for Cargo and Miscellaneous Vessels (4-1-73). F.R. 6-28-73, 6-29-73, 8-1-73, 10-24-73, 3-18-74, 5-30-74.
258	Rules and Regulations for Uninspected Vessels (5-1-70). F.R. 1-8-73, 3-28-73, 1-25-74, 3-7-74.
259	Electrical Engineering Regulations (6-1-71). F.R. 3-8-72, 3-9-72, 8-16-72, 8-24-73, 11-29-73.
266	Rules and Regulations for Bulk Grain Cargoes (5-1-68). F.R. 12-4-69.
268	Rules and Regulations for Manning of Vessels (10-1-71). F.R. 1-13-72, 3-2-73.
293	Miscellaneous Electrical Equipment List (7-2-73).
320	Rules and Regulations for Artificial Islands and Fixed Structures on the Outer Continental Shelf (7-1-72). F.R. 7-8-72.
323	Rules and Regulations for Small Passenger Vessels (Under 100 Gross Tons) (9-1-73). F.R. 1-25-74, 3-18-74.
329	Fire Fighting Manual for Tank Vessels (1-1-74).
439	Bridge-to-Bridge Radiotelephone Communications (12-1-72).

CHANGES PUBLISHED DURING MAY 1974

The following have been modified by Federal Registers:

CG-115, 123, 256, & 257, Federal Register of May 30, 1974.

CG-191, Federal Register of May 22, 1974.

CG-239, Federal Registers of May 15 and 24, 1974.

¹ Due to the paper shortage, certain publications may be temporarily out of stock. Titles 33 and 46, Code of Federal Regulations may be consulted for rules and regulations.

