

PROCEEDINGS OF THE MERCHANT MARINE COUNCIL

UNITED STATES COAST GUARD



CG-129

The printing of this publication has been approved by the Director of the Bureau of Budget, March 17, 1949.

This copy for not less than 20 readers.
PASS IT ALONG

Vol. 7

September 1950

No. 9



MERCHANT MARINE COUNCIL

Published monthly at Coast Guard Headquarters, Washington 25, D. C., under the auspices of the Merchant Marine Council, in the interest of safety at sea. Special permission for republication, either in whole or in part, with the exception of copyrighted articles or pictures, is not required provided credit is given to the Proceedings of the Merchant Marine Council.

The
Merchant Marine Council
of the United States
Coast Guard

VICE ADMIRAL MERLIN O'NEILL,
U. S. C. G.

Commandant of the Coast Guard

Rear Admiral HALERT C. SHEPHEARD,
U. S. C. G., *Chairman*

Chief, Office of Merchant Marine Safety, U. S. C. G.

Rear Admiral KENNETH K. COWART,
U. S. C. G., *Member*
Engineer in Chief

Captain RUSSELL E. WOOD,
U. S. C. G., *Member*
Chief, Planning and Control Staff, U. S. C. G.

Captain JAMES A. HIRSHFIELD,
U. S. C. G., *Member*
Vice Chairman, Assistant Chief, Office of Merchant Marine Safety,

Captain ROBERT A. SMYTH,
U. S. C. G., *Member*
Chief, Merchant Marine Technical Division, U. S. C. G.

Captain EDWARD C. CLEAVE,
U. S. C. G., *Member*
Chief, Merchant Vessel Inspection Division, U. S. C. G.

Captain HENRY T. JEWELL,
U. S. C. G., *Member*
Chief, Merchant Vessel Personnel Division, U. S. C. G.

MR. KENNETH S. HARRISON,
Chief Counsel, U. S. C. G.

Captain JAMES C. WENDLAND,
U. S. C. G., *Secretary*

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

CONTENTS

	Page
How Fire Conscious Are You.....	138
Marking Name and Home Port.....	139
Lessons From Casualties:	
Gasoline: Friend or Foe?.....	140
Do or Die—Never Why.....	141
Stand Clear of Fishing Vessels.....	141
Boiler Steam Drum Plate Cracks.....	141
Appendix:	
Navigation and Vessel Inspection Circular No. 3.....	142
Publications Released.....	145
Equipment Approved by the Commandant.....	145
Merchant Marine Personnel Statistics.....	146
Front Cover: The <i>Sovac Comet</i> , one of seven super tankers operated by Socony Vacuum Oil Co., Inc., is of 27,025 deadweight tons with the following dimensions; length 628 feet, beam 82 feet 6 inches, loaded draft 32 feet 4¾ inches, and a designed speed of 16 knots. Photo taken at Puerto La Cruz, Venezuela, by F. B. Jellicoe, Second Officer, S. S. <i>Sovac Comet</i> .	
Back Cover: A 30-foot Chris-craft cruiser. Photo, courtesy of Maurice Napper, Captain, Division III, United States Coast Guard Auxiliary, Second Coast Guard District.	
Distribution (SDL 42):	
A: a, b, c, d (2 ea.); remainder (1 ea.).	
B: a (35 ea.); c (14 ea.); g, l (5 ea.); f (4 ea.); h (3 ea.); d (2 ea.); remainder (1 ea.).	
C: All (1 ea.).	
D: All (1 ea.).	
E: m (1 ea.).	
List 141M.	

How Fire Conscious Are You?

During the period from July 1, 1948, to June 30, 1949 (the latest official figures available), there were 214 fires and explosions among the 2,143 casualties reported to the Coast Guard. The types of vessels involved and the number are as follows:

Passenger vessels.....	7
Freight vessels.....	33
Tank vessels.....	21
Ferry vessels.....	2
Towing vessels.....	21
Fishing vessels.....	67
Miscellaneous vessels.....	63

From the record it is obvious that fires and explosions are "no respecters of merchant vessels" because they have occurred on every type of vessel in operation in the merchant marine. Every person who "follows the sea" as a profession must know how to properly combat fire in the case of emergency. For, who knows when and where, his own life and those of his friends may be in jeopardy by an unexpected fire or explosion. During this one year a total of 85 vessels were totally lost because of fires and explosions, and 40 persons lost their lives.

It is therefore necessary to know and be conscious of fire-prevention measures. But that is not all, you must know also proper fire-fighting techniques. The inspected vessels of the United States have fire-fighting equipment on board. How much do you know about fire-fighting and fire-fighting equipment on board ship? The official records do not show how much lack of basic information concerning fire fighting aboard ship contributed to these losses. But we should not wait for an official pronouncement on such a matter. Each of us should realize that familiarity with fire-fighting equipment and its proper use is essential.

Every man in a ship's crew is of necessity a fire fighter when his vessel is on fire. The seriousness of the fire and the safety of the individual, as well as others on board, depend upon the seaman's knowledge of conditions on his ship, regulations covering fire fighting, emergency duties assigned to him, etc. The Marine Section of the National Safety Council in its June Bulletin has published a series of questions, with answers. There is one

correct answer to each of the questions listed below. Mark the answer you think is the right one and then check with the correct answers.

1. All hose required on merchant vessels for fire purposes must be able to withstand a pressure of (a) 25 pounds per square inch, (b) 50 pounds per square inch, (c) 100 pounds per square inch, (d) 250 pounds per square inch.

2. Extra fire extinguisher charges must be carried aboard ship for at least (a) 25 percent of all fire extinguishers, (b) 50 percent of all fire extinguishers, (c) 75 percent of all fire extinguishers, (d) 100 percent of all fire extinguishers.

3. A fire resulting from accumulated grease or paint-saturated rags is called (a) carbon monoxide, (b) spontaneous combustion, (c) class "C" fire, (d) heat lightning.

4. Because of the danger of fire, chemicals are usually stowed (a) on deck, (b) in the tween-decks, (c) in cargo holds, (d) in special cargo lockers.

5. Carbon dioxide (a) is a conductor of electricity, (b) is used only on electric fires, (c) is not a conductor of electricity, (d) is never used on electric fires.

6. In a smoke-filled compartment the best air for breathing will be found (a) close to the deck, (b) close to the overhead, (c) near the bulkhead, (d) midway between the deck and the overhead.

7. Fire hydrants must be placed aboard ship so that any section of the ship can be reached from at least one hydrant with a (a) 25-foot length of hose, (b) 50-foot length of hose, (c) 100-foot length of hose, (d) 150-foot length of hose.

8. Of the following items, the best conductor of electricity is (a) salt water, (b) distilled water, (c) fresh water, (d) carbonated water.

9. An extinguishing agent that is both strangulating and toxic (and therefore can be very dangerous if not properly used) is (a) foam, (b) soda-acid, (c) antifreeze, (d) carbon tetrachloride.

10. "Snow" is produced by the type of extinguisher known as (a) soda-acid, (b) foam, (c) carbon tetrachloride, (d) carbon dioxide.

11. One extinguisher which does not have to be turned upside down is the (a) soda-acid, (b) antifreeze, (c) foam, (d) carbon dioxide.

THE ANSWERS

If you checked all 11 answers correctly you qualify for an expert, 9 to 10 right answers is good, 7 to 8 is fair. If you have answered less than 7 your fire-fighting knowledge is inadequate for the safety of your ship, yourself, and your shipmates.

The right answers appear below.

1. (c) All hose required on merchant vessels for fire purposes must be able to withstand a pressure of 100 pounds per square inch.

2. (b) Extra fire extinguisher charges must be carried aboard ship for at least 50 percent of all fire extinguishers.

3. (b) A fire resulting from accumulated grease or paint-saturated rags is called spontaneous combustion.

4. (a) Because of the danger of fire and explosion, or both, chemicals are generally stowed on deck so that they may be readily jettisoned if necessary.

5. (c) Carbon dioxide is not a conductor of electricity and is therefore an excellent extinguishing agent for use on electric-type fires.

6. (a) In a smoke-filled compartment the best air for breathing will be found close to the deck.

7. (b) Fire hydrants must be placed aboard ship so that any section of the vessel can be reached from at least one hydrant with a single 50-foot length of hose.

8. (a) Salt water is one of the best conductors of electricity. However, extinguishers containing water in any form should never be used on electric-type fires.

9. (d) Carbon tetrachloride has an anaesthetic effect and on coming in contact with a fire decomposes to some extent, forming toxic gases, including hydrochloric acid and phosgene. In using an extinguisher of this type (especially in confined spaces) the operator should take precautions to avoid breathing the vapors of the gases liberated.

10. (d) The carbon-dioxide extinguisher produces snow which cools the fire and a gas which smothers the fire.

11. (d) The carbon-dioxide extinguisher is discharged by pulling the safety pin out and either turning or pressing the valve. It does not have to be turned upside down in order to be discharged.

MARKING OF NAME AND HOME PORT

The Bureau of Customs, Washington, D. C., on August 14, 1950, issued a circular regarding the marking of name and home port on yachts and other vessels. Because of the importance of this matter the circular is reprinted below for the information of our readers:

BUREAU OF CUSTOMS MARINE CIRCULAR NO. 86

Subject: Marking of name and port on yachts and other vessels.

The Bureau has recently held, following previous decisions, that the marking of the name of a vessel and the port on a board attached to the vessel does not meet the requirements of section 46, title 46, United States Code. The Bureau has further held that yachts are subject to all the provisions of section 46 regarding marking, except as such requirements are altered with respect to the placing of the name and port by section 103 of the same title of the code. Accord-

ingly, the Bureau ruled that a proposed marking with the name and home port on a mahogany board permanently attached to the stern of the yacht by means of 48 screws was not in compliance with the requirements.

If the marking of any vessel is found to be improper under the above ruling, the owner or person in charge of the vessel shall be so advised and thereafter afforded a reasonable time to comply with the pertinent marking requirements. If there is no compliance within a reasonable time, a penalty case shall be opened in the usual manner.

(S) DAVID B. STRUBINGER,
Acting Commissioner of Customs.

"They Said It.."

"Our national security requires an efficient nucleus of merchant shipping and shipbuilding, adequate to permit such expansion as may be required by a future emergency."
—Harry S. Truman, President of the United States.

Know
Practice
Teach

SAFETY

THE BUSINESS END OF A LITTLE
MATCH MAY BE THE END OF A
BIG BUSINESS.

LESSONS FROM CASUALTIES

GASOLINE: FRIEND OR FOE?

Do you know what a mixture of hexane, heptane, octane, and aromatic hydrocarbons is? Well, that's gasoline. In a recent article by the Factory Insurance Association in their magazine, "Sentinel" which, by the way, is well worth reading, the comment is made: "So common is the use of gasoline, most of us have acquired a lack of respect for the potential hazards of this fuel."

To river men that statement has particular significance because too many boats have been wiped out by fire and explosion, with many lives needlessly lost. Records reveal that these disasters could have been avoided, that the "human element"—carelessness in handling of gasoline—was the principal, if not the sole, contributing factor.

Most commonly overlooked is the fact that gasoline vaporizes continuously, just as boiling water does and that the higher the temperature, the faster the rate of evaporation.

Being a "low-boiler," gasoline generates hazardous vapor-air mixtures rapidly when exposed to air, and produces greater volumes of explosive mixtures as the temperature increases. The flash fire and explosion hazards of gasoline are thus present whenever and wherever the liquid is stored or used.

Though gasoline vapor has a characteristic odor, unfortunately its presence may escape attention because the vapor is heavier than air and will settle in the lowest point, usually the bilge of a boat and there proceed to build up unnoticed. This can occur even where there is mechanical ventilation if suction ducts

do not pick up the vapors close to the lowest point.

Another fact frequently overlooked is that hazardous mixtures are easily ignited by sources of heat that commonly escape attention. Gasoline-air mixtures, for instance, may be ignited by hot surfaces as low as 500° F. which is within the range of a hot exhaust pipe.

Insidious as an ignition source is static electricity. Its existence is normally not recognized until an electrical discharge occurs, setting off an explosion or starting a fire. Transferring flammable liquid from one tank to another is normally attended by a liberation of hazardous vapors and, under some conditions, a static discharge will ignite the mixture. Static is greatest when the relative humidity is low. Failure to use grounding clamps between the dispensing hose and the receiving tank has caused many fires and many lives to be lost. At least be sure the hose nozzle is in good contact with the filler pipe of your gas tank before starting the flow.



In boating the moment of greatest danger occurs when you pull up to the gas dock for refueling. Gasoline fumes are certain to be released even when the greatest care is used. Smoking at such a time is sheer suicide. It is almost impossible not to overflow your gas tank occasionally. It may seem that only a small amount of gas is spilled but one cup-full of gasoline spilled into the bilge and mixed with the proper amount of air will have the results of a junior atom bomb as far as you and your guests are concerned. Leaking fittings in the gas line are another frequent source of sudden death. Most gas lines use compression connections which rely on the expansion of a cupped ring which fits over the tubing. When the joints are pulled up too tight, this ring may cut into the tubing and cause leaking. When a gas line is once opened up for any reason, the safest practice is to cut off a small section of the tubing

at the end where the compression ring has seated and replace the compression fittings with new parts. Trying to stop gasoline leaks with an application of soap or similar substance is dangerous in the extreme. Copper tubing is cheaper than a trip to the hospital; if in doubt, put in new tubing.



Another hazard that applies particularly to operators of gasoline docks and those who handled the gas hose, is gasoline spilled on pants legs or on coat sleeves. This seems like a little thing and not important but horrible burns have resulted when such a thoughtless person strikes a match to light a cigarette or comes near an open flame. It may be inconvenient to change your clothes after gasoline has spilled on them but it saves pain and money in the long run.

What about putting out a gasoline fire? Of course, water won't do the job. Gasoline floats on water and the fire will be carried along and spread by water in most instances. That leaves pyrene, carbon dioxide, and foam extinguishers. Pyrene must be handled with care in close quarters because it generates a deadly phosgene gas. Carbon dioxide immediately vaporizes to a carbon dioxide gas and snow at a temperature of about 100° below zero. Spaces flooded by carbon dioxide should be thoroughly ventilated before entering as this gas will not permit breathing. Foam extinguishes fires by cutting off the surface from air, flames and radiant heat. It is more effective on an outside fire where any breeze might blow away carbon dioxide or other gas. The best protection of all is the care which prevents fire or explosion.—*Courtesy, "Upstream" Coast Guard Auxiliary, Second Coast Guard District.*

Make Safety Your Habit
A Habit Once Formed Is Hard to Break



DO OR DIE—NEVER WHY

An unusual casualty came to light involving an able-bodied seaman who by his actions disobeyed an order which resulted in his death.

The bow of an American vessel had been secured to a buoy in a foreign harbor by a 1 $\frac{3}{4}$ -inch wire leading from a set of bits on the port side of beam of the anchor windlass, leading out of the forward roller chocks to the buoy and returning through the starboard and secured to the starboard bitt forward of the anchor windlass, the wire forming a bridle to the buoy. The port anchor chain had been faked out about 3 fathoms outside the hawser pipe and stopped off by passing 4 turns of a $\frac{5}{8}$ -inch cargo fall through the chain and around the bits, and secured with wire clamps. The chain was again faked out and faked on deck until a No. 1 shackle came out. The chain was disconnected and the end of No. 2 shot connected to the buoy and hove tight. The port anchor weighed slightly over 5 tons and its chain was of 2 $\frac{1}{4}$ -stud length.

At an early morning hour the chief officer and forward deck gang were on the forecastle head making ready to unmoor the vessel in preparation for sailing. The chain was released from the buoy and a member of the crew began to heave it in. During this operation the mate received orders from the bridge to let go the wire. Prior to issuing this order he instructed a couple of men to let go the wire on the port side because that was the short end and ordered all the other men to stand clear. However, one able-bodied seaman failed to comply with the mate's orders. Before the wire could be let go the mate heard the windlass strain and the chain jumped the wild cat. A moment later the lashing to the port anchor let go and the chain on deck ran out, one or more bights striking the able-bodied seaman who failed

DON'T BE AN ACCIDENTEE!



to stand clear, knocking him to the deck.

First aid was administered and later the patient taken to a near-by hospital. The seaman died without once regaining consciousness.

This casualty could have been avoided had the seaman obeyed the commanding officer's orders and stepped aside.

Always remember—"There's a bite in the bight of a line."

BOILER STEAM DRUM PLATE CRACKS

Two samples from boiler steam drum plates of a merchant vessel were examined by the National Bureau of Standards to determine the cause of cracks in the tube-reinforcing rings. One crack extended through the tube-reinforcing ring and weld across the plate to the torch cut which was made to remove the sample from the boiler. One crack was visible in the ring only and X-ray photographs show repair welds that had been made over cracks in the ring.

Chemical analysis showed that the composition of both the ring and plate material complied with the requirements of the applicable specifications.

The cracks in the tube-reinforcing ring and weld across the plate were broken open to determine the extent of the fractures and for examination of the fractured surfaces.

Metallographic examination of sections through the fractures showed that numerous secondary cracks had occurred along the main fractures. These cracks had some of the characteristics of stress corrosion cracks, but they were predominantly transcrystalline, whereas stress corrosion cracks in ordinary steel are usually intercrystalline. Thus stress corrosion might have been a contributing

factor, but it is believed that it was not the chief cause of the damage.

The cracks apparently were caused by stresses resulting from the welding which joined the reinforcing rings to the plate. The technique used in making the welds probably was responsible for producing high internal stresses when the assembly cooled down after welding. Some of the cracks might have occurred immediately after the welds were made, in which case additional cracking probably occurred after the plates were in service. Another possibility is that no cracks occurred until service stresses were superimposed on the internal stresses present in the assembly.

Assemblies of this type are difficult to weld without introducing excessive internal stresses. However, satisfactory welds can be made by using a wandering block welding sequence.

Satisfactory repairs probably could be made on plates containing cracks similar to those in the samples submitted if the cracks are completely removed.

Either of the following two methods might be used:

(1) Cut a small area around each individual crack, preheat the plate to 250° to 300° F., and fill the cut with weld metal.

(2) Cut out a portion of the plate containing all the cracks in a given area and weld in a patch using a wandering sequence.

STAND CLEAR OF FISHING VESSELS

Recently a motor fishing vessel of 9 gross tons was sunk by an American freight vessel of over 8,000 gross tons because the master of the freighter thought it prudent to navigate through a fishing fleet rather than around it. When the navigating officer or master sights a fishing fleet dead ahead, the question of prudent navigation arises. Even when the fishing vessels are carrying the proper lights and signals it is difficult to determine the exact areas affected by the fishing operations and the courses followed by individual fishing vessels. Therefore, it is wise to give the fishing fleet a wide berth and navigate around it—not through it.

In this case the freight vessel was proceeding on a coastwise voyage from one east coast port to another.

Safety's Ten Commandments

1. Keep your mind on the job.
 2. Wear your safety equipment.
 3. Report unsafe conditions.
 4. Use guards as intended.
 5. Heed safety rules and signs.
 6. Stay clear of moving machinery.
 7. Get first-aid promptly.
 8. Use the right tool for the job.
 9. Eliminate fire hazards.
 10. Keep things shipshape for safety.
- National Safety Council.



During the course of this voyage a southerly wind, cloudy weather and limited visibility were encountered. At an early morning hour the watch officer reported to the master, who had been asleep, that he (the watch officer) had sighted a fleet of fishing boats ahead, bearing from approximately 4 points on the starboard bow to about 1½ points on the port bow, at a distance of about 2½ miles. The master having observed this determined that they were the lights of individual fishing boats; whereupon he ordered the vessel's course altered 11° to port in order to pass between the two most westerly boats of the fleet. Subsequently the vessel passed a light about 200 yards off to starboard and shortly thereafter the light on the port bow appeared to close in. At this point the master ordered hard left rudder as it became evident that

the vessel would not clear to port; however, this maneuver was not successful. The bow of the larger vessel struck the fishing vessel, causing her to sink.

As soon thereafter as was possible, a lifeboat was launched and all survivors were picked up and brought aboard the freight vessel which continued on its coastwise voyage. One man was treated for minor injuries. However the owner and operator suffered considerable property damage. From the casualty report it would appear that the fishing vessel was not in full compliance with the provision set forth in article 9 (b) of the International Rules (lights for fishing vessels); however, it is felt that this did not contribute materially to the collision nor can it be considered the basic cause. It is felt that the main contributing factor was the

master's incomprehensible decision to pass in between the single lights of two vessels after he had determined them to be a part of a fleet of small fishing boats. It would appear that a master of a freight vessel of this burden and power proceeding at the rate of 15 knots, particularly in poor visibility, should change course sufficiently to give the fishing vessels a wide berth. Moreover, it was noted in the casualty report that the freight vessel was equipped with radar on which was sighted this fishing vessel. There was ample time to take effective avoiding action.

CONSTANT VIGILANCE IS THE PRICE OF SAFETY.

GOOD PILOTS DON'T BRAG ABOUT THEIR ABILITY TO GET OUT OF TIGHT SPOTS. THEY STAY OUT OF THEM

APPENDIX

Navigation and Vessel Inspection Circular No. 3-50

UNITED STATES COAST GUARD,
Washington 25, D. C.

Subject: Changes in waiver authority occasioned by extension of expiration date and amendments of Public Law 27, 80th Congress.

PART I. General Information

(a) Public Law 27, 80th Congress, as amended, now expires on January 15, 1951, and provides that the Commandant of the Coast Guard is not authorized to grant waivers to vessels which will allow them to sail with less than the specified complement on board.

(b) In view of the limitations imposed by this law and amendments it is necessary to issue new instructions on its application. Accordingly, Navigation and Vessel Inspection Circular No. 3-48 (May 11, 1948) is superseded and canceled by this Circular, effective immediately. Navigation and Vessel Inspection Circular No. 4-49 (March 14, 1949) is also canceled. That part (Part III) of Circular 3-48 which dealt with the procedure for reporting crew shortages occurring during the period for which a full crew is signed on a vessel has been made the subject of a separate Navigation and Vessel Inspection Circular

since the requirement for reporting such crew shortages is statutory and not based on any waiver.

(c) The prohibition against the granting of waivers of the specified complement renders the following *general waivers* without force and effect after June 30, 1950:

(1) The waiver permitting up to one-half the number of able seamen required on ocean cargo and tank vessels to be holders of limited AB certificates (13 F. R. 2069).

(2) The waiver permitting up to one-half the number of able seamen required on Great Lakes cargo and tank vessels to be certificated seamen with at least 8 months service (13 F. R. 2070).

(3) The waiver permitting certificated men with 3 month service in the fireroom of Great Lakes vessels to serve as fireman on Great Lakes coal burning cargo and tank vessels (13 F. R. 2072).

(d) This same prohibition removes the authority for granting *individual waivers* of the manning scales and requirements after June 30, 1950. This means that individual waivers in the following cases are not allowed:

(1) Waivers permitting the substitution of persons certificated or licensed in lower ratings to fill higher ratings.

(2) Waivers allowing the shipment of radio officers who have not obtained a Coast Guard license.

(3) Waivers of the requirement that officers on subsidized vessels be members of the U. S. Naval Re-

serve or have evidence of their ineligibility.

(e) The statement accompanying the Conference Report on the Bill which extended the waiver authority until January 15, 1951, with restrictions regarding waivers of the specified complement of a vessel indicates that waivers may be granted for the employment of alien seamen. Although the Commandant of the Coast Guard has authority to grant waivers allowing the employment of alien seamen, he is still permitted to do so only when he deems it necessary in the orderly reconversion of the merchant marine from wartime to peacetime operations. A recent Nationwide survey indicates that there is no need to continue the general waiver permitting the employment of aliens as unlicensed crew members on subsidized vessels up to a maximum of 15 percent, and accordingly this general waiver (12 F. R. 2071) has been canceled effective July 1, 1950. In the future any waivers for the employment of aliens in excess of the number allowed by statute will be made on an individual ship basis and for a specified voyage or period of time under the procedure outlined in Part II of this Circular, with the exception that the written request for the individual waiver shall be accompanied by a certification regarding the nonavailability of U. S. citizen seamen. This certification must be signed by a responsible official of a maritime labor union or other recognized manning agency from whom the operator normally obtains his crews. This certi-

fication must state that no U. S. citizen seaman of the proper rating was available from that source for assignment to the job on which the waiver is requested. No waiver will be granted to allow the shipment of an alien as a licensed officer or as a staff officer.

(f) All individual waivers issued in accordance with the procedure set forth in Circular 3-48 which were approved on or before June 30, 1950, will continue to be valid for the period stated in the waiver form or until the completion of the particular voyage for which issued. Also, vessels which engaged their crews on or before June 30, 1950, in accordance with the relaxations authorized by the general waivers explained in Navigation and Vessel Inspection Circular No. 3-48 may continue with such relaxations in effect until the termination of the voyage or the period for which the crew was engaged.

(g) Since June 1, 1947, no alien has been permitted to serve as a watch officer on United States vessels and the procedure formerly set up by the Coast Guard for approving aliens to serve under waiver as watch officers is inoperative and all outstanding lists of approved aliens and individual letters of approval are without force and effect.

(h) 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 wilful 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.

PART II. Procedure for effecting individual waivers of navigation and inspection laws

(a) Inclosure (1) issued pursuant to Public Law 27, 80th Congress, as amended, is an order of the Commandant in which he finds it necessary in the orderly reconversion of the merchant marine to make effective certain waivers to the extent and in the manner set forth therein. This order outlines the procedure under

AMMONIA, ANHYDROUS

WARNING: HAZARDOUS LIQUID AND VAPOR
UNDER PRESSURE

LIQUID CAUSES BURNS
GAS EXTREMELY IRRITATING

Do not breathe gas.

Do not get in eyes, on skin, on clothing.

In case of contact, immediately flush skin and eyes with plenty of water for at least 15 minutes. Call a physician at once in case of burns, especially to the eyes, nose and throat, or if the victim is unconscious.

CYLINDER HANDLING AND STORAGE

Keep away from heat.

Do not store in sunlight.

Never drop cylinder.

Be sure connections are tight.

Never refill cylinder. I. C. C. Regulations prohibit refilling without permission of owner.

Have gas mask approved by U. S. Bureau of Mines specifically for ammonia service available for emergency.

which the requirements of the laws in question may in urgent situations be relaxed by Coast Guard District Commanders and their designated representatives in ports located within their respective districts, and by designated representatives of the Commandant in other than domestic ports at which Coast Guard officers are assigned to duty. The objective of this order is to make possible a flexible means of maintaining a proper balance between safety at sea and the orderly reconversion of the merchant marine from wartime to peacetime operation.

(b) Each Coast Guard District Commander may designate, in writing, qualified commissioned or civilian officers of appropriate rank or position to act as his representatives in the carrying out the provisions of inclosure (1). In his order of designation the District Commander may impose such restrictions and conditions upon the authority of such representatives as he may deem proper. Copies of such designations shall be forwarded to Headquarters. The

ports at which such representatives are designated shall be determined by the respective District Commanders.

(c) It is to be noted that under this procedure application may be made by any person interested in the vessel involved, including representatives of any interested Government agency. It should also be noted that applications are to be forwarded to Headquarters for action by the Commandant in all cases in which it appears to the Coast Guard officer concerned that the delay involved in Headquarters action will not prevent the vessel from sailing on time or otherwise impede the orderly reconversion of the merchant marine. In other words, it is intended that waivers be made effective in the field only in those cases in which time will not permit action by Headquarters. However, the Coast Guard officer concerned is the sole judge of whether time will permit reference of the application to Headquarters. While it is contemplated that applications will be made in writing except in unusual

circumstances, no oral application which is made with representations of urgency and which is otherwise merited should be denied on the ground that it could have been made in writing but for the neglect of the person making the same. However, full particulars of cases in which it appears that the oral application privilege has been abused shall be reported to Headquarters for appropriate action. This action in proper cases may be either by way of proceedings for suspension or revocation in the case of licensed officers or by report to the agency involved in cases involving representatives of the Government. Headquarters should also be advised of the particulars of all cases in which the waiver is made effective upon oral application and the application is not reduced to writing and filed within the period specified in the waiver order as required by inclosure (1). In such cases Headquarters will advise the appropriate District Commanders whether the penalties provided by law for failure to comply with the requirements conditionally waived should be invoked.

(d) Inclosure (1) does not authorize general waivers. Only the Commandant is authorized to issue general waivers which affect more than one vessel in one order.

(e) Although the certification of the person making an application should always be given due consideration, it is not contemplated that the Coast Guard officers authorized to make the waiver effective will be guided solely by the representations contained in applications. Each application should be considered in the light of such factors as the time at which the vessel is scheduled to depart, the mission of the vessel, the requirements of law proposed to be relaxed, the effect of relaxation upon the safety of the vessel and the persons on board, the consequences of failure to relax such requirements insofar as orderly reconversion of the merchant marine is concerned, and all other relevant factors. If after full consideration of the application it is the judgment of the Coast Guard officer concerned that orderly reconversion of the merchant marine justifies the risk so calculated then the waiver should be made effective to the extent deemed justified. On the other hand, if the Coast Guard officer concerned after having given such consideration to the application is of the opinion that the waiver is not justified he shall refuse to issue the waiver order regardless of the representations contained in the application.

(f) Of the factors listed above which should be given consideration

in connection with each application for waiver, perhaps the most important is the effect of relaxation upon the safety of the vessel and the persons on board. This is particularly true in cases involving the laws and regulations governing the handling and stowage of ammunition, explosives, gasoline, and other dangerous cargo. Consequently, it is expected that provisions of these laws and regulations will be made inoperative only in cases of extreme necessity and that in each such case, unless the application has been sent to Headquarters, the Coast Guard officer concerned will, if time permits, consult the head of the appropriate division at Headquarters by telephone prior to making the waiver effective. It is also expected that in important cases involving other laws or regulations Headquarters will likewise be consulted by telephone if time permits.

(g) Applications for waiver under inclosure (1) and the waiver order will continue to be made on Coast Guard Form CG 2633 with the following changes made on the form. The number "37" appearing in the title of the application and order should be changed to "3-50 Part II," and the words "Conduct of war" appearing in the certification made by the applicant should be stricken out and the words "Orderly reconversion of the merchant marine from wartime to peacetime operations" substituted therefor. This form has been revised but quantities of the old form are in circulation. One copy of every application filed and acted upon in the field shall be forwarded to Coast Guard Headquarters regardless of whether the application is granted or denied. In cases where the application is denied, a notation to that effect, signed by the Coast Guard officer concerned, shall be made on the face of the copy of the application sent to Headquarters.

(S) MERLIN O'NEILL,
Vice Admiral, U. S. Coast Guard,
Commandant.

INCLOSURE I
TREASURY DEPARTMENT
UNITED STATES COAST GUARD
WASHINGTON
(CGFR 47-30)
TITLE 46—SHIPPING

Chapter I—Coast Guard: Inspection and Navigation

SUBCHAPTER O—REGULATIONS APPLICABLE TO CERTAIN VESSELS DURING EMERGENCY

PART 154—WAIVERS OF NAVIGATION AND VESSEL INSPECTION LAWS AND REGULATIONS

Procedures for Effecting Individual Waivers of Navigation and Vessel Inspection Laws and Regulations (46 CFR 154.27)

Pursuant to the authority vested in the Commandant, U. S. Coast Guard, by the act of March 31, 1947 (Public Law No. 27, 80th Cong.), I hereby find it necessary in the orderly reconversion of the merchant marine from wartime to peacetime operations to cancel, effective June 1, 1947, the order dated July 1, 1943, as amended (8 F. R. 9164), which, subject to certain conditions, waived compliance with navigation and vessel inspection laws with respect to vessels engaged in business connected with the conduct of the war; provided that nothing herein shall impair the continuing effectiveness of waivers effectuated on or before June 1, 1947, pursuant to said order of July 1, 1943, as amended.

Pursuant to the authority vested in the Commandant, U. S. Coast Guard, by the act of March 31, 1947 (Public Law No. 27, 80th Cong.), I find, further, that the waiver of compliance with the navigation and vessel inspection laws administered by the Coast Guard is necessary in the orderly reconversion of the merchant marine from a wartime to normal peacetime basis, to the extent and in the manner and upon the terms and conditions set forth in the succeeding numbered paragraphs:

1. An application requesting that a waiver be made effective with respect to a particular vessel may be made by any authorized representative of an agency of the United States Government or any other interested person (including the master, agent, or owner of the vessel involved). Except as provided in paragraph 3, the application shall be in writing. The application shall be delivered to the Coast Guard District Commander or to his designated representative at the port or place where the vessel is located. In the case of vessels in any port or place of the Canal Zone or in any foreign port or place, the application shall be made to the designated representative of the Commandant at such port or place or if the Coast Guard has not established facilities in such port or place to the nearest designated representative of the Commandant at a port or place where such facilities have been established. Every application shall contain a statement of the particular provisions of law with respect to which waiver of compliance is requested, a certification that the waiver of compliance with such laws with respect to the vessel involved is necessary in the orderly reconversion

of the merchant marine, and an outline of the facts upon which such certification is based. The Coast Guard District Commander (or his designated representative, or the designated representative of the Commandant, as the case may be) shall promptly examine every application for the purpose of determining whether the necessity for prompt action is such as to require that the waiver be made effective by him without reference to Headquarters. In any case in which it appears to the Coast Guard officer concerned that reference of the application to Headquarters for action would not delay the sailing of the vessel or otherwise impede the orderly reconversion of the merchant marine, the application shall be so referred. In all other cases such Coast Guard officer shall give immediate consideration to the application and if he reaches the conclusion that urgency of the situation outweighs the marine hazard involved, then such waiver shall be effective in regard to such vessel to the extent and under the circumstances specified by him.

2. The Coast Guard officer making such waiver effective pursuant to paragraph 1 shall immediately prepare, in triplicate, an order setting forth the name of the vessel involved, the laws with respect to which the waiver is effective, the extent to which compliance with such laws is waived, and the period for which the waiver shall be effective. If practicable, one copy of this order shall be delivered to the master of the vessel involved before such vessel sails. In cases where the order is not delivered to the master, it shall be delivered to the owner, operator, or agent of the vessel without delay. One copy of the order shall be transmitted to Coast Guard Headquarters and the remaining copy kept on file.

3. In cases of extreme urgency the application for waiver may be made orally, and if the Coast Guard District Commander or such representative reaches the conclusion referred to in paragraph 1, the waiver shall be effective without further delay, subject to a condition subsequent that the application be reduced to writing and delivered within such period after the date of the oral request as the Coast Guard officer making the waiver effective shall specify in the order.

4. No penalty shall be imposed because of failure to comply with any provision of law the waiver of which has been made effective pursuant hereto.

5. This order shall be in effect on and after June 1, 1947. Because of the technical character of this revision of regulations, and because of

Publications Released

Motorboats and Certain Vessels Propelled by Machinery Other Than by Steam, More Than 65 Feet in Length (CG-168), dated May 15, 1950. This pamphlet replaces the "Motorboat Regulations" dated May 31, 1949, and includes all applicable amendments published in the Federal Register to May 15, 1950. Attention is invited to section 24.12 which requires the operator of a motorboat carrying passengers for hire to have available for exhibition his license when requested by any Coast Guard boarding officer.

General Rules and Regulations for Vessel Inspection, Rivers (CG-185), dated June 1, 1950. This publication replaces the "General Rules and Regulations for Vessel Inspection, Rivers," dated February 1, 1949, and includes all amendments published in the Federal Register through June 1, 1950. The major changes in the regulations since the last edition are the addition of a new section 115.40, regarding marking of fire and emergency equipment and a new paragraph 113.22 (n), regarding hand-propelling gears for lifeboats. The requirements for lifeboats, life rafts, life floats, mechanical means for lowering lifeboats, wood floats, water lights, and steering apparatus were revised by amending sections 113.4, 113.6, 113.7, 113.12, 113.13, 113.16, 113.22 (1), 113.23, 113.25, 113.31, 113.32, 113.45, 113.46a, and 113.47, and by canceling sections 113.10, 113.11, 113.14, 113.15, 113.19, 113.29, 113.30, 113.41, and 116.19. The general requirements for steam and inert-gas fire-extinguishing systems in subparagraph 114.6 (a) (1) were revised. The lifesaving equipment for ferryboats of 50 and not over 150 gross tons required by section 117.3 was also changed.

General Rules and Regulations for Vessel Inspection, Great Lakes (CG-186), dated June 1, 1950. This publication replaces the "General Rules and Regulations for Vessel Inspection, Great Lakes," dated August 1, 1949, and includes all amendments published in the Federal Register to June 1, 1950. The major change in the regulations is the addition of a new section 78.40, regarding marking of fire and emergency equipment, etc. The other changes made were the cancellation of sections 76.17 and 76.33, regarding inspection of lifeboats or life rafts when built, revising 77.4 (a) (1) regarding the general requirements for steam and inert fire-extinguishing systems; and transferring the requirements of section 79.17 to 78.15, regarding posting of placards containing instructions for use of breeches buoy.

the urgency of providing waiver authority in order to effectuate the orderly reconversion of the merchant marine to peacetime operations, it is found that compliance with the notice, public rule making procedure, and effective date requirements of the Administrative Procedure Act (Public Law 404, 79th Cong.; 60 Stat. 237) is impracticable and contrary to the public interest.

Dated: May 14, 1947.

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

NOTE: This order has been continued in effect until January 15, 1951.

Equipment Approved by the Commandant

FUSIBLE PLUGS

The Marine Engineering Regulations and Material Specifications require that manufacturers submit

samples from each heat of fusible plugs to the Commandant for test prior to plugs manufactured from the heat being used on vessels subject to inspection by the Coast Guard. A list of approved heats which have been tested and found acceptable during the period from July 15 to August 15, 1950, is as follows:

The Lunkenheimer Co., P. O. Box 360, Annex Station, Cincinnati 14, Ohio. Heats Nos. 361, 364, 365, 366 and 367.

Walworth Co., Greensburg Works, Greensburg, Pa. Heat No. 128.

AFFIDAVITS

The following affidavits were accepted from July 15 to August 15, 1950:

Brooks Equipment Corp., 217 Hudson Street, Hoboken, N. J. Valves.
Velan Engineering Co., 1216 Drummond Street, Montreal, Canada. Fittings.

Waterman Machine & Manufacturing Co., 1236 North Cadwallader, Philadelphia, Pa. Flanges.

ARTICLES OF SHIPS' STORES AND SUPPLIES

Articles of Ships' Stores and Supplies certificated from July 26, 1950, to August 25, 1950, 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:

New Process Chemical Co., Inc., 725 Second Street, San Francisco 7, Calif., Certificate No. 316, dated July 27, 1950. "Super 16."

Franklin Research Co., 5134 Lancaster Avenue, Philadelphia 31, Pa., Certificate No. 317, dated August 22, 1950. "Franklin's Rubber Gloss Cleaner."

Franklin Research Co., 5134 Lancaster Avenue, Philadelphia 31, Pa., Certificate No. 318, dated August 22, 1950. "Franklin's Slo-Surface Wax."

Franklin Research Co., 5134 Lancaster Avenue, Philadelphia 31, Pa., Certificate No. 319, dated August 22, 1950. "Franklin's Rubber Gloss Wax."

Franklin Research Co., 5134 Lancaster Avenue, Philadelphia 31, Pa., Certificate No. 320, dated August 22, 1950. "Franklin's '21' Wax."

West Disinfecting Co., 42-16 West Street, Long Island 1, N. Y., Certificate No. 321, dated August 23, 1950. "Westone."

CANCELLATION

The following Article of Ships' Stores and Supplies was canceled on August 25, 1950::

West Disinfecting Co., 42-16 West Street, Long Island 1, N. Y., Certificate No. 141. "Westone."

WELDING ELECTRODES

The following types of electrodes have been tested in accordance with the requirements of ASTM designation A233-48T for mild steel arc-welding electrodes in the presence of an American Bureau of Shipping Surveyor and the test reports indicate that the requirements were met.

Harnischfeger Corp., 400 West National Avenue, Milwaukee 14, Wis., *Harnischfeger Corp.* (manufacturer), 90LE (2 Cr-1 Mo), Type E8015.

Lincoln Electric Co., 12818 Coit Road, Cleveland 1, Ohio, *Lincoln Electric Co.* (manufacturer), Fleetwood 11, Type E6020, and Fleetwood 72, Type E6012.

OPERATING POSITIONS AND ELECTRODE SIZES

The Type E8015 $\frac{3}{32}$ "", $\frac{1}{8}$ "", and $\frac{5}{32}$ " diameter electrodes will be allowed for all position welding. The $\frac{3}{16}$ "", $\frac{7}{32}$ "", and $\frac{1}{4}$ " diameter electrodes will be allowed for horizontal fillet and flat position welding. The $\frac{5}{16}$ " diameter electrode will be allowed for flat position welding. The above are on direct current and reversed polarity. (Stress relieved.)

The Type E6020 $\frac{3}{16}$ " and $\frac{1}{4}$ " diameter electrodes will be allowed for horizontal fillet and flat positions on alternating and direct current. The $\frac{5}{16}$ " diameter electrode will be allowed for flat position welding on alternating and direct current. (Not stress relieved.)

The Type E6012 $\frac{3}{32}$ "", $\frac{1}{8}$ "", $\frac{5}{32}$ "", and $\frac{3}{16}$ " diameter electrodes will be allowed for all position welding on alternating and direct current. The $\frac{7}{32}$ " and $\frac{1}{4}$ " diameter electrodes will be allowed for horizontal fillet and flat position welding on alternating and direct current. The $\frac{5}{16}$ " diameter electrode will be allowed for flat position welding on alternating and direct current. (Not stress relieved.)

Merchant Marine Personnel Statistics

ORIGINAL SEAMEN'S DOCUMENTS ISSUED MONTH OF JULY 1950

Region	(1) Staff officer	(2) Continu- ous dis- charge book	(3) U. S. merchant mariner's docu- ments	(4) AB any waters unlim- ited	(5) AB any waters 12 months	(6) AB Great Lakes 18 months	(7) AB tugs and tow- boats, any waters	(8) AB bays and sounds	(9) AB sea- going barges	(10) Life- boat- man	(11) Q. M. E. D.	(12) Radio opera- tors	(13) Certifi- cate of service	(14) Tanker- man
Atlantic coast	39	1	600	138	36		1			121	93	3	505	9
Gulf coast	3	5	84	37	4				3	15	19		70	11
Pacific coast	19	1	308	70	10	2				114	50	2	256	5
Great Lakes and rivers	2		490	20	60	31				52	67		450	27
Total	63	7	1,482	265	110	33	1	0	3	302	229	5	1,281	52

¹ 12 months, vessels 500 gross tons or under not carrying passengers.

NOTE.—Columns 4 through 14 indicate endorsements made on U. S. merchant mariner's documents.

WAIVERS OF MANNING REQUIREMENTS FROM JULY 1 TO JULY 31, 1950

Region	Number of vessels	Deck officers substituted for higher ratings	Engineer officers sub- stituted for higher ratings	Able seamen substituted for deck officers	Ordinary seamen sub- stituted for able seamen	Qualified members of engine de- partment substituted for engineer officers	Wipers or coal passers substituted for qualified members of engine de- partment	Wipers, coal passers or cadets sub- stituted for engineer officers	Ordinary seamen or cadets sub- stituted for deck officers	Total
Atlantic coast										
Gulf coast										
Pacific coast										
Great Lakes										
Total										

NOTE.—In addition, no individual waivers were granted to permit the employment of able seamen holding certificates for "any water—12 months" in excess of the 50 percent authorized by general waiver.

MERCHANT MARINE LICENSES ISSUED DURING JULY 1950

DECK OFFICERS

		Region								Total	
		Atlantic coast		Gulf coast		Great Lakes and rivers		Pacific coast			
		O	R	O	R	O	R	O	R	O	R
Master	(Ocean	14	68	7	19	0	3	5	45	26	135
	Coastwise	3	19	3	0	0	1	4	7	23	
	Great Lakes	0	0	0	0	1	7	0	1	7	
	B. S. & L.	5	33	1	1	0	0	14	6	48	
	Rivers	0	4	0	6	2	13	0	2	23	
Chief mate	(Ocean	10	45	12	11	0	4	4	28	26	88
	Coastwise	0	0	0	0	0	0	0	0	0	0
Second mate	(Ocean	8	59	4	9	0	12	5	54	17	134
	Coastwise	0	0	0	0	0	0	0	0	0	0
Third mate	(Ocean	12	68	1	14	0	15	9	38	22	135
	Coastwise	0	0	0	0	0	0	0	0	0	0
Mate	(Great Lakes	0	0	0	0	0	0	0	0	0	0
	B. S. & L.	0	2	0	0	0	0	1	5	1	7
	Rivers	0	0	0	0	12	5	0	0	12	5
Pilots	B. S. L. & R.	71	93	15	23	47	29	11	42	144	187
Master	Uninspected vessels	6	3	0	0	0	0	1	4	7	7
Mate	Uninspected vessels	0	0	0	0	0	0	3	0	3	0
Total		129	394	43	83	62	88	40	234	274	799
Grand total		523		126		150		271		1,073	

ENGINEER OFFICERS

Steam	(Chief engineer; Unlimited	19	145	3	34	0	15	4	70	26	267
	Limited	4	48	1	9	2	29	0	7	7	93
	First assistant engineer; Unlimited	20	49	2	13	0	8	8	37	30	107
	Limited	0	4	1	0	3	4	3	3	4	11
	Second assistant engineer; Unlimited	19	106	3	25	1	30	4	73	27	234
	Limited	0	1	0	1	0	2	0	0	0	4
	Third assistant engineer; Unlimited	16	138	5	28	1	40	7	72	29	278
	Limited	0	0	0	0	0	0	0	0	0	0
Motor	(Chief engineer; Unlimited	8	30	1	7	2	5	3	14	14	56
	Limited	8	33	4	5	1	6	4	10	17	54
	First assistant engineer; Unlimited	1	8	1	2	0	1	2	2	4	13
	Limited	3	1	2	0	1	1	1	4	7	6
	Second assistant engineer; Unlimited	1	8	0	3	0	1	0	2	1	14
	Limited	0	0	0	0	0	0	0	0	0	0
	Third assistant engineer; Unlimited	3	137	1	30	1	42	3	77	8	286
	Limited	0	0	0	0	0	0	0	1	0	1
Uninspected vessels	(Chief engineer	0	0	0	0	0	0	7	1	7	1
	Assistant engineer	1	0	0	0	0	0	2	1	3	1
Total		103	708	24	157	12	187	45	374	184	1,426
Grand total		811		181		199		419		1,610	

RADIO OFFICERS

Total 32

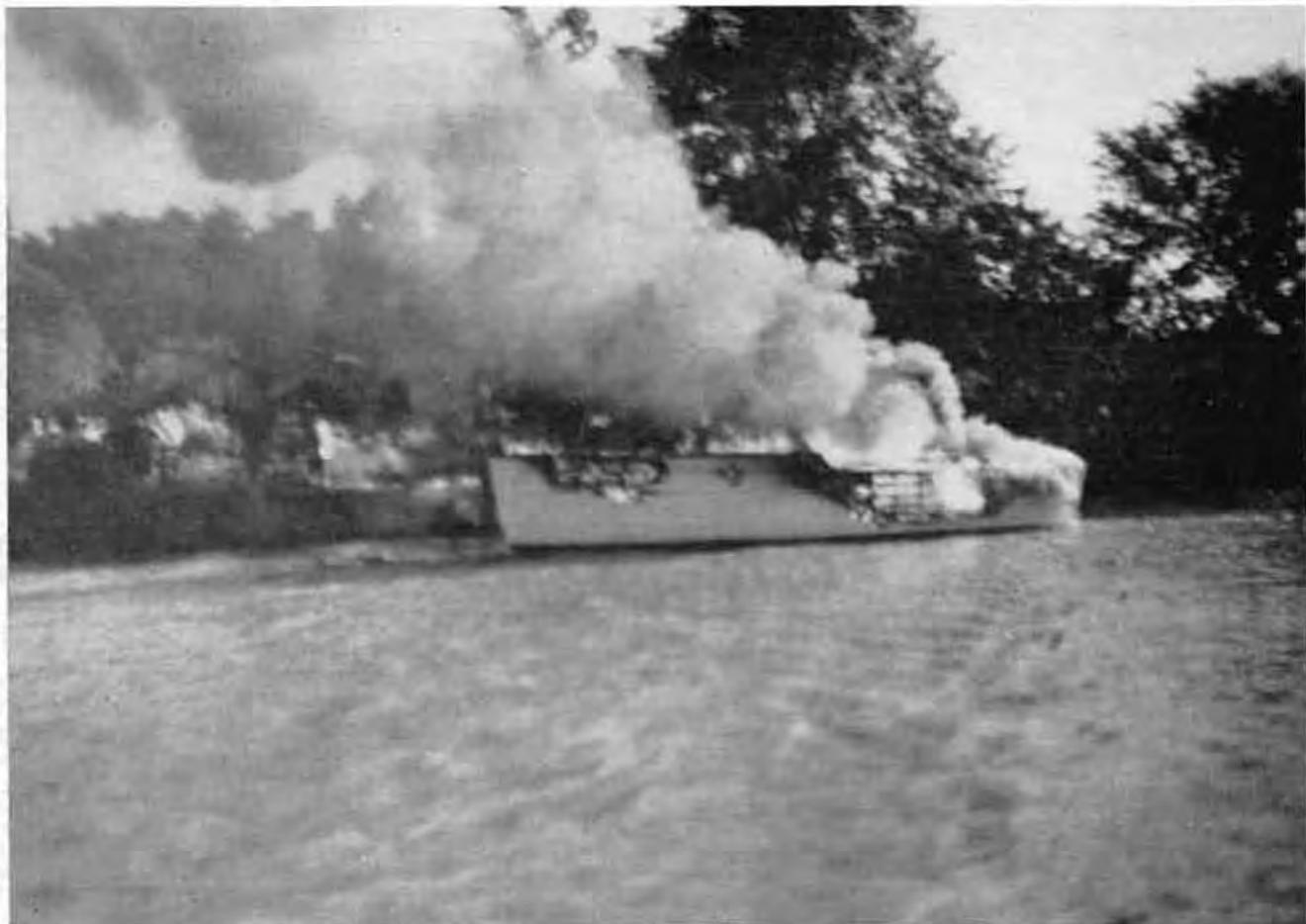
INVESTIGATING UNITS

Coast Guard Merchant Marine Investigating Units and Merchant Marine Details investigated a total of 573 cases during the month of July 1950. From this number, hearings resulted involving 8 officers and 43

unlicensed men. In the case of officers, 1 license was revoked, none were suspended, 3 were suspended with probation granted, 1 was voluntarily surrendered, 1 case was dismissed after hearing and no hearings were closed with an admonition. Of the

unlicensed personnel, 5 certificates were revoked, 11 were suspended, 16 were suspended with probation granted, 12 were voluntarily surrendered, none were closed with an admonition and 6 were dismissed after hearing.

A COSTLY FIRE



The President

Has Proclaimed the Week Beginning

October 8, 1950 as

Fire Prevention Week

CONSTANT VIGILANCE IS THE PRICE OF SAFETY