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Mention of source will be appreciated.

The Merchant Marine Council of the United States Coast Guard

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For each meeting two District Commanders and three Marine Inspection Officers are designated as members by the Commandant.

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COUNCIL ACTIVITIES

The special regulations entitled, "Security of Ports and Control of Vessels in Navigable Waters of the United States" (33 CFR Part 6), were adopted by the Corps of Engineers, War Department, and continued in effect by an order published in the Federal Register June 5, 1947 (12 F. R. 3664).

The President by Proclamation 2732 revoked Proclamation 2412 relating to the control of vessels in territorial waters of the United States, which authorized the Secretary of the Treasury to issue rules and regulations governing the anchorage and movement of any vessel, foreign or domestic, in the territorial waters of the United States if necessary in his opinion in order to secure such vessels from damage or injury or to prevent damage or injury to any harbor or waters of the United States, or to secure the observation of the rights and obligations of the United States provided for by the act of June 15, 1917 (50 U. S. C. 191). The Proclamation 2412 declared the existence of a national emergency and authorized the Secretary of the Treasury to issue special regulations as well as take such other actions as may be necessary for the security of ports and the control of vessels in navigable waters of the United States.

The Corps of Engineers, War Department, continues in effect the regulations for security of ports and the control of vessels in navigable waters of the United States in accordance with the provisions of section 7 of the

River and Harbor Act of August 8, 1917, the act of July 9, 1918, and section 7 of the River and Harbor Act of March 4, 1915 (33 U. S. C. 1, 3, 471). This approval by the War Department is to insure continuity of the regulations pending a review to determine what revisions are necessary to better conform to peacetime requirements.

The requirement for the new type automatic electric water lights for tank vessels was postponed from July 1, 1947, to January 1, 1949, because no manufacturer has submitted an automatic electric water light meeting the requirements of the "U. S. Coast Guard Specification for Lights (Water); Electric, Floating, Automatic (With Bracket for Mounting)." This amendment was published without prior general notice of its proposed issuance for the reason that notice and public rule making procedure in connection therewith were found to be impracticable.

The regulations for "Explosives or Other Dangerous Articles on Board Vessels" were reviewed prior to being reprinted and it was found necessary to change certain terms and phrases to agree with present Coast Guard terminology. The amendments to these regulations are editorial in nature and do not change any of their requirements. It is anticipated that a revised edition of these regulations will be available for distribution within 30 days, when copies will go on sale through the Superintendent of Documents, Government Printing Office, Washington 25, D. C.

The comments and suggestions received by the Merchant Marine Council at the public hearing in March 1947 are being considered and it is anticipated that recommendations will be made to the Commandant in the near future. In connection with the regulations for marine investigations and suspension and revocation proceedings to be placed in parts 136 and 137 in chapter I of title 46, Code of Federal Regulations, the revised regulations will probably be published within 30 days. The many suggestions made have been considered and, where possible, incorporated into the proposed regulations. Some of the more important changes cover definitions for "public vessels," "marine casualty or accident," "major marine casualty," "party in interest," and "District Commanders"; voyage records, permitting substitution of photostat copies for originals; and further clarification of jurisdiction of marine investigation boards under various statutes authorizing Coast Guard investigations. These changes in the regulations are necessary to comply with the requirements of the Administrative Procedure Act.

The regulations for suspension and revocation proceedings are also being considered and the final recommendations for approval and publication in the Federal Register should be made during the next month. These proposed regulations, prepared in compliance with the Administrative Procedure Act, contain minor changes and include many suggestions made by those present at the public hearing or who submitted prior comments in writing.

The proposed changes in "Marine Engineering Regulations and Material Specifications" and the specifications for welding electrodes are being prepared for recommendation to the Commandant. Since the proposed changes affect over 60 percent of the regulations in parts 50 to 57, it was decided to republish the regulations in full in order to eliminate confusion. To standardize the style of regulations and to comply with the requirements of the Federal Register Act, the "Marine Engineering Regulations and Material Specifications" have been editorially revised and will be published in the same style as the regulations entitled, "Rules and Regulations for Licensing and Certifying of Merchant Marine Personnel." For the convenience of those familiar with the present style of numbering of regulations two tables are being prepared showing the old section numbers with the new and the new section numbers with the old. The pamphlet containing these regu-

lations is in the process of being printed and will be available for distribution within 4 months.

The new requirements which will be contained in the revised "Marine Engineering Regulations and Material Specifications" will not be made retroactive in effect, but will apply to new equipment or installations, replacements and renewals. Due to the large volume of work involved, it is anticipated that the effective date for

the regulations as revised will be January 1, 1948.

The next semiannual meeting and public hearing of the Merchant Marine Council will be held during the latter part of September 1947. The proposed amendments which will be considered at that time are in the process of being prepared for distribution and it is anticipated that definite information will be available in the next issue of the PROCEEDINGS.

Ship Fumigation—Hydrocyanic Acid Gas¹

Hydrocyanic acid gas is one of the most rapidly fatal poisons known to man. Normal breathing in a concentration of 8 ounces or more per 1,000 cubic feet will render a man unconscious in 30 seconds and cause death in from 3 to 5 minutes. In the concentration used to kill rats, 2 ounces per 1,000 cubic feet, a man will lose consciousness within 1 minute and be dead within 10 minutes. Lower concentrations will require correspondingly longer periods of exposure to produce fatal results.²

FIRST-AID TREATMENT

Prompt action in applying proper first-aid treatment will save life. Know what to do and do it promptly.

First: Remove the man to fresh air and induce continued breathing. Call a doctor, but do not send the man to a doctor. Continue first-aid treatment until the doctor arrives.

Second: If the man is breathing, apply smelling salts (weak ammonia fumes or aromatic spirits of ammonia) to his nose. Keep him in fresh air and watch to see that his breathing does not stop. Continue the use of smelling salts at frequent intervals until he has completely recovered. Do not leave him alone until he is normal.

If the man is not breathing, artificial respiration by the Schaefer method must be begun at once. Brief applications of smelling salts should be made during this treatment.

Third: Don't give the patient hypodermic injections at any time. Don't give him alcoholic stimulants of any sort. Don't give any liquid by mouth until the patient is fully conscious. Don't allow anyone affected or overcome to return to work until fully recovered and normal in all respects. Don't rush an unconscious patient to

¹ Published by the Accident Prevention Bureau of Waterfront Employers' Association of the Pacific Coast, San Francisco, Calif.

² Information in paragraphs marked with an asterisk (*) is quoted directly and indirectly from Fumigants by C. L. Williams, Public Health Reports, vol. 46, No. 18, 1931.

the hospital unless artificial respiration can be continued without interruption and/or the doctor arrives to take charge.

CHARACTERISTICS OF HYDROCYANIC ACID

Hydrocyanic acid—HCN—also called hydrogen cyanide, prussic acid, or formonitrile, is a colorless gas, or liquid which evaporates very rapidly and boils at 78° F. It has the odor of bitter almonds.

The gas is lighter than air and, when liberated in the open, dissipates very rapidly. In confined spaces it is very penetrating. Given sufficient time it will actually penetrate a brick wall, and of course goes through cracks in bulkheads or around doors and ports very easily.*

The gas also passes out of materials equally quickly. An hour's airing renders a mattress safe to sleep on unless an excessively heavy concentration of gas has been used. Water, however, absorbs hydrocyanic acid and holds it, particularly in cold weather, so that after fumigation moist articles require longer airing than dry ones. Ordinarily, gas absorbed by collections of water (as in the bilges) is given off so slowly that it is not dangerous, but occasionally a relatively large amount is taken up on a cold day, and when a warm day follows, the gas is given off more rapidly.*

METHODS OF USE*

Hydrocyanic acid as a fumigant is used in one of three ways:

1. It is generated on the premises by adding sodium cyanide to 50 percent sulfuric acid.

2. It is supplied already prepared as a liquid in steel cylinders from which it is forced by air pressure and introduced (through pipes or hoses) as a fine spray, which at once evaporates.

3. It is supplied as a solid which is spread on the floor. This may be HCN absorbed in discs of Fuller's earth or absorbent paper, or may be calcium cyanide powder, which ab-

sorbs moisture from the air and generates HCN.

The first method seems to be the most prevalent with commercial fumigators. The preferred method is to use a portable generating apparatus on the dock and to deliver the gas through rubber hose to the desired place.

WARNING GASES*

1. Warning gases are substances added to the fumigant to warn of the presence of the gas. Hydrocyanic acid has a distinctive odor and may be detected by experienced fumigators in quite low concentrations. To the uninitiated, however, its odor does not indicate danger, nor in lethal concentration does it cause discomfort.

2. It is not improbable that much of the controversy that has arisen over the use of a warning gas has been due to method of application. It is recommended that the warning gas chemical be added to the mixture in generating apparatus so that it may have a chance to be diffused all over the space under fumigation.

3. Thoroughly competent fumigators do not rely on warning gases alone. They do, however, use them as a help, both as a warning to others and to assist in detecting the gas themselves.

4. A warning gas is of no avail if the warning that is given is not heeded. Persons who have to enter places that have recently been fumigated should be told what warning gases are and that they should leave a gassy area immediately.

5. Chloropicrin is the best known and most satisfactory of the warning gases. It is commonly called tear-gas for it causes smarting of the eyes and tears to flow. The tendency of this gas to hang as long as or longer than the hydrocyanic acid gas also makes it a desirable warning agent.

6. From 3 to 5 percent of tear-gas is the usual amount used by fumigators; the amount rarely should exceed 10 percent.

7. Masters should insist that a warning gas in quantities of not less than 3 percent always be used when hydrocyanic acid gas is used as the fumigant.

PRECAUTIONS

The danger present when hydrocyanic acid gas is used as a fumigant should not be minimized and every possible precaution should be taken. The precautions are not numerous; but each one is vital to safe procedure and none should be overlooked.

1. *Preparation*—Fumigating should be done when all cargo has been discharged and rubbish cleaned out of holds. There is less chance under these conditions that pockets of gas will remain. In abnormally low temperatures cyanide loses its effectiveness as a fumigant for certain types of weevils, etc.

An accurate check should be made to see that all members of the ship's crew and other persons are ashore before fumigation is commenced.

A written statement signed by the captain or chief officer should be given the fumigation officer stating that the ship is ready for fumigating.

A guard should be placed at the gangway to prevent anyone, except the fumigators, from boarding the ship after the check out has been made without written permission of the fumigation officer.

2. *While fumigating*—Conspicuous signs should be posted at the gangway warning that the ship is being fumigated with cyanide gas. One or more of these signs should be placed on the offshore side of the vessel to warn tugs, barges, or other vessels coming alongside that no one is to board.

In places where the deck of the ship is flush with the dock, the ship should be moored off from the dock to prevent access to the ship except at the gangway.

3. *Ventilation*—The practice of waiting for natural ventilation to air out hatches that have been fumigated should be discouraged, and the use of mechanically driven pressure fans should be insisted upon. In this manner a hatch can be thoroughly aired out and enough agitation of the air set up to minimize the danger of gas pockets, especially in empty ships.

In conjunction with the fan a fabric tubing such as canvas can be used to conduct the air; and by a little ingenuity and the use of a couple of lines the air flow can be directed to nearly all parts of a hatch from the main deck. Tubing of various sizes and material can be purchased.

If there is any possibility that the gas may have penetrated the officers' or crews' quarters, all bedding, mattresses, etc., should be hung out in the air for at least 2 hours.

4. *Completion*—When the fumigator has pronounced the ship safe, a signed statement should be demanded of him to this effect before the watchman is taken from the gangway or the crew or others are allowed on board.

CLEANING BOILER TUBES

It might have happened at Coast Guard headquarters but the chief of the office having jurisdiction over such matters swears that the advice below was not given:

Someone had wired a Government bureau at Washington asking whether hydrochloric acid could be used to clean a given type of boiler tube. The answer was:

"Uncertainties of reactive processes make use of hydrochloric acid undesirable where alkalinity is involved."

The inquirer wrote back thanking the Bureau for the advice, saying he would use hydrochloric acid. The Bureau wired him:

"Regrettable decision involves uncertainties. Hydrochloric will produce submerate invalidating reactions."

Again the man wrote thanking them for their advice, saying that he was glad to know that hydrochloric acid was all right. This time the Bureau wired in plain English:

"Hydrochloric acid will eat hell out of your boiler tubes."

Marine Information Broadcasts

The schedule of marine information broadcasts has been revised effective July 1, 1947, and appears in table form below for ready reference. This schedule of broadcasts includes the regular broadcasts of weather forecasts, notices to mariners, and hydrographic information, as well as emergency broadcasts regarding storm warnings, advisories, and urgent marine information, but does not include the Great Lakes and the inland waters. The marine information concerns the Atlantic coast, Gulf coast, and Pacific coast, Territory of Alaska, and the Territory of Hawaii.

The stations designated to broadcast storm warnings, advisories, and urgent marine information will do so upon receipt of the information. This information will be repeated three times within the next period of 6 hours, on either the even or the odd hour, depending upon the station, unless the information is superseded or canceled. Any emergency information which superseded a previous broadcast will be handled in the same manner as the original information and will extend the emergency broadcast an additional 6 hours.

All radiotelegraph broadcasts will be made on the stations' working frequencies after preliminary announcements are made on 500 kilocycles with subsequent shifts to indicate station working frequencies. All radiotelephone broadcasts will be preceded by appropriate announcements on 2 670

**BE PRACTICAL—"Little Things"
Are Important**

*See footnote 2 on p. 115.

kilocycles with the regular broadcasts to follow on 2,698 kilocycles. All radio telephone broadcasts will be made once through at a good writing speed.

This information replaces that published on page 102 in the June 1947 PROCEEDINGS OF THE MERCHANT MARINE COUNCIL.

Moving Drums—How To Do It:

1. To up-end a full drum, get help if possible. If necessary to do it alone, start with the knees bent, back as straight as possible, and **LIFT WITH THE LEG MUSCLES.**
2. To tip a drum from an upright position, brace yourself, if possible, with one hand on nearby drum and feet apart for balance.

STATIONS BROADCASTING MARINE INFORMATION

Station and call letters	Time (G. C. T.)	Frequency	Emission	Nature of broadcast
Boston, Mass. (NMF)	0350, 1550	425	A-1	Regular.
	0420, 1620	2698	A-3	Do.
	Upon receipt and on even hour intervals. Upon receipt and on odd hour intervals	425 2698	A-1 A-3	Emergency. Do.
New York, N. Y. (NMY)	0420, 1620	480	A-1	Regular.
	0450, 1650	2698	A-3	Do.
	Upon receipt and on odd hour intervals. Upon receipt and on even hour intervals	480 2698	A-1 A-3	Emergency. Do.
Philadelphia, Pa. (NMR)	0550, 1750	2698	A-3	Regular.
	Upon receipt and on even hour intervals	2698	A-3	Emergency.
Baltimore, Md. (NMN-7)	1630	2698	A-3	Regular.
	Upon receipt and on odd hour intervals	2698	A-3	Emergency.
Norfolk, Va. (NMN)	0450, 1650	410	A-1	Regular.
	0520, 1720	2698	A-3	Do.
	Upon receipt and on even hour intervals. Upon receipt and on odd hour intervals	410 2698	A-1 A-3	Emergency. Do.
Fort Macon, N. C. (NMN-37)	1700	2698	A-3	Regular.
	Upon receipt and on even hour intervals	2698	A-3	Emergency.
Charleston, S. C. (NMI)	0420, 1620	2698	A-3	Regular.
	Upon receipt and on even hour intervals	2698	A-3	Emergency.
Mayport, Fla. (NMV)	0550, 1750	464	A-1	Regular.
	0620, 1820	2698	A-3	Do.
	Upon receipt and on even hour intervals. Upon receipt and on odd hour intervals	464 2698	A-1 A-3	Emergency. Do.
Miami (NMA)	0420, 1620	425	A-1	Regular.
	0450, 1650	2698	A-3	Do.
	Upon receipt and on odd hour intervals. Upon receipt and on even hour intervals	425 2698	A-1 A-3	Emergency. Do.
Key West, Fla. (NOK)	0430 and 1630	2698	A-3	Regular.
	Upon receipt and on odd hour intervals	2698	A-3	Emergency.
St. Petersburg, Fla. (NOP)	0420, 1620	2698	A-3	Regular.
	Upon receipt and on odd hour intervals	2698	A-3	Emergency.
Mobile, Ala. (NOQ)	0550, 1750	2698	A-3	Regular.
	Upon receipt and on even hour intervals	2698	A-3	Emergency.
	Upon receipt and on odd hour intervals	464	A-1	Do.
New Orleans, La. (NMG)	0520, 1720	425	A-1	Regular.
	Upon receipt and on even hour intervals	425	A-1	Emergency.
Galveston, Tex. (NOY)	0520, 1720	2698	A-3	Regular.
	Upon receipt and on even hour intervals	2698	A-3	Emergency.
	Upon receipt and on odd hour intervals	425	A-1	Do.
San Juan, P. R. (NMR)	0300 and 1500	2698	A-3	Regular.
	0530 and 1530	127	A-1	Do.
	Upon receipt and on odd hour intervals. Upon receipt and on even hour intervals	2698 127	A-3 A-1	Emergency. Do.
Long Beach, Calif. (NMQ)	0430, 1630	425	A-1	Regular.
	0500, 1700	2698	A-3	Do.
	Upon receipt and on odd hour intervals	425	A-1	Emergency.
	Upon receipt and on even hour intervals	2698	A-3	Do.
San Francisco, Calif. (NMC)	0400 and 1600	425	A-1	Regular.
	0430, 1630	2698	A-3	Do.
	Upon receipt and on even hour intervals. Upon receipt and on odd hour intervals	425 2698	A-1 A-3	Emergency. Do.
Seattle, Wash. (NMW)	0500, 1700	425	A-1	Regular.
	0530, 1730	2698	A-3	Do.
	Upon receipt and on odd hour intervals	425	A-1	Emergency.
	Upon receipt and on even hour intervals	2698	A-3	Do.
Ketchikan, Alaska (NMI)	0530 and 1730	410	A-1	Regular.
	0600, 1800	2698	A-3	Do.
	Upon receipt and on even hour intervals	410	A-1	Emergency.
	Upon receipt and on odd hour intervals	2698	A-3	Do.
Honolulu, T. H. (NMI)	0600, 2100	425	A-1	Regular.
	0630, 2130	2698	A-3	Do.
	Upon receipt and on local odd hour intervals	425	A-1	Emergency.
	Do.	2698	A-3	Do.

RADIOTELEPHONE INSTALLATIONS ABOARD SMALL WATERCRAFT

The Federal Communications Commission has control over radiotelephone installations aboard vessels and by Public Notice 9083, dated June 4, 1947, they direct specific attention to this fact. This public notice reads as follows:

FEDERAL COMMUNICATIONS COMMISSION WASHINGTON 25, D. C.

Radiotelephone Installations Aboard Small Watercraft (License Requirements)

**PUBLIC NOTICE 9083.
June 4, 1947.**

Many owners and operators of small watercraft apparently are not aware of the provisions of law regulating the use of radiotelephone installations aboard such craft. All such installations (unless owned and operated by the United States Government) must be licensed by the Federal Communications Commission. In the vast majority of cases they are licensed in the Ship Service. They may be operated only by persons licensed as operators by the Federal Communications Commission.

Two basic requirements must be met before any radiotelephone transmitter may be operated in the Ship Service: (1) A ship radiotelephone station license must be obtained; (2) a properly licensed operator must be in attendance.

Ship radiotelephone station license.—A ship radiotelephone station license may be obtained by any person or party who meets the citizenship requirements of the Communications Act of 1934, as amended, and who submits an acceptable application (FCC Form 501-A) to the Federal Communications Commission, Washington 25, D. C. Form 501-A, which is a 5 by 8 inch card, may be obtained upon request from any of the Commission's field offices (listed on the reverse side hereof), or from the Commission's Washington office. **THIS STATION LICENSE MUST BE POSTED NEAR THE TRANSMITTER ON THE SHIP.**

Restricted radiotelephone operator permit.—The restricted radiotelephone operator permit is the usual class of license held by operators of ship radiotelephone stations aboard small vessels. A license of this class may be obtained in person or by mail from any of the Commission's field offices by any U. S. citizen who submits an acceptable application (Form FCC 756, and Form FCC 756-B in duplicate). No examination is required for this permit, but the applicant must indicate by declaration in the application: (1) His need for the permit; (2) his ability to receive and transmit spoken messages in English; (3) his ability to keep a ship radiotelephone station log; (4) his familiarity with applicable provisions of radio laws and regulations and his acceptance of responsibility to remain currently familiar with such provisions. **NOTE: A RESTRICTED RADIOTELEPHONE OPERATOR PERMIT DOES NOT AUTHORIZE TRANSMITTER ADJUSTMENTS THAT MAY AFFECT THE PROPER OPERATION OF THE STATION. SUCH ADJUSTMENTS MAY BE MADE ONLY BY THE HOLDER OF A FIRST OR SECOND CLASS RADIOTELEPHONE OR RADIOTELEGRAPH OPERATOR LICENSE. OP-**

ERATOR LICENSE MUST BE POSTED WITH STATION LICENSE.

Shared use of frequency channels.—The number of frequency channels available for assignment to radiotelephone stations in the Ship Service is necessarily limited. Such a large number of these stations share these channels that the Commission has had to promulgate certain regulations to minimize mutual interference and insure maximum communication benefits to all authorized users. Each ship radiotelephone station licensee and each licensed operator should be familiar with these regulations. They are contained in the pamphlet *Federal Communications Commission Rules Governing Ship Service (Part 8)*, which may be obtained from the Superintendent of Documents, Government Printing Office, Washington, D. C., for 15 cents in coin.

T. J. SLOWIE,
Secretary.

The locations of Federal Communications Commission's engineering field offices, where further information may be obtained by addressing communications to the engineer-in-charge, are as follows:

Except when rules provide otherwise.

Radio district	Address of the engineer in charge
1	Custom house, Boston 9, Mass.
2	748 Federal Bldg., 641 Washington St., New York 14, N. Y.
3	1200 New United States Customhouse, 24 and Chestnut Sts., Philadelphia 6, Pa.
4	308 Old Town Bank Bldg., Gay St. and Fallway, Baltimore 2, Md.
5	402 New Postoffice Bldg., Norfolk 10, Va.
6	411 Federal Annex, Atlanta 3, Ga.; 214-218 Postoffice Bldg., Savannah, Ga.
7	312 Federal Bldg., Miami 1, Fla.; 409-410 Postoffice Bldg., Tampa 2, Fla.
8	400 Audubon Bldg., New Orleans 16, La.
9	2100 United States Appraisers Stores Bldg., 7300 Wingate St., Houston 11, Tex.; 404 Postoffice Bldg., Galveston, Tex.; 329 Postoffice Bldg., Beaumont, Tex.
10	300 United States Terminal Annex, Dallas 2, Tex.
11	539 United States Postoffice and Court-house Bldg., Los Angeles 12, Calif.; 307 United States Customhouse and Court-house Bldg., San Diego 1, Calif.
12	328 Customhouse, San Francisco 26, Calif.
13	505 Terminal Sales Bldg., Portland 5, Oreg.
14	501 Federal Office Bldg., Seattle 1, Wash.
15	504 Customhouse, Denver 2, Colo.
16	208 Uptown Postoffice and Courthouse Bldg., St. Paul 2, Minn.
17	838 United States Courthouse, Kansas City 6, Mo.
18	246 United States Courthouse Bldg., Chicago 4, Ill.
19	1020 New Federal Bldg., Detroit 26, Mich.; 541 Old Postoffice Bldg., Cleveland 14, Ohio.
20	328 Federal Bldg., Buffalo 3, N. Y.
21	609 Stangenwald Bldg., Honolulu 1, T. H.
22	322-323 Federal Bldg., San Juan 13, P. R.
23	7-S Shattuck Bldg., Juneau, Alaska; P. O. Box 644, 39 United States Postoffice and Courthouse Bldg., Anchorage, Alaska.

RULES OF THE ROAD

PROPOSED CHANGES IN WESTERN RIVERS RULES

A bill has been prepared for introduction at the present session of Congress to revise the statutory rules for the prevention of collision on rivers whose waters empty into the Gulf of Mexico, commonly referred to as Western Rivers Rules. These rules were originally adopted substantially in their present form as the act of April 29, 1864, and applied on all public navigable waters, including the high seas. Amended as section 4233 of the Revised Statutes, the act was made inapplicable to the high seas when the present International Rules were adopted in 1890; inapplicable to the Great Lakes when the present Great Lakes Rules were adopted in 1895; and inapplicable to coastal inland waters when the present Inland Rules were adopted June 7, 1897. Thus they now remain in effect only on the so-called western rivers, which include by statutory designation not only the Mississippi and its tributaries but all other rivers emptying directly or indirectly into the Gulf, and one river which flows into Canada—the Red River of the North.

During the more than 80 years that Western Rivers Rules have been in effect there have been, of course, important changes in operating conditions and in traffic which have made it high time that the rules were brought up to date. The upper half of the Mississippi and all of the Ohio have been made into pools, with connecting locks to be negotiated except when the river is "open"; numerous bridges have been thrown across every navigable stream in the area; the colorful packet steamboats which constituted most of the traffic when the rules were written have all but disappeared, and the river traffic of today, if we except ferryboats and pleasure craft, consists almost entirely of long and heavy pusher tows, operated to some extent by Diesel towboats with unlicensed pilots and personnel. On the lower Mississippi conditions are further complicated by very extensive ocean traffic as far up as New Orleans; by ocean tanker traffic for approximately an additional hundred miles to Baton Rouge; and by the barge traffic of the Gulf Intracoastal Waterway, which joins with, and in many cases crosses, the river traffic at New Orleans. It is to

meet these changed conditions and to try to reduce collision casualties on the rivers that the proposed rules have been carefully drawn up.

The Coast Guard followed its usual policy in safety matters by making an extensive survey of the casualty records and of traffic conditions on western rivers and then in the light of its findings asking members of the industry to make suggestions for modernizing the rules. In this particular case the industry did more than this—it wrote the rules. A committee of Gulf Intracoastal and Mississippi River operators under the leadership of Munger T. Ball, president of the Sabine Towing Co., and Capt. Aubrey Haynes, marine superintendent, Mississippi Valley Barge Line, assisted by an officer from Coast Guard Headquarters who is a specialist on rules of the road, worked for several months interviewing operators and pilots and obtaining pertinent practical opinion on how to write the rules. A tentative draft was prepared and public hearings held to discuss it at New Orleans, St. Louis, and Cincinnati. These hearings were attended by pilots from the mouth of the river to Pittsburgh, and in more than one

instance changes were made upon the suggestion of these practical experts. It is probable that never before in the history of the rules of the road has a bill been prepared for Congress which so thoroughly reflects actual public opinion in the field. It goes without saying that the Coast Guard is prepared to give it a "fair wind" whenever committee hearings on it are called.

The proposed rules include some necessary legislative surgery in connection with the rules in the Gulf Intracoastal Waterway which were discussed in these columns in the September 1946 issue of the Proceedings. On page 138 of this issue an article entitled "Too Many Rules" pointed out that under the existing statute applying Western Rivers Rules to all rivers whose waters flow into the Gulf of Mexico, it is necessary to change from the Inland and Pilot Rules which prevail in general throughout the Intracoastal Waterway to Western Rivers Rules and Pilot Rules for Western Rivers every time the waterway crosses or coincides with a western river—10 times between New Orleans and Corpus Christi alone. The new rules will apply only on the Mississippi and its tributaries above the Huey Long Bridge, the Warrior River system, and the Red River of the North, leaving the Inland Rules (and the corresponding Pilot Rules) in effect on the Mississippi below the bridge at New Orleans, as well as throughout the Gulf Intracoastal Waterway.

The keynote of the proposed rules is simplicity. This is achieved in part by changes in required lights and whistle signals and in part by clarity of language.

For example, in the matter of whistle signals, which must be exchanged whenever practicable before the vessels (or their projecting tows) are within half a mile of each other, the length of the blast, except in the necessarily staccato danger signal, is nowhere prescribed as "short." There are four signals to be remembered by the pilot and used, as are passing signals on the Great Lakes, in all weathers when called for; one blast for passing to the right, whether or not the course is changed; two blasts for passing to the left; three blasts as a "recognition" signal, when a vessel is under way in fog, or is approaching a bend, or is leaving her berth, or is descending the river and desires to attract the attention of a vessel which threatens to cross ahead of her; and four or more short blasts as the well-known danger signal, the use of which is made "required" whenever there is doubt or danger. A vessel running free in fog distinguishes herself from

the far more frequent "towing vessel" by making the third of her three blasts longer than the other two.

The proposed steering and sailing rules have been further strengthened and streamlined to meet present day traffic conditions. The meeting rule differentiates between the ordinary meeting situation and one in which one vessel is ascending, and the other descending, the river. Rule 18 as proposed provides that:

"(a) When two steam vessels are meeting end on, or nearly end on, so as to involve risk of collision, except when one steam vessel is ascending, and the other descending, a river, it shall be the duty of each to pass on the port side of the other, and to alter course to starboard sufficiently so that this can be done in safety. This maneuver shall require an exchange of one-blast signals when the vessels are not less than one-half mile apart, and either vessel shall blow the first signal which the other shall promptly answer.

"(b) When an ascending steam vessel is approaching a descending steam vessel on a river, the signals for passing shall be one distinct blast of the whistle by each vessel if passing port to port, and two distinct blasts of the whistle if passing starboard to starboard.

"The pilot of the ascending steam vessel shall give the first signal for passing, which shall promptly be answered by the same signal by the pilot of the descending steam vessel, if safe to do so, and both shall be governed accordingly; but if the pilot of the descending steam vessel deems it dangerous to take the side indicated by the ascending steam vessel, he shall immediately signify that fact by sounding four or more short and rapid blasts, the danger signal, and it shall be the duty of the pilot of the ascending steam vessel to answer by a similar danger signal and the engines of both shall immediately be stopped and backed, if necessary, until signals for passing are given, answered, and understood. After sounding the danger signal by both vessels, the pilot of the descending steam vessel shall indicate by his whistle the side on which he desires to pass, and the pilot of the ascending steam vessel shall govern himself accordingly, the descending steam vessel being entitled to the right of way.

"The pilot of the descending steam vessel shall not blow the first signal, except that if the other vessel has not whistled when the steam vessels, or the forward end of their tows, if being pushed ahead, are within one-half mile of each other, he shall blow the first danger signal, which shall be promptly answered by a danger sig-

nal by the ascending vessel; but whether answered or not, the pilot of the descending vessel shall indicate the side on which he desires to pass, and both vessels shall be governed accordingly."

In the crossing rule recognition is also shown of the difference between an ordinary crossing situation and one in which a vessel with a tow is descending with the current and encounters another vessel crossing the river. The proposed Rule 19 provides as follows:

"(a) When two steam vessels are crossing so as to involve risk of collision, other than when one vessel is overtaking another, the vessel which has the other to starboard shall keep out of the way of the other. Either vessel shall give, as a signal of intention to comply with this rule, one distinct blast of her whistle, which the other vessel shall answer with a similar blast.

"Provided, however, that a steam vessel descending a river with the current, and towing another vessel or vessels, shall be deemed to have the right of way over any steam vessel crossing the river, and shall give as a signal of her intention to hold on across the bow of the other vessel, three distinct blasts of the whistle. The crossing vessel shall immediately reply with a similar signal, and shall keep clear by stopping or going under the stern of the descending vessel.

"(b) If from any cause the conditions covered by these situations are such as to prevent immediate compliance with each other's signals, the misunderstanding or objection shall be at once made apparent by blowing four or more short and rapid blasts, the danger signal, and both steam vessels shall be stopped and backed, if necessary, until signals for passing with safety in accordance with these rules are given, answered, and understood."

Even in the relatively less dangerous overtaking situation, the rule has been rewritten in clearer terms, particularly with reference to the action of the two steam vessels after the overtaking vessel has requested permission to pass and the overtaken vessel has "blown her down." Sec. (b) of the proposed Rule 22 is worded as follows:

"(b) When one steam vessel is overtaking another steam vessel, so as to involve risk of collision, and the overtaking vessel shall desire to pass on the right or starboard side of the other vessel, she shall give, as a signal of such desire, one distinct blast of her whistle, and if the overtaken vessel answers with one blast, shall direct her course to starboard; or if the overtaking vessel shall desire to pass on

the left or port side of the other vessel, she shall give as a signal of such desire, two distinct blasts of her whistle and if the overtaken vessel answers with two blasts, shall direct her course to port. However, if the overtaken vessel does not think it is safe for the overtaking vessel to attempt to pass at that time, she shall immediately so signify by giving several short and rapid blasts of her whistle, not less than four, and under no circumstances shall the overtaking vessel attempt to pass until such time as they have reached a point where it can be safely done, and the overtaken vessel shall have signified her willingness by blowing the proper signal, two blasts for the overtaking vessel to pass on the port side, one blast to pass on the starboard side, which signal shall be answered with a similar signal by the overtaking vessel before passing. After an agreement has been reached the overtaken vessel shall in no case attempt to cross the bow or crowd upon the course of the overtaking vessel."

A new Rule 24 makes a four blast danger signal, a three blast bend signal, and a similar signal when a vessel is moved from her berth, statutory requirements. The proposed Rule 24 provides that:

(a) If, when steam vessels are approaching each other either vessel for any reason fails to understand, or regards as unsafe, the course or intention of the other, the vessel in doubt shall immediately so signify by giving several short and rapid blasts of her whistle, at least four, the danger signal.

"(b) Whenever a steam vessel whether ascending or descending, is nearing a bend in a channel where, from the height of the banks or other cause, a steam vessel approaching from the other direction cannot be

seen for a distance of 600 yards, such steam vessel, when within 600 yards of such bend—or if she have a tow projecting ahead, then when the head of such tow is within 600 yards of the bend—shall give a signal by three distinct blasts of her whistle, which signal shall be answered by a similar signal given by any approaching steam vessel that may be within hearing around the bend. Should such signal be so answered by a steam vessel upon the farther side of such bend, then, immediately upon sighting each other, the usual signals for meeting and passing shall be given and answered. Regardless of whether an approaching vessel on the farther side of the bend is heard, such bend shall be rounded with alertness and caution.

"(c) When a steam vessel is moved from her dock, or anchorage, she shall give the same signal as in the case of a steam vessel nearing a bend, but she and any approaching vessel shall be governed by the other steering and sailing rules.

"(For additional whistle signals and other regulations for the safe passing of steam vessels established by the Commandant, U. S. Coast Guard, see Pilot Rules for Western Rivers.)"

Rule 25 as proposed (the present Rule 24) not only requires departure from the rules when necessary to avoid immediate danger, but points out a fact long recognized by the courts: that when such departure occurs neither vessel thereafter has the right of way but both are equally bound to take emergency remedial action. To quote the rule:

"In obeying and construing these rules due regard shall be had to all dangers of navigation and collision and to any special circumstances which may render a departure from the above rules necessary in order to

avoid immediate danger. When such departure becomes necessary neither vessel shall have the right of way and both shall navigate with caution until danger of collision is over."

Special attention is given to lights for pusher tows, which have become the principal form of traffic on the western rivers of today. The proposed rule requires on the towing vessel the lights which by custom have been carried for many years, namely, the red and green colored side lights supplemented by two higher red lights at or near the stern, screened in such a manner as not to be visible forward of the beam. The two white towing lights of the present out-moded Rule 3 are prescribed only for towing vessels which have their tows on a hawser astern. Authority is given to the Pilot Rules to provide lights for vessels being towed by pushing ahead and it is understood that a tentative pilot rule calls for an amber light at the head of the tow, supplemented by side lights on their respective sides so as to mark the maximum width of the tow. This rule should take care of irregular-shaped "spiked" tows as well as those of rectangular pattern in a much more satisfactory manner than at present. The amber light was a suggestion of numerous pilots who have been troubled on hazy nights by the difficulty of picking up the colored lights at the head end of a long pusher tow.

While space does not permit discussion of all the proposed statutory changes in this issue, nor of corresponding changes in the Pilot Rules, perhaps enough has been said to convince our readers that the operators and pilots on the Mississippi system have taken very seriously the matter of modernizing rules which date back to the War between the States.

LESSONS FROM CASUALTIES

GOVERNORS AND OTHER DELICATE AND FINELY ADJUSTED MECHANISMS

In several instances the Coast Guard has received reports of heavy damage to machinery in which the cause of the accident was the nonoperation of a governor. It is seldom that trouble with the governor of a steam turbine, reciprocating engine, or other machine found on shipboard is due to faulty design. These mechanisms have been developed over long periods of years, and, if properly cared for, are nearly 100 percent effective.

The Coast Guard has found in many

of the cases referred to that the governing mechanisms have been allowed to become gummed up or coated with scale to such an extent that they were inoperative. This scaling up may be the result of one or more of several conditions, such as salting up, resulting from excessive salinity of the boilers, a carrying over of boiler compound in the steam, or in some cases excessively tight or dried out valve stem packing. In other cases lack of lubrication of the governor linkage has resulted in freezing up of the parts. Whatever the cause, results can be, and often are disastrous. A comparatively recent accident of this

nature resulted in the death of one of the engineering force of a vessel. In several other instances, turbine generators have been completely wrecked, resulting in repair costs up to \$200,000. To aid in preventing such accidents, engineers should follow closely the directions given in the instruction books provided by the manufacturers of all modern ship machinery. If these directions are followed carefully and if the salinity of the boilers is watched, governing mechanisms should give less trouble than any other part of the machinery.

CARELESSNESS CAUSES ACCIDENTS

Foresight Will Provide the "Ounce of Prevention"

Before World War II one of our largest passenger vessels was in a shipyard receiving its final touches before going on its maiden voyage. A shipyard employee was detailed to clean the bilges of the lifeboats which were swung out and hanging at the davit heads. Unable to get at the bottom because a bar which lay thwartship interfered with raising the footboards, this employee raised the bar and swung it over—result—boat dropped about 70 feet and the man was killed. Apparently this man had

no knowledge of lifeboat releasing apparatus or how it functioned. He was not a seaman.

Two similar accidents occurred within a month of each other, one on board a vessel in a shipyard, resulting in the death of two shipyard employees, and one on board a vessel alongside a dock, resulting in the serious injury of an able seaman. In each case the lifeboat was a total loss. However, from examination of the releasing apparatus it was found that this gear was in good working order and that the only way any of the boats could be dropped was by throwing the lever.

A little foresight in these cases would have provided the proverbial "ounce of prevention."

If it is necessary to work on the releasing gear, then the boat should be swung in and securely gripped in its chocks. If necessary to work in the boats while they are swung out, a responsible person should see that the releasing lever is in its "keeper" with the "keeper pin" in place and all persons entering the boats warned not to move the lever. It might be advisable even to have a warning sign placed over the "keeper" to the effect that the lever should not be moved.

APPENDIX

Title 3—The President PROCLAMATION 2732

REVOCATION OF PROCLAMATION NO. 2412,
RELATING TO THE CONTROL OF VESSELS
IN TERRITORIAL WATERS OF THE
UNITED STATES

BY THE PRESIDENT OF THE
UNITED STATES OF AMERICA

A PROCLAMATION

WHEREAS by Proclamation No. 2412, issued June 27, 1940, the President consented to the exercise, with respect to foreign and domestic vessels, by the Secretary of the Treasury and the Governor of the Panama Canal of all the powers conferred by section 1 of Title II of the act of Congress approved June 15, 1917, 40 Stat. 220 (50 U. S. C. 191), upon the President, the Secretary of the Treasury, and the Governor of the Panama Canal; and

WHEREAS the conditions which necessitated the issuance of the proclamation no longer exist:

NOW, THEREFORE, I, HARRY S. TRUMAN, President of the United States of America, under and by virtue of the authority conferred upon me by the said act of June 15, 1917, do hereby revoke the said Proclamation No. 2412 of June 27, 1940.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the seal of the United States to be affixed.

DONE at the City of Washington this 31st day of May in the year of our Lord nineteen hundred and [SEAL] forty-seven, and of the Independence of the United States of America the one hundred and seventy-first.

HARRY S. TRUMAN

By the President:

G. C. MARSHALL,
Secretary of State.

[F. R. Doc. 47-5347; Filed, June 2, 1947;
4:51 p. m.; 12 F. R. 3583, June 4, 1947]

Amendments to Regulations

TITLE 33—NAVIGATION AND NAVIGABLE WATERS

Chapter I—Coast Guard, Department of the Treasury

PART 6—SECURITY OF PORTS AND CONTROL OF VESSELS IN NAVIGABLE WATERS OF THE UNITED STATES

TRANSFER OF REGULATIONS TO CORPS OF ENGINEERS

CROSS REFERENCE: For adoption and continuation in effect by the Corps of Engineers, War Department, of the regulations in this part, see Chapter II of this title, *infra*.

For revocation of Proclamation 2412, which delegated to the Secretary of the Treasury authority to exercise powers conferred by section 1 of Title II of the act of June 15, 1917 (40 Stat. 220; 50 U. S. C. 191) with respect to control of vessels in territorial waters of the United States, see Proclamation 2732 (12 F. R. 3583).

Chapter II—Corps of Engineers, War Department

SECURITY OF PORTS AND CONTROL OF VESSELS IN NAVIGABLE WATERS OF THE UNITED STATES

Pursuant to the provisions of section 7 of the River and Harbor Act of August 8, 1917, Chapter XIX of the act of July 9, 1918 and section 7 of the River

and Harbor Act of March 4, 1915 (33 U. S. C. 1, 3, 471), the regulations now contained in Chapter I, Part 6, Title 33, Code of Federal Regulations, are hereby adopted and continued in full force and effect.

This approval shall take effect immediately to insure continuity of the regulations pending review to determine what revisions are necessary to better conform to peacetime requirements.

(Sec. 7, 38 Stat. 1053, sec. 7, 40 Stat. 266, Chapter XIX, 40 Stat. 892; 33 U. S. C. 1-3)

[SEAL] EDWARD F. WITSELL,
Major General,
The Adjutant General,

[F. R. Doc. 47-2988; Filed, June 4, 1947;
10:25 a. m.; 12 F. R. 3664, June 5, 1947.]

TITLE 46—SHIPPING

Chapter I—Coast Guard: Inspection and Navigation

Subchapter A—Procedures Applicable to the Public

NAVIGATION AND VESSEL INSPECTION LAWS, AND SHIPMENT AND DISCHARGE OF SEAMEN

PART 2—VESSEL INSPECTIONS

By virtue of the authority vested in me by sec. 101, Reorganization Plan No. 3 of 1946 (11 F. R. 7875); Public Law 404, 79th Congress (60 Stat. 238); and, Public Law 27, 80th Congress, approved March 31, 1947, the following amendments to the regulations are prescribed and shall be effective on and after June 1, 1947:

Section 2.50-1 is amended to read as follows:

§ 2.50-1 *Waivers*—(a) *Authority for and limitations on issuance.* Compliance with certain of the navigation and vessel inspection laws may be

waived by the Commandant under authority of the act of March 31, 1947 (Public Law No. 27, 80th Congress) in cases where such waiver is deemed necessary in the orderly reconversion of the merchant marine from wartime to peacetime operations. By the terms of Public Law No. 27 this authority to grant waivers expires April 1, 1948. Section 2 of Public Law 27 specifically prohibits the issuance of waivers on and after June 1, 1947, which would allow noncompliance with the statutory citizenship requirements governing the employment of licensed officers and crew members and limiting the employment of aliens with the following exception. The Commandant of the Coast Guard may, until April 1, 1948, grant a waiver of the statutory requirements limiting the number of aliens that may be employed in the steward's department of vessels authorized to carry in excess of 12 passengers. These waivers will be for individual vessels as explained in paragraph (b) of this section unless it is found necessary to issue a general waiver.

(b) *Policy.* It is the policy of the Coast Guard, in the current administration of the laws and regulations relating to navigation and vessel inspection, to further the orderly reconversion of the merchant marine from wartime to peacetime operations by simplifying the procedure involved therein, eliminating all causes of delay in the sailing of vessels, and by bringing about a proper balance between the factors of safety at sea and this orderly reconversion. Various orders have been issued since March 1, 1942, for the purpose of carrying out this policy. While it is not the policy of the Coast Guard to countenance willful violations of the laws and regulations or negligence in meeting the requirements thereof, neither is it contemplated that masters who exercise all reasonable efforts to comply with the requirements in effect be cited for violations on technical grounds.

(c) *Specific individual waivers.* Applications for waivers affecting only one vessel in any one order are made on Coast Guard Form 2633. Application for Waiver Order, and the reverse side of the form is used for granting of the waiver. The application shall state the name of vessel, her employment, the requirements of law or regulations, waiver of which is requested, the reasons why waiver is necessary, and shall be signed by the master, owner, or agent of the vessel, or by the representative of any interested government agency. The waiver order describes the vessel, the requirements of law waived, the conditions to which waiver is subject, and the period of time for which the waiver is

effective. Application for individual waivers may be made to Coast Guard District Commanders and their designated representatives in domestic ports and representatives of the Commandant in other than domestic ports at which Coast Guard officers are assigned to duty. Document CGFR-47-30 (12 F. R. 3249), published in the Federal Register for May 20, 1947, is an order of the Commandant outlining the procedures for application and effectuation of individual waivers.

(d) *General waivers.* Applications for waivers having general applicability should be addressed to the Commandant. Only the Commandant is authorized to issue general waivers which affect more than one vessel in one order (12 F. R. 3628, June 4, 1947).

PART 3—MERCHANT MARINE PERSONNEL

Section 3.13-25 is amended to read as follows:

§ 3.13-25 *Crew deficiencies—(a) Authority for making crew substitutions.* The order dated May 14, 1947, identified as document CGFR-47-29 (12 F. R. 3248), published in the Federal Register for May 20, 1947, is a conditional waiver of manning requirements which permits masters who cannot obtain the quality of crew required to make substitutions therefor subject to certain restrictions.

(b) *Restrictions on substitutions.* (1) The waiver referred to in paragraph (a) of this section is applicable only to merchant cargo and tank vessels and does not authorize substitutions which would cause the statutory citizenship requirements for licensed officers and certificated crew members to be violated. This general waiver is intended to simplify to the utmost degree consistent with safety the procedure necessary when the required crew complement of a merchant cargo or tank vessel cannot be obtained by every reasonable effort up to the time of signing on. This waiver has the effect of relaxing the complement requirements of R. S. 4463, insofar as the quality of the crew is concerned by permitting substitutions in the filling of complements. Thus, if all the conditions of this waiver are met, a vessel may be navigated with licensed or rated positions occupied by officers or rated men of lower ranks and ratings than the complement calls for, but all positions specified in the complement must be occupied. In other words, while this waiver permits particular positions to be filled by men who do not hold the licenses or certificates contemplated by the complement for such positions, it does not permit a vessel to be navigated with less than the total number of crew members specified in the com-

plement. This waiver has no application to the navigation of a vessel where vacancies in the complement occur after the filling of the complement but during the period for which the full crew has been signed on. That situation continues to be governed by R. S. 4463.

(2) In view of the limitations on the employment of aliens contained in Public Law 27, after June 1, 1947, no alien may serve as a watch officer on United States vessels and the procedure set up by the Coast Guard for approving aliens to serve under waiver as watch officers will become inoperative and all outstanding lists of approved aliens and individual letters of approval will be without force and effect.

(c) *Reports of substitutions.* The report required by the Coast Guard has to be made on Coast Guard Form 729, Crew Deficiency Report, which may be obtained upon request from any Officer in Charge, Marine Inspection. Three copies must be filed, two with the shipping commissioner who signed on the crew, or if the crew was not signed on before shipping commissioner to the nearest Officer in Charge, Marine Inspection, and one copy must be submitted to the Collector of Customs at time application for clearance of vessel is made.

(d) *Crew shortages.* (1) There is no waiver permitting a vessel to be navigated with less than the total number of crew members specified in its complement and this situation is governed by R. S. 4463.

(2) R. S. 4463 outlines the conditions under which a vessel may be navigated in situations where the vessel is deprived of the services of any number of her crew during the period for which the full crew has been signed on. In such cases if the vacancies are filled with replacements of the same grade or a higher rating the vessel may, of course, continue to be navigated just as though no vacancies had occurred. She may be navigated without all positions occupied by such replacements only if such services were lost through desertion or casualty; such services were lost without the consent, fault or collusion of the master, owner or any other person interested in the vessel; the master was unable to obtain replacements of the same grade or of a higher rating to fill the vacant positions; and, it is the judgment of the master that the vessel is sufficiently manned.

(3) For purposes of administration of R. S. 4463, the terms "desertion or casualty" shall be construed by the Coast Guard to include all circumstances beyond the control of the master, owner or any other person interested in the vessel which result in crew vacancies.

(4) No particular form is required by statute to be used in making reports of crew shortages. To reduce paper work and simplify the filing of reports Coast Guard Form 729 may be used. Masters using this form must make appropriate modification thereof to indicate that the report is a shortage report under R. S. 4463, enter thereon the name and license or certificate number of each member of the crew who left the vessel, state the cause of the shortage and the port at which it occurred, certify that no replacements of the same grade or of a higher rating were obtainable and that in his judgment the vessel was sufficiently manned, and file the same in duplicate with the Coast Guard Officer in Charge, Marine Inspection, within 12 hours of the arrival of the vessel at her destination.

(Pub. Law 27, 80th Cong., sec. 101, Reorg. Plan 3, 11 F. R. 7875)

Dated: May 28, 1947.

[SEAL] MERLIN O'NEILL,
Rear Admiral, U. S. Coast Guard,
Acting Commandant.

[F. R. Doc. 47-5273; Filed, June 3, 1947;
8:54 a. m.; 12 F. R. 3628, June 4, 1947.]

Subchapter D—Tank Vessels

PART 37—SPECIFICATIONS FOR LIFESAVING APPLIANCES

ELECTRIC WATER LIGHTS

By virtue of the authority vested in me by R. S. 4405 and 4417a, as amended (46 U. S. C. 375, 391a), section 101 of Reorganization Plan No. 3 of 1946 (11 F. R. 7875), I find that an emergency exists and the following amendment to the Tank Vessel Regulations shall be made effective on the date of publication of this document in the Federal Register.

Section 37.9-1 *Automatic electric water lights TB/ALL* is amended in the second sentence by changing the date "July 1, 1947" to "January 1, 1949." (For text of section see Federal Register of August 23, 1945, 10 F. R. 10365, as amended October 2, 1945, 10 F. R. 12408, December 19, 1945, 10 F. R. 15174, July 2, 1946, 11 F. R. 7346, and January 1, 1947, 12 F. R. 31.)

This amendment to the Tank Vessel Regulations is published without prior general notice of its proposed issuance for the reason notice and public rule making procedure in connection therewith are hereby found to be impracticable. Because no manufacturer has submitted an automatic electric water light meeting the requirements of the U. S. Coast Guard Specification for Lights (Water); Electric, Floating, Automatic (With Bracket for Mounting), there is not available any approved types of automatic electric water lights which com-

ply with the specification. This amendment postpones the effective date of the new requirement for automatic electric water lights until January 1, 1949.

(R. S. 4405, 4417a, 46 U. S. C. 375, 391a; sec. 101, Reorganization Plan No. 3 of 1946, 11 F. R. 7875)

Dated: June 5, 1947.

[SEAL] J. F. FARLEY,
Admiral, U. S. Coast Guard,
Commandant.

[F. R. Doc. 47-5498; Filed, June 10, 1947;
8:46 a. m.; 12 F. R. 3809, June 11, 1947.]

Subchapter N—Explosives or Other Dangerous Articles or Substances, and Combustible Liquids on Board Vessels

MISCELLANEOUS AMENDMENTS

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

By virtue of the authority vested in me by section 101 of the Reorganization Plan No. 3 of 1946 (11 F. R. 7875), the following editorial amendments to the regulations are prescribed:

1. Sections 146.01-2, 146.01-5, 146.01-6 (first and second sentences), 146.02-22 (b), 146.05-11 (b) and (c), 146.06-17, 146.08-4 (c) (6), and 146.20-6 are amended by changing the term "Secretary of Commerce" to "Commandant of the Coast Guard."

2. Sections 146.02-14 (c) and (d), 146.02-15 (a) and (b), 146.02-16 (a) and (b), 146.20-25, 146.24-14 (a) and 146.27-100 (Table K: tank cars, empty; tank trucks, empty) are amended by changing the term "board of local inspectors" or the term "Local inspectors" to "Officer in Charge, Marine Inspection."

3. Sections 146.02-17, 146.05-2 (a), 146.05-6, and the center heading immediately preceding § 146.09-1 are amended by changing the word "Bureau" or term "Bureau of Marine Inspection and Navigation" to "U. S. Coast Guard."

4. Sections 146.01-1, 146.03-24, and 146.20-42 are amended by deleting the phrase "and the Philippine Islands" or the phrase "or the Philippine Islands."

5. Sections 146.20-25 and 146.24-14 (b) are amended by changing the reference "46 CFR 1.38, 136.3, and 137.3" to "46 CFR Part 136, and §§ 35.2-9, 62.16, 78.16, 96.16, or 115.16."

6. Sections 146.09-1 (b) and (c), 146.20-100 (Table A: nitroglycerin, liquid, fourth column), and § 146.23-13 (b), (f) (6), and (j) are amended by changing the word "Bureau" or the term "Bureau of Marine Inspection and Navigation" to "Commandant of the Coast Guard."

7. Section 146.20-100 (Table B: smokeless powder for small arms, fifth

column) and § 146.24-100 (Table G: chlorine, fifth, sixth, and seventh columns) are amended by changing the phrase "Director, Bureau of Marine Inspection and Navigation" and the word "Director" to "Commandant of the Coast Guard" and "Commandant," respectively.

8. Section 146.02-6 is amended to read as follows:

§ 146.02-6 *Enforcement.* (a) The provisions of R. S. 4472, as amended, and the regulations in this subchapter shall be enforced by the U. S. Coast Guard of the Department of the Treasury. Enforcement officers may at any time and at any place within the jurisdiction of the United States board any vessel for the purpose of enforcing the provisions of the regulations in this subchapter.

(b) Any collector of customs may, when possessing knowledge that a vessel is violating any provisions of the statute or regulations established thereunder, by written order served on the master, person in charge of such vessel, or the owner or charterer thereof, or the agent of the owner or charterer, detain such vessel until such time as the provisions of the statute and the regulations in this subchapter have been complied with. The master, person in charge or owner or charterer of a vessel so detained may, within five days, appeal to the Commandant of the Coast Guard who may, after investigation, affirm, set aside, or modify the order of the collector.

9. Section 146.03-1 *Board of local inspectors* is deleted.

10. Section 146.03-2 *Board of supervising inspectors* is deleted.

11. Section 146.03-4 *Bureau* is deleted.

12. Section 146.03-9 *Director* is deleted.

13. Section 146.06-13 *Form of manifest or list* is amended by changing the word "Commerce" to "customs" and by deleting the phrase "or upon the vessel's statement (Commerce Form 1374a)."

14. Section 146.08-17 *Produce manifest or list upon demand* is amended by deleting the phrase "Bureau of Marine Inspection and Navigation, Department of Commerce."

PART 147—USE OF DANGEROUS ARTICLES AS SHIPS' STORES ON BOARD VESSELS

15. Sections 147.01-2, 147.03-1, 147.03-3, 147.03-5, 147.03-6, 147.03-8, 147.03-9, 147.03-11, and 147.05-100 (Table S: compounds, second column) are amended by changing the phrase "Director of the Bureau of Marine Inspection and Navigation" or the word

"Bureau" to "Commandant of the Coast Guard."

16. Section 147.01-5. *Existing rulings re explosives and other dangerous articles or substances by true name* is amended by deleting the phrase "which rulings from time to time have been promulgated by the Office of the Director of the Bureau of Marine Inspection and Navigation."

17. Section 147.03-6 *Certification identification* is amended by changing the phrase "U. S. Department of Commerce Bureau of Marine Inspection and Navigation" to "U. S. Coast Guard."

18. Section 147.03-9 *Renewal of certification* is amended by changing the phrase "Bureau's bulletin" to "U. S. Coast Guard's Proceedings of the Merchant Marine Council."

19. Section 147.03-11 *Noncertified articles on board vessels* is amended by deleting the phrase "or the Philippine Islands."

20. Section 147.05-100 (Table S; items entitled "Fuel for heating, cooking, lighting; liquefied or nonliquefied gas" and "water lights") is amended by changing the phrase "Board of supervising inspectors" to "Commandant of the Coast Guard."

(R. S. 4472, as amended, 46 U. S. C. 170; Sec. 101, Reorganization Plan No. 3 of 1946 (11 F. R. 7875))

Dated: June 23, 1947.

J. F. FARLEY,
Admiral, U. S. Coast Guard,
Commandant.

[F. R. Doc. 47-8090; Filed, June 26, 1947; 8:46 a. m.; 12 F. R. 4184, June 27, 1947]

Navigation and Vessel Inspection Circular No. 1-47

Suspension of Navigation and Vessel Inspection Laws by the Secretary of War

UNITED STATES COAST GUARD
WASHINGTON 25, D. C.

MAY 13, 1947.

The Act of March 31, 1947 (Public No. 28)

1. The authority invested in the Commandant, United States Coast Guard, to waive compliance with navigation and vessel inspection laws with respect to vessels operated by the War Department no longer exists. Navigation and Vessel Inspection Circular No. 40 is canceled. Effective 1 April 1947, the power granted the Secretary of War by the act of March

31, 1947 (Public No. 28) is the authority for the suspension of any such laws in relation to vessels operated by the War Department.

2. The act of March 31, 1947 (Public No. 28) provides that "upon request of the Secretary of War to the head of each department or agency responsible for the administration of navigation and vessel inspection laws, the operation of all such laws of which suspension is so requested shall be suspended in relation to all vessels operated by the War Department as to which such suspension has been requested: *Provided*, That such suspension shall be effective only until December 31, 1947." (Italics supplied.)

3. Prior to 31 December 1947, requests from qualified representatives of the War Department that navigation and vessel inspection laws be suspended in relation to vessels operated by the War Department shall be effected by indorsement on Army form for effectuating a request for suspension of navigation and vessel inspection laws.

4. Certificates of inspection shall have attached thereto lists of all deficiencies not corrected during inspections and any suspensions granted. The foregoing applies not only in cases of vessels subject to inspection, but in the cases of other vessels inspected at the request of the War Department.

5. Headquarters concurs in the instructions contained in War Department instructions to their field representatives, TCWTS-MR 560.1, and inspections and certificates of War Department vessels shall be carried out upon requests of the War Department within the limit of available personnel. Only such other inspections as are specifically requested, including reinspections and presailing inspections, shall be carried out. It is not intended that inspections for the War Department shall take precedence over the regular work of your office.

(S.) J. F. FARLEY,
Admiral, U. S. Coast Guard,
Commandant.

WAR DEPARTMENT

SUSPENSION OF NAVIGATION AND VESSEL INSPECTION LAWS

Pursuant to the authority invested in me by the Secretary of War, a suspension of the navigation and vessel inspection laws with respect to the vessel named below, and to the extent and for the period of time hereinafter set forth is hereby requested in accordance with the provisions of the Act of March 31, 1947 (Public No. 28).

1. Name and nationality _____
(Must be controlled

by the War Department)

2. Requirements of law or regulation to be suspended and citation of such law or regulation _____

3. Period of time for which suspension is to be effective _____

Signature of requesting officer

Date

Rank and Title

Ind-1 Port _____
Suspension of above requirements effected.

Date Signature of Coast Guard Officer

Equipment Approved by the Commandant

By virtue of the authority vested in me by R. S. 4405, 4417a, 4418, 4426, 4429, 4433, 4481, 4482, 4488, and 4491, as amended, 49 Stat. 1544, 54 Stat. 163-167, sec. 5 (e), 55 Stat. 244 (46 U. S. C. 367, 375, 391a, 392, 404, 407, 411, 474, 475, 481, 489, 526-526t, 50 U. S. C. 1275), and sec. 101, Reorganization Plan No. 3 of 1946 (11 F. R. 7875), the following approvals of equipment are prescribed effective upon the date of publication of this document in the FEDERAL REGISTER.

BOILER

Water Tube Power Boiler, Model No. MA-101, Dwg. No. B30, dated April 23, 1947, submitted by Acme Boiler and Tank Co., Salmon Bay Terminal, Seattle, Wash.

EMBARKATION-DEBARKATION LADDER

Viking wire rope suspension embarkation-debarkation ladder, Type B-2, W. C. Nickum and Sons Dwg. 561-S1604-30, dated April 8, 1947, submitted by Viking Marine Co., 253 Colman Building, Seattle, Wash.

LIFEBOAT

30' x 10' x 4.13' steel motor-propelled lifeboat with radio cabin; 64-person capacity; general arrangement and construction Dwg. No. 1821, dated December 26, 1939, revised March 25, 1947; submitted by the Welin Davit and Boat Division of the Robinson Foundation, Inc., Perth Amboy, N. J.

BUOYANT CUSHIONS FOR MOTORBOATS

Rectangular kapok buoyant cushions for motorboats, Dwg. No. 4-2-47, manufactured by the Atlantic-Pacific Manufacturing Corp., 124 Atlantic Avenue, Brooklyn 2, N. Y., with approval numbers for the various sizes listed.

Approval No.	Size	Kapok Ounces
B-396	12" x 63" x 2"	67
B-397	12" x 65" x 2"	70
B-398	12" x 69" x 2"	74
B-399	12" x 72" x 2"	77
B-400	12" x 75" x 2"	80
B-401	12" x 78" x 2"	83
B-402	12" x 81" x 2"	86
B-403	15" x 83" x 2"	84
B-404	15" x 86" x 2"	88
B-405	15" x 89" x 2"	92
B-406	15" x 92" x 2"	96
B-407	15" x 95" x 2"	100
B-408	15" x 98" x 2"	104
B-409	18" x 83" x 2"	108
B-410	18" x 86" x 2"	101
B-411	18" x 89" x 2"	106
B-412	18" x 92" x 2"	110
B-413	18" x 95" x 2"	115
B-414	18" x 98" x 2"	120
B-415	18" x 101" x 2"	125
B-416	18" x 104" x 2"	130
B-417	21" x 83" x 2"	118
B-418	21" x 86" x 2"	123
B-419	21" x 89" x 2"	129
B-420	21" x 92" x 2"	134
B-421	21" x 95" x 2"	140
B-422	21" x 98" x 2"	146
B-423	21" x 101" x 2"	151
B-424	24" x 24" x 2"	51
B-425	24" x 27" x 2"	58
B-426	24" x 30" x 2"	64
B-427	24" x 33" x 2"	70
B-428	24" x 36" x 2"	77
B-429	24" x 39" x 2"	83
B-430	24" x 42" x 2"	90
B-431	24" x 45" x 2"	96
B-432	24" x 48" x 2"	102
B-433	24" x 51" x 2"	109
B-434	24" x 54" x 2"	115
B-435	24" x 57" x 2"	122
B-436	24" x 60" x 2"	128
B-437	24" x 63" x 2"	134
B-438	24" x 66" x 2"	141
B-439	24" x 69" x 2"	147
B-440	24" x 72" x 2"	154
B-441	24" x 75" x 2"	160
B-442	24" x 78" x 2"	166
B-443	24" x 81" x 2"	173
B-444	27" x 27" x 2"	65
B-445	27" x 30" x 2"	72
B-446	27" x 33" x 2"	79
B-447	27" x 36" x 2"	86
B-448	27" x 39" x 2"	94
B-449	27" x 42" x 2"	101
B-450	27" x 45" x 2"	108
B-451	27" x 48" x 2"	115
B-452	27" x 51" x 2"	122
B-453	27" x 54" x 2"	130
B-454	27" x 57" x 2"	137
B-455	27" x 60" x 2"	144
B-456	27" x 63" x 2"	151
B-457	27" x 66" x 2"	158
B-458	27" x 69" x 2"	166
B-459	27" x 72" x 2"	173
B-460	27" x 75" x 2"	180
B-461	27" x 78" x 2"	187
B-462	27" x 81" x 2"	194
B-463	30" x 30" x 2"	80
B-464	30" x 33" x 2"	88
B-465	30" x 36" x 2"	96
B-466	30" x 39" x 2"	104
B-467	30" x 42" x 2"	112
B-468	30" x 45" x 2"	120
B-469	30" x 48" x 2"	128
B-470	30" x 51" x 2"	136
B-471	30" x 54" x 2"	144
B-472	30" x 57" x 2"	152
B-473	30" x 60" x 2"	160
B-474	30" x 63" x 2"	168
B-475	30" x 66" x 2"	176
B-476	30" x 69" x 2"	184
B-477	30" x 72" x 2"	192
B-478	30" x 75" x 2"	200
B-479	30" x 78" x 2"	208
B-480	30" x 81" x 2"	216

AFFIDAVITS

The Marine Engineering Regulations and Material Specifications require that manufacturers submit affidavits prior to the manufacture of pipe, tubes, valves, fittings, flanges, and materials, for use on vessels subject to inspection by the Coast Guard.

The following affidavits were accepted during the period from May 15 to June 15, 1947:

The Clark Manufacturing Co., 1830 East Thirty-eighth Street, Cleveland 14, Ohio. Valves and fittings.
Hooper Valve Co., Newport News, Va. Valves.

CERTIFICATION OF ARTICLES OF SHIPS' STORES AND SUPPLIES

The articles of ships' stores and supplies certificated from May 25,

1947, to June 25, 1947, 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:

G. N. Coughlan Co., West Orange, N. J., "Liquid Chimney Sweep Soot Destroyer," Certification No. 218, June 19, 1947.

Edgar A. Murray Co., 2703 Guoin Street, Detroit 7, Mich., "Marine Spray Doom," Certification No. 219, June 23, 1947.

ELECTRICAL APPLIANCES

The following list supplements that published by the United States Coast Guard under date of May 15, 1943, entitled "Miscellaneous Electrical Equipment Satisfactory for Use on Merchant Vessels," as well as subsequently published list, and is for the use of Coast Guard personnel in their work of inspecting merchant vessels. Other electrical items not contained in this pamphlet and subsequent listings may also be satisfactory for marine use but should not be so considered until the item is examined and listed by Coast Guard Headquarters. Before listings of electrical appliances are made, it is necessary for the manufacturer to submit to The Commandant (MMT), United States Coast Guard, Washington 25, D. C., duplicate copies of a detail assembly drawing, including a material list with finishes of each corrosive part of each item.

Manufacturer and description of equipment	Location apparatus may be used				Date of action
	Passenger and crew quarters and public spaces	Machinery cargo and work spaces	Open decks	Pump rooms of tank vessels	
Auth Electric Co., Inc., Long Island City, N. Y. Marine annunciator with external bell, splashproof, catalog No. 580, drawing No. 22547, Alt. 0	X	X			1947 June 9
Pushbutton, interior communication, nonwatertight, desk type, catalog No. 241, drawing No. 32047, Alt. 0	X				June 5
Bells, vibrating, and buzzer, waterproof, 3, 4, 6, 8, 10, and 12-inch gong sizes, 20 and 120 volts D. C. and A. C. and 90 volts 16 to 20 cycles A. C., drawing No. 31246, Alt. 1	X	X	X		June 2
The Dayton Manufacturing Co., Dayton, Ohio: Light fixture for cabinet, fixture No. B-5618, nonwatertight, 2 25-watt lamps maximum, drawing No. X46E717, Alt. 0	X				May 29
Light fixture for cabinet, fixture No. B-5619, nonwatertight, 2 25-watt lamps maximum, drawing No. X46E718, Alt. 0	X				Do.
Sign light, fixture No. C-10935, waterproof, 1 25-watt lamp maximum, drawing No. 947-D-12, Alt. 0	X	X			Do.
Edwards & Co., Inc., Norwalk, Conn.: Annunciator, lamp, catalog No. M. D. 3542, drawing No. 7397, Alt. 0	X	X			June 4
Murlin Manufacturing Co., Philadelphia, Pa.: Wall bracket fixture, nonwatertight, 1 60-watt lamp maximum, fixture No. 620 revised	X				June 11
Wall bracket fixture, nonwatertight, 1 25-watt lamp maximum, fixture No. 326-1 revised	X				Do.
Bulkhead fixture, nonwatertight, 1 40-watt lamp maximum, fixture No. 1203, Alt. 0	X				Do.
Wall bracket fixture, nonwatertight, 1 60-watt lamp maximum, fixture No. 619, Alt. 0	X				Do.
Table lamp, nonwatertight, fixture No. 8P 27486, Alt. 0	X				June 9
The Simes Co., New York, N. Y.: Edgell sign light, type LC-3, nonwatertight, 1 25-watt lamp maximum, drawing No. 43582-9 revised	X				May 29
Mirror light, type LC-10, nonwatertight, 2 25-watt lamps maximum, drawing No. 43451, revised	X				Do.
Cargo hold light, waterproof, 200-watt lamp maximum, drawing No. 43587, Alt. 0	X	X	X		May 27
Ceiling fixture, type LE, nonwatertight, 1 100-watt lamp maximum, drawing 43597, Alt. 0	X				May 26
Floodlight, type LT, nonwatertight, 1 100-watt lamp maximum, drawing No. 43605, Alt. 0	X				Do.
Westinghouse Electric Corp., Washington, D. C.: Floodlight, type CAK, 16-inch, waterproof, 750-1,000 watt lamp maximum, style numbers 1220546, 1220548, 1220550, 1220549, 1220551, 1220553, 1220555, and 1220554, drawing No. 679756, Sub. 16	X	X	X		Do.
Floodlight, type CAK, 14-inch, waterproof, 300-500 watt lamp maximum, style Nos. 1220536, 1220538, 1220539, 1220540, 1220541, 1220543, 1220544, and 1220545	X	X	X		Do.

Merchant Marine Personnel Statistics

MERCHANT MARINE LICENSES ISSUED DURING MAY 1947

DECK OFFICERS

Region	Master										Chief mate										Second mate									
	Ocean		Coast-wise		Great Lakes		B. S. & L.		Rivers		Ocean		Coast-wise		Great Lakes		B. S. & L.		Rivers		Ocean		Coast-wise		Great Lakes		B. S. & L.		Rivers	
	O	R	O	R	O	R	O	R	O	R	O	R	O	R	O	R	O	R	O	R	O	R	O	R	O	R	O	R	O	R
Atlantic coast	45	31	1	16	2	5	32	1	7	28	6	4	4	2	1	45	9	1	1	45	9	1	1							
Gulf coast	12	22	1	1	2	3	6	17	4	1	1	1	1	1	1	25	2			25	2									
Great Lakes and rivers	2	1	1	28			5	15	2						4	11			4	11										
Pacific coast	12	29	2	2	4	9	1	11	5					5	12	20	4			20	4									
Total	69	104	3	20	1	30	11	44	6	29	56	17	5	1	4	7	5	12	90	15	1									

Region	Third mate										Pilots						Master mate				Total					
	Ocean		Coast-wise		Great Lakes		B. S. & L.		Rivers		Great Lakes		B. S. & L.		Rivers		Uninspected vessels, high seas				Original	Re-nwal	Grand total			
	O	R	O	R	O	R	O	R	O	R	O	R	O	R	O	R	O	R	O	R						
Atlantic coast	64	14		1							3	3	37	101	14	12	1							249	261	510
Gulf coast	20	1											6	19	13	6								95	66	161
Great Lakes and rivers											8	43			29	18								48	120	168
Pacific coast	15												26	31	1	4	3							94	90	184
Total	99	15		1							11	46	69	151	57	40	4						486	537	1,023	

ENGINEER OFFICERS

Region	Chief engineer, steam				First assistant engineer, steam				Second assistant engineer, steam				Third assistant engineer, steam			
	Ocean		Inland		Ocean		Inland		Ocean		Inland		Ocean		Inland	
	O	R	O	R	O	R	O	R	O	R	O	R	O	R	O	R
Atlantic coast	34	117	4	29	40	34	2	6	49	37	1	1	66	29		
Gulf coast	7	34		9	16	11		2	21	10			19	8		
Great Lakes and rivers	1	16	8	44	2	6	7	21	4	4			5	2		1
Pacific coast	19	34		11	11			17	10				31	8		
Total	61	201	12	82	69	62	9	29	91	61	1	6	118	47		1

Region	Motor vessels								Uninspected vessels				Totals		
	Chief engineer		First assistant engineer		Second assistant engineer		Third assistant engineer		Chief engineer		Assistant engineer		Original	Re-nwal	Grand total
	O	R	O	R	O	R	O	R	O	R	O	R			
Atlantic coast	25	58	14	12	10	8	70	29	1			316	360	676	
Gulf coast	3	11	4	1	1	1	23	3				94	60	154	
Great Lakes and rivers	3	12	4	3			1	3				32	117	149	
Pacific coast	12	23	5	4		2	5	3			2	102	95	197	
Total	43	104	27	20	11	11	99	38	1		2	544	662	1,206	

ORIGINAL SEAMEN'S DOCUMENTS ISSUED DURING MAY 1947

Region	Continuous discharge book	Certificate of identity	A. B., green, 3 years ¹	A. B., green, 9 months emergency ¹	A. B., blue, 18 months, 12 months ¹	A. B., blue, 6 months emergency ²	A. B., blue, 6 months emergency ²	Life-boat, 12-24 months ³	U. S. Merchant Marine Documents	Q. M. E. D., 6 months	Q. M. E. D., emergency	Radio operators	Certificate of service	Tanker man	Staff officer	Total
Atlantic coast.....	2	0	79	46	153	0	2	301	2,467	303	65	44	2,044	11	308	5,725
Gulf coast.....	17	0	9	17	22	0	0	43	701	77	67	10	565	12	25	1,595
Pacific coast.....	1	0	22	16	92	1	1	160	863	149	24	10	726	4	48	2,117
Great Lakes and rivers.....	5	0	28	20	115	28	1	174	1,364	123	38	2	1,229	23	3	3,153
Total.....	25	0	138	99	382	29	4	678	5,395	652	194	66	4,504	50	284	12,588

¹ Unlimited.

² Great Lakes, lakes, bays, and sounds.

³ Tugs and towboats and freight vessels under 500 tons (miscellaneous).

⁴ 12 months deck or 24 months other departments.

NOTE.—There were no Panamanian employment cards issued.

WAIVERS OF MANNING REQUIREMENTS FROM MAY 1 TO MAY 31, 1947

Authority for These Waivers Contained in Navigation and Vessel Inspection Circular No. 31, Dated Mar. 13, 1943, and Navigation and Vessel Inspection Circular No. 37, Dated July 6, 1943

REGION	Number of vessels	Deck officers substituted for higher ratings	Engineer officers substituted for higher ratings	Able seamen substituted for deck officers	Ordinary seamen substituted for able seamen	Qualified members of engine department substituted for engineer officers	Wipers or coal passers substituted for qualified members of engine department	Wipers, coal passers or cadets substituted for engineer officers	Ordinary seamen or cadets substituted for deck officers	Total
Atlantic coast.....	420	23	43	4	755	18	107	2	1	953
Gulf coast.....	188	8	28	4	408	13	58	1	3	523
Pacific coast.....	120	6	17	3	184	9	37	12		268
Great Lakes.....	55		2		73		26			101
Total.....	783	37	90	11	1,420	40	228	15	4	1,845

CREW SHORTAGE REPORTS FROM MAY 1 TO MAY 31, 1947

These Reports Submitted in Accordance With Navigation and Vessel Inspection Circular No. 34, Dated May 1, 1943

Region	Number of vessels	Ratings in which shortages occurred											Total	
		Chief mate	Second mate	Third mate	Radio	Able seamen	Ordinary seamen	Chief engineer	First engineer	Second engineer	Third engineer	Qualified member engine department		Wiper or coal passer
Atlantic coast.....	20			1	1	10	10	1	2	2		13	2	42
Gulf coast.....	24		3	4		21	3		1	5	4	18	5	62
Pacific coast.....	7					5	1				2	3	4	15
Great Lakes.....	57			9		16	2		4	5	12	25	4	77
Total.....	108		3	14	1	52	16	1	7	12	18	59	13	196

Coast Guard Merchant Marine Activities

District	Title	City	State	Address
1st	Commander, 1st Coast Guard District	Boston	Massachusetts	1400 Customhouse.
	Marine Inspection Officer	do	do	1300 Customhouse.
	Officer in Charge, Marine Inspection	do	do	Room 318, 40 Broad St.
	do	Portland	Maine	76 Pearl St.
2d	Commander, 2d Coast Guard District	Providence	Rhode Island	409 Federal Bldg.
	Marine Inspection Officer	St. Louis	Missouri	224 Old Customhouse.
	Officer in Charge, Marine Inspection	do	do	210 Old Customhouse.
	do	do	do	216 Old Customhouse.
	do	Cairo	Illinois	425-427 New Post Office Bldg.
	do	Dubuque	Iowa	301 Post Office and Courthouse.
	do	Cincinnati	Ohio	750 New Post Office Bldg.
	do	Louisville	Kentucky	602-608 Federal Bldg.
	do	Memphis	Tennessee	322 Customhouse.
	do	Nashville	do	1018 Stahlman Bldg.
	do	Pittsburgh	Pennsylvania	1215 Park Bldg.
	do	Point Pleasant	West Virginia	Post Office Bldg.
3d	Commander, 3d Coast Guard District	New York	New York	42 Broadway.
	Marine Inspection Officer	do	do	do.
	Officer in Charge, Marine Inspection	do	do	do.
	do	New London	Connecticut	332 New Post Office Bldg.
	do	New Haven	do	311 Federal Bldg.
5th	Commander, 5th Coast Guard District	Albany	New York	313 Federal Bldg.
	Marine Inspection Officer	Philadelphia	Pennsylvania	801 Customhouse, 2d and Chestnut Sts.
	Officer in Charge, Marine Inspection	Norfolk	Virginia	Box 540, New Post Office Bldg.
	do	do	do	do.
	do	Baltimore	Maryland	204 Customhouse.
7th	Commander, 7th Coast Guard District			209 Chamber of Commerce Bldg.
	Marine Inspection Officer	Miami	Florida	934 DuPont Bldg.
	Officer in Charge, Marine Inspection	do	do	500 Professional Bldg.
	do	do	do	501 Professional Bldg.
	do	Tampa	do	406 Federal Bldg.
	do	Charleston	South Carolina	East Bay and Broad Sts.
8th	Commander, 8th Coast Guard District	Savannah	Georgia	205 Customhouse.
	Marine Inspection Officer	Jacksonville	Florida	Federal Bldg.
	Officer in Charge, Marine Inspection	New Orleans	Louisiana	382½ Customhouse.
	do	do	do	313 Customhouse.
	do	do	do	Customhouse
	do	Mobile	Alabama	Federal Bldg.
9th	Commander, 9th Coast Guard District	Port Arthur	Texas	Bloustein Bldg.
	Marine Inspection Officer	Galveston	do	New Federal Bldg.
	Officer in Charge, Marine Inspection	Houston	do	100 Wingate Bldg.
	do	Cleveland	Ohio	1700 Keith Bldg.
	do	do	do	1706 Keith Bldg.
	do	do	do	1134 Keith Bldg.
	do	Buffalo	New York	440 Federal Bldg.
	do	Oswego	do	265 Federal Bldg.
	do	Detroit	Michigan	430 Federal Bldg.
	do	Duluth	Minnesota	311 Federal Bldg.
10th	Commander, 10th Coast Guard District	Toledo	Ohio	462 Courthouse and Customhouse.
	Marine Inspection Officer	Saint Ignace	Michigan	Municipal Bldg.
	Officer in Charge, Marine Inspection	Chicago	Illinois	610 Canal St.
	do	Ludington	Michigan	National Bank of Ludington.
	do	Milwaukee	Wisconsin	533 Federal Bldg.
	do	San Juan	Puerto Rico	Federal Bldg.
	do	do	do	do.
	do	do	do	do.
11th	Commander, 11th Coast Guard District	Long Beach	California	708 Times Bldg.
	Marine Inspection Officer	do	do	1119 Times Bldg.
12th	Commander, 12th Coast Guard District	do	do	do.
	Marine Inspector Officer	San Francisco	California	U. S. Appraisers Bldg.
	Officer in Charge, Marine Inspection	do	do	do.
13th	Commander, 13th Coast Guard District	do	do	907 U. S. Appraisers Bldg.
	Marine Inspection Officer	Seattle	Washington	New World Life Bldg.
	Officer in Charge, Marine Inspection	do	do	do.
	do	do	do	do.
	do	Portland	Oregon	1005 Failing Bldg.
14th	Commander, 14th Coast Guard District	Ketchikan	Alaska	Commercial Bldg.
	Marine Inspection Officer	Honolulu	Territory of Hawaii	210 Federal Bldg.
	Officer in Charge, Marine Inspection	do	do	Pier 4.
		do	do	do.