

# *PROCEEDINGS*

OF THE MARINE SAFETY COUNCIL



DEPARTMENT OF TRANSPORTATION

UNITED STATES COAST GUARD

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# Admiral Bender's Remarks The "New Federalism" and Boating Safety

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## CONTENTS

FEATURES	Page
Cooperation for Safety . . . . .	119
Safe Boating and the States . . . . .	121
DEPARTMENTS	
Marine Safety Council Membership . . . . .	122
Coast Guard Rulemaking . . . . .	124
Amendments to Regulations . . . . .	126

### FRONT COVER

Blue skies and gentle swells mean summer recreation for millions of Americans every year. Make this boating season a safe one—observe National Safe Boating Week.

### BACK COVER

On January 18, 1974, the SS *Keytrader* and the Norwegian vessel SS *Baune* collided near New Orleans, La. The results of the disastrous fire which ensued are depicted on the back cover.

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Admiral O. W. Siler, USCG  
Commandant

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Lieutenant (jg) G. D. Szcurek, Editor

# Cooperation for Safety

*Excerpts from an Address by Adm. Chester R. Bender, U.S. Coast Guard (Ret.).*

*On May 31, 1974, Adm. C. R. Bender was succeeded by Adm. O. W. Siler as Commandant of the Coast Guard. A month before his retirement, Admiral Bender delivered an address before the Propeller Club of Washington, D.C. In his remarks he stressed two themes of critical importance to him in his 4-year term as Commandant and in his 38 years of public service—cooperation with the maritime industry and continued progress for safety. Excerpts of his remarks are printed below.*

I always feel at home at a Propeller Club meeting because of the long years of close association between the Merchant Marine and the Coast Guard. From the beginning, there has been a cross-pollination of our organizations. The first Commissioned Officer in the revenue service, the Coast Guard's historic predecessor, was Hopley Yeaton, an experienced merchant sailor. Many times since we have depended on the Merchant Marine as a source for officers with particular skills. We have sent Coast Guard officers to special training with the marine industry. Such training equips them to better understand commercial shipping, thereby enabling them to better contribute to the safety regulations of the shipping industry.

Traditions of cooperation developed even more closely when the old Bureau of Marine Inspection became a part of the Coast Guard in 1941. The service acquired many knowledgeable officers in that merger, and although all of them are now retired, they left behind additional traditions and expertise that will benefit the Coast Guard for years to come.

Today, quite a few officers in the Coast Guard's top echelon are familiar with the marine industry and are widely known in industry circles. There are many other officers in the Coast Guard, in all ranks and in a variety of duties, who have some specialized knowledge of the functions and operations of merchant shipping. I feel that this is critically essential for our organization, and I trust industry is also the beneficiary. We find that it makes our regulatory function much easier when we can think and talk and act in terms familiar to the industry. Admittedly, we won't always see eye to eye, but when we have differences, we can resolve them in a spirit of cooperation which is good for the Government, as well as for industry.

It is natural, I think, that such a mutual respect exists between seagoing services. In our time, it has been enhanced by the experiences of the war years. We saw merchant ships plowing along stoically through submarine infested waters. You saw Coast Guard escorts sowing

depth charges and darting around convoys to rescue the men who survived sinkings. Together, we have faced the elements, falling bombs and deadly torpedoes. Nothing brings men closer than sharing common dangers, and we do that even in peacetime.

Most of you are familiar with AMVER—The Automated Mutual Assistance Vessel Rescue System. Literally hundreds of vessels from many nations have participated in this system. Thanks to AMVER, and the bravery of merchant seamen, there have been many, many cases of rescues in areas where the Coast Guard forces could not possibly have arrived in time. The Merchant Marine can well be proud of its contributions to these successes, and I urge you to help broaden the number of vessels who participate voluntarily.

AMVER is a highly visible example of how we can work together to enhance safety. Every day, in every port of the Nation, there are Coast Guard officers and Merchant Marine officers pursuing a common goal, the improvement of safety afloat. The industry knows that when inspectors point out a deficiency they are not being arbitrary or simply exercising their authority. Rather, they are trying to help prevent an accident or avert a potential disaster.

A stranger looking at the body of law and regulations that governs the operations of our Merchant Marine might wonder how ships ever sail at all. An unrealistic application of regulations would probably cause severe disruptions of normal operations. These disruptions don't occur, however, because Federal regulations are focused through cooperative teamwork rather than through an adversary process. I do not advocate that either industry or Government abandon our separate responsibilities. I do urge that we do all we can to nurture the cooperation that makes the system work.

As a part of the Department of Transportation, and as the Department's primary contact with the marine transportation industry, the Coast Guard has a broad responsibility to facilitate maritime commerce and marine traffic. In the brief years this agency has been part of the new

Department, we have found that it is quite beneficial to have under one roof agencies that are concerned with all modes of transportation. Today one cannot think of a single mode of transportation without considering others. Intermodal shipments are so typical that intermodal thinking is mandatory. I can assure you that the Secretary of Transportation, Claude Brinegar, has a keen interest in helping to solve problems of maritime transportation, just as he is dedicated to better highways, improved railroads, and more efficient airways.

That broad view which comes to us because we are part of the Department plus the continued cooperation of industry, have combined to enable a number of significant achievements to be reached in recent years. I'd like to mention some of these items because I think all of us are entitled to share in the pride and satisfaction of these accomplishments which none of us could have achieved alone.

Traffic separation schemes are a good example. The idea of traffic separation is so simple that I can't help but wonder why we didn't move in that direction years earlier. Wherever traffic separation lanes have been established, it has been demonstrated that they are a real contribution to marine safety. Yet it took government and industry cooperation, through the Intergovernmental Maritime Consultative Organization, to make them a reality.

Our vessel traffic systems are really just sophisticated versions of traffic separation. The Coast Guard needed legislative authority to establish such systems, however, because of the legal technicalities involving liabilities for potential damages to vessels while under our control. The Ports and Waterways Safety Act gave the authority for vessel traffic systems. Systems are now operational at San Francisco and Puget Sound. Another will be in operation at Galveston/Houston by the end of the year. Still others are being planned for New Orleans, New York, and Valdez, Alaska.

The main impetus for the passage of the Ports and Waterways Safety Act was the desire to protect the marine environment. Studies have shown that some 65 percent of the pollution incidents involving tankers resulted from collisions, groundings, or rammings. If vessel traffic systems can materially reduce these incidents, they will be worthwhile. In addition to protecting the environment, the elimination of such casualties can bring substantial economic benefits to the industry. Estimates of the costs of these casualties range from \$100 million to \$200 million.

No single improvement can assure the elimination of vessel casualties, however. We haven't depended on vessel traffic systems alone. Other developments that should improve the safety record are the Bridge-to-Bridge Radio-telephone Act and the Towboat Operators Licensing Act. We had found in the investigation of casualties that communications between vessels had to be improved, and that it was necessary to assure that the operator of a towboat

had some degree of professional expertise. I would be the first to admit that you can't legislate accidents out of existence. These acts were designed to try to prevent needless accidents, and I think they will help. Once these acts became law, the usual splendid industry cooperation was again demonstrated and every effort was made to comply promptly.

The new regulation requiring emergency position indicator radio beacons is another example. The need for such devices has been demonstrated by a series of marine tragedies. The emergency beacon couldn't have prevented the casualties, but many lives might have been saved had they been required earlier. Sometimes it must seem to the industry that it is being smothered with regulations. From where we sit, however, it sometimes seems that we make progress much too slowly. The requirement for the emergency beacon, for example, has been a matter of Coast Guard study at least since 1957. I for one cannot be complacent about the slow adoption of safety measures which can help save lives. If we had moved faster, perhaps some of the 31 men who did not survive the sinking of the *Texaco Oklahoma* in 1971 might have lived. Instead, they drifted helplessly on the stern section for 27 hours before it sank.

Episodes like the *Texaco Oklahoma* should be constant reminders that the cause of safety is best served by action. Delays only invite tragedy. After centuries of seagoing experience, designers and engineers are still trying to perfect the lifeboat. Marine casualty investigations indicate that all too often boats cannot be launched or that too few seamen survive in the boats.

I feel we can be proud of our accomplishments, but that pride must be tempered by the realization that we are capable of doing even more and doing it more expeditiously.

Among the challenges of the future is the need to provide more effective aids to navigation. Greater precision and more dependability is needed in navigation systems. Traffic separation lanes can prevent collisions, but their effectiveness depends on the maintenance of an accurate plot. Plus or minus a mile is sufficiently accurate for open ocean navigation, but in the coastal confluence region, a ship must know where it is within a quarter mile or less. The Coast Guard plans to expand Loran-C coverage to make such accuracy available over the entire coastal zone.

As vessels enter harbors and congested waterways, particularly larger, faster, less maneuverable vessels, there must be an all-weather means of providing safe guidance that assures against collisions and groundings. Vessel traffic systems are a step in this direction, and industry cooperation will help make these systems successful. I don't foresee the type of strict control that is exercised now by flight controllers at major airports, but we must be

(Continued on page 123)

## Safe Boating and the States

The "New Federalism," highly touted as an efficient blending of the best qualities of both State and Federal governments, is alive and working in the Federal Boat Safety Act of 1971. In conjunction with National Safe Boating Week, which begins on June 30 of this year, the following article looks at one important aspect of the Coast Guard's boating safety effort—the promotion of State and local programs with the help of Federal funds.

When the Congress passed the Federal Boat Safety Act of 1971 it declared that its purpose was to improve boating safety and to foster greater development, use, and enjoyment of all the waters of the United States. One of the most significant ways in which this was to be accomplished was by encouraging and assisting par-

ticipation by the States. To implement this, Congress authorized a 5-year financial assistance program to help the States develop adequate boating safety programs.

During the 3 years since the inauguration of the financial assistance program, \$11 million has been allocated to the States on the basis of the number of motorboats numbered in each State. During the final 2 years of the program, a State's allocation will also be based on the amount of money which the State itself has expended on boating safety programs. During the first 3 years, a State was required to contribute financial support on an increasing scale from 25 percent in the first year to 50 percent in the third year. An expression of intent to develop adequate State programs was also essential. In the final 2 years, the

State must establish to the satisfaction of the Coast Guard that their program meets minimum criteria of effectiveness. While it is still too early to make a final judgment on the cost effectiveness of this financial assistance program, the early indications are that it is having a substantially beneficial effect. This is particularly true in the smaller States in the inland areas where boating safety programs had not been recognized as a serious need, and the agencies which were administering the boating laws received only limited support from their legislatures.

In addition to the financial assistance to State programs, the Coast Guard has also worked directly with the States in an attempt to insure that the resources which were available were not wasted in unnecessary dupli-



*Cooperation between the State and Federal governments is emphasized by the Boat Safety Act of 1971. The photo at the left shows Maryland Marine Police and a Coast Guard boating safety officer conducting a routine equipment examination. The photo at right demonstrates the potential of unsafe boating practices. (Photo at left courtesy of Maryland Marine Police.)*

cation. This took the form of cooperative agreements between the Coast Guard and individual States. To date 43 out of the 55 States and territories have entered into these cooperative agreements, which clarify areas of State and Federal authority on waters of joint jurisdiction. This avoids the possibility of both Coast Guard patrol boats and State boating agency boats patrolling the same areas while leaving other waters unprotected. The agreements often specify the issuing authority for regatta permits in various areas, thus avoiding confusion among the boating public about the filing of applications. In some cases these agreements have established the ground rules for the joint enforcement of the various laws, and established procedures for the appearance of Federal or State officers in courts of the other's jurisdiction.

A more recent development in these agreements has been the estab-

lishment of primary search and rescue areas where a State has the capability to provide adequate service to the public. Like the law enforcement agreements, this avoids duplication of effort in some places at the expense of leaving other areas uncovered. To further implement this concept, various Coast Guard training facilities have been available to State boating safety officers, including the National Safe Boating School in Yorktown and the SAR School at Governors Island. It is felt that this cross training is one of the more important functions in making the State/Federal cooperative efforts successful. Last year 35 State personnel were trained at Yorktown. Boating Safety Detachments (BOSDETS), four-man teams assigned to local areas to enforce Federal boating laws, are also spending an increasing percentage of their time working with and providing training to State and local boating safety per-

sonnel. As the States increase their capabilities by providing additional personnel and equipment, it is expected that this role of the BOSDET's will become even more important.

Long-range plans are based on the premise that the primary responsibility for enforcement of boating safety laws and the protection of the boating public in the internal portion of the United States will be the responsibility of the individual States. But to be successful, it must be a cooperative effort supported by Federal funds where required, and must make maximum use of the resources available. With the ever-increasing number of boats and the expansion of the areas in which boating is becoming popular, particularly in the central part of the United States, this joint effort is essential to preserve boating as a safe and enjoyable form of recreation.

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## MARINE SAFETY COUNCIL MEMBERSHIP

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

Effective July 1, 1974, Rear Adm. William M. Benkert will be the Chief, Office of Merchant Marine Safety. For the past 3 years he has held the post of Chief, Office of Marine Environment and Systems, with responsibilities in such areas as maritime law enforcement, port safety, maritime pollution control, and aids to navigation.

Admiral Benkert was born in Chicago, Ill., in 1923 and was graduated from Horace Greeley High School at Chappaqua, N.Y., in 1940. He entered the Coast Guard Academy in the summer of 1940 and graduated with a commission as ensign on June 9, 1943—a year earlier than normal because of the war emergency.

His first tour of duty was spent as navigator aboard the Cutter *Haida* in Alaska on Aleutians convoy duty and



weather patrol. From September 1944 to August 1946, he served as executive officer and then as commanding officer of the Cutter *Aurora* in the Pacific and in the Aleutians campaign. He remained in Alaska the following year in command of the Cutter *Ewing*.

Admiral Benkert's other sea commands included the Cutter *Coos Bay* on ocean station patrol in the North Atlantic, the Cutter *Minnetonka*, operating out of Long Beach, Calif., and the polar icebreaker *Eastwind*. Under his command, the *Eastwind* participated in "Operation Deepfreeze" in the Antarctic in 1966 and 1967. This latter experience gained him the rather unusual honor of having a mountain in the Antarctic named for him—

Mount Benkert. Admiral Benkert also served on the Cutters *Hemlock*, *Cypress*, and *Clover*.

His shore assignments have included duties as inspector at the Marine Inspection Office in San Francisco, instructor at the Coast Guard Academy, Officer in Charge, Marine Inspection, at San Diego and New York, and Assistant Chief, Merchant Vessel Inspection Division, and Deputy Chief, Office of Merchant Marine Safety, at Coast Guard Headquarters. He was designated Chief of the newly created Office of Marine Environment and Systems upon being appointed to his present rank in 1971.

Admiral Benkert's wife is the former Dorothy Grieg of Groton, Conn. They have a daughter and a son.

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## Cooperation for Safety

(Continued from page 120)

prepared to accept some transference of the control of a vessel from the master or pilot on the bridge to the vessel traffic center.

To meet the requirements of the Ports and Waterways Safety Act, new construction standards for tank vessels must become effective prior to January 1976. In the coastal trade, these standards must be effective by July 1 of this year. At the same time, we must comply with the pollution prevention measures formulated at the recent IMCO Marine Pollution Conference. We are hopeful that the international standards can be adopted and that they will be acceptable as fulfillment of the mandate of the Congress expressed in the Ports and Waterways Safety Act. If this can be accomplished, we will avoid having to put U.S. vessels at a competitive disadvantage and avoid having to bar the entry of foreign vessels which don't meet U.S. standards.

While working to end all pollution of the oceans by oil, the Coast Guard must also implement regulations to assure that vessels discharge no untreated sewage into the waters of the United States.

In our concern for protection of the environment, we must not neglect our primary objective of protecting lives and property at sea. I've mentioned emergency beacons and ongoing efforts to improve lifeboats. There are other ongoing efforts that deserve attention.

For example, there must be greater participation in the AMVER system. AMVER can save lives, but its effectiveness is in direct relation to the number of vessels on the AMVER plot.

We must also do more to eliminate human factors which cause a large percentage of vessel casualties. More attention to qualifications will help, particularly if we can establish higher international standards through

IMCO. Also, we need to provide vessels with every modern device that can minimize the possibilities of personnel failures.

We need imaginative approaches, but we should not sit idle and wait for futuristic solutions. We can resolve now to intensify our preventive safety efforts and to provide for anticipated safety needs before tragedy demonstrates our shortcomings.

Stimulated by the Merchant Marine Act of 1970, the shipbuilding industry has experienced a healthy resurgence. The number of merchant vessels under construction or on order has nearly doubled in the past 5 years. At the same time, total tonnage of this new construction nearly tripled. This growth is encouraging. We must do all we can to maintain this momentum, to avoid the doldrums of inactivity that have weakened the industry in the past.

These modern ships with greater speeds and larger capacities will help restore the nation to a more favorable position in world trade. We can expect to see new growth and prosperity in the industry and at the same time see a greater recognition of the importance of merchant shipping to our economy and security.

With this growth we must make certain that our basic concepts of marine safety are not sacrificed to expediency. The very best equipment available must be installed on these ships. Their officers and crews must be adequately trained to cope with new problems related to higher speeds, less maneuverability and greater potential hazards.

I am confident that the maritime community and the Coast Guard can meet these new challenges by continuing the spirit of mutual respect and cooperation that have always marked our relationships.

# COAST GUARD RULEMAKING

(Status as of 1 May 1974)

	Notice of proposed rulemaking	Public hearing	Deadline for comments	Awaiting final action	Withdrawn	Published as rule	Effective date
<b>1972 PUBLIC HEARING</b>							
Tailshaft inspection and drawing (67-71, 4-71).....	3-1-72	3-27-72	4-3-72	X			
Portable foam firefighting equipment—tank vessels (CGD 72-138).....	3-1-72	3-27-72	4-3-72			2-28-74	6-1-74
<b>ANCHORAGE REGULATIONS</b>							
Henderson Harbor, NY (CGD 74-6).....	1-11-74		2-15-74	X			
San Juan Harbor, P.R. (CGFR 72-12).....	2-1-72		3-4-72	X			
Wilmington River, Ga. (CGD-259).....	11-25-71		12-27-71	X			
San Diego Harbor (CGD 72-228).....	12-5-72		1-8-73	X			
Juan De Fuca, Wash. (CGD 72-233).....	12-5-72		1-9-73	X			
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	X			
Puget Sound Area, WA (CGD 73-180).....	8-24-73		9-28-73	X			
Delaware Bay and R. (CGD 73-190).....	12-28-73		2-15-73	X			
<b>BRIDGE REGULATIONS</b>							
Nansemond R., Va. (CGD 72-224).....	11-11-72		12-15-72	X			
John Day R., Blind Slough, Clatskanie R., Oregon (CGD 72-231).....	11-28-72		1-2-73	X			
Nanticoke, Del. (CGFR 71-142).....	11-24-71		12-24-71	X			
Ogden Slip, Chicago, Ill. (CGFR 72-16).....	2-2-72		3-7-72	X			
Sacramento R. et. al., CA (CGD 73-142).....	7-20-73		8-21-73	X			
Westchester Ck., NY (CGD 73-166).....	8-10-73		9-11-73	X			
Cheesequake Ck., NJ (CGD 73-162).....	8-10-73		9-11-73	X			
AIWW, Mile 342, Fla.; Drawbridge Operations (CGD 72-190P).....	9-30-72		11-1-72	X			
Long Island Inland Waterway (CGD 73-23).....	2-12-73		3-30-73	X			
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	X			
Alabama R., AL (CGD 73-195).....	9-11-73		10-16-73	X			
Ashepoo 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	X			
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	X			
Barnagat 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	5-20-74
Galveston Channel, G.I.W.W., TX (CGD 74-85).....	4-10-74		5-14-74	X			
New River Sound and Stranahan River, FL (CGD 74-115).....	4-22-74		5-20-74	X			
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	X			
Navigable Waters in LA (CGD 73-214).....	9-27-73		10-30-73	X			
Stony Ck., MD (CGD 73-242).....	10-12-73		11-20-73	X			

## Coast Guard Rulemaking—Continued

	Notice of proposed rulemaking	Public hearing	Deadline for comments	Awaiting final action	Withdrawn	Published as rule	Effective date
Lake Washington Ship Canal, WA (CGD73-255).....	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 (CGD74-22).....	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	.....	.....	.....	.....
<b>HAZARDOUS MATERIALS</b>							
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	.....	.....	.....	.....
<b>MARINE ENVIRONMENT AND SYSTEMS (GENERAL)</b>							
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	×	.....	.....	.....
.....	corrected 9-4-73	.....	.....	.....	.....	.....	.....
Chesapeake Bay entrance (CGD 73-152).....	12-18-73	2-11-74	1-23-74	×	.....	.....	.....
Captain of the Port Areas and Marine Inspection Zones, Fifth Coast Guard District (CGD 73-31).....	.....	.....	.....	.....	.....	3-6-74 corrected 4-2-74	3-6-74
Boundary Lines of Inland Waters (CGD 73-241).....	4-8-74	.....	4-26-74	×	.....	.....	.....
Security Zone, Curtis Ck., Baltimore Harbor, MD (CCGD 5-74-03).....	.....	.....	.....	.....	4-10-74	3-27-74	.....
<b>MERCHANT MARINE SAFETY (GENERAL)</b>							
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	.....	.....	.....	.....	.....	.....
Unmanned Barges; hull construction (CGD 72-130)....	10-31-72	12-19-72	12-29-72	×	.....	.....	.....

† 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
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	×		1-25-74	7-1-74
Light Intensity Standards (CGD 74-7)							
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		5-15-74	×			

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 73-31R]

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

#### Fifth Coast Guard District; Correction

In FR Doc. 74-5144 appearing at pages 8613-4 in the issue for Wednesday, March 6, 1974, in the last two lines of § 3.25-20(b), the phrase reading "thence easterly along the South Carolina-Georgia boundary to the sea" should read "thence easterly along the South Carolina-North Carolina boundary to the sea."

Dated: March 26, 1974.  
(F.R. of April 2, 1974.)

#### Where to Go

Do you need Navigation and Vessel Inspection Circulars but don't know where to get them? For information on NAVIC's, send your questions to the following address:

Commandant (G-M-3)  
U.S. Coast Guard  
Washington, D.C. 20590

## 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.<sup>1</sup> 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.
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.
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 Lifeboatmen, 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.
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.
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.
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.
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 APRIL 1974

The following have been modified by Federal Registers:  
CG-239, Federal Register of April 2, 1974.

<sup>1</sup>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.

