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**TITLE 14—NAVIGATION AND  
NAVIGABLE WATERS**

**Chapter I—Coast Guard, Department  
of the Treasury**

**SUBCHAPTER D—NAVIGATION REQUIREMENTS  
FOR CERTAIN INLAND WATERS**

[CGFR 66-59]

**PART 84—TOWING OF BARGES**

**Length of Hawsers on Inland Waters**

A notice of proposed rule making was published in the FEDERAL REGISTER of July 22, 1966 (31 F.R. 9996), in which the Commandant, U.S. Coast Guard requested written comments on a proposal amending 33 CFR 84.10(a) regarding hawser lengths for all tows on inland waters. The proposal and comments received were considered by the Merchant Marine Council and one change was made in the proposal. The words "or otherwise" were inserted after the phrase "whether on account of the state of weather or sea" in the proviso. The master of a towing vessel has the primary responsibility for the safety of his vessel and tow, as well as a further responsibility to navigate the tug and tow in such a manner that other vessels and property are not endangered or embarrassed in their operation. The general limitation on the length of hawser between vessels of a tow is necessary, but the master needs additional discretionary authority to determine the proper length of a towing hawser under a particular set of conditions of wind, weather, traffic, etc. The proposal, as revised, is adopted and set forth in this document. The actions of the Merchant Marine Council with respect to comments received are approved.

By virtue of the authority vested in me as Commandant, U.S. Coast Guard, by section 632 of Title 14, U.S. Code, and Treasury Department Order 120, July 31, 1950 (15 F.R. 6521) and the statute cited with the regulations below, the following amendments are prescribed:

1. The authority note for Part 84 is amended to read as follows:

**AUTHORITY:** The provisions of this Part 84 issued under sec. 14, 35 Stat. 428, as amended, 33 U.S.C. 152 Treasury Department Order 120, July 31, 1950, 15 F.R. 6521.

**§ 84.01 [Amended]**

2. Section 84.01 *Application* is amended by canceling paragraph (c).

3. Section 84.10(a) is amended to read as follows:

**§ 84.10** Hawser lengths for all tows on inland waters.

(a) The length of hawsers between vessels shall be limited to no more than 450 feet (75 fathoms). This length shall be the distance measured from the stern of one vessel to the bow of the following vessel. The distance between two vessels should in all cases be as much shorter as the weather or sea will permit: *Provided*, That where, in the opinion of the master of the towing vessel, it is danger-

# FEDERAL REGISTER

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Saturday, October 22, 1966 • Washington, D.C.

ous or inadvisable, whether on account of the state of weather or sea or otherwise, to limit hawser lengths, the 450-foot limitation need not apply.

**Effective date.** A finding is hereby made that delay in the effective date of the amendments in this document is unnecessary as they modify restrictions in the regulations (5 U.S.C. 1003(c)). Accordingly, the amendments in this document shall become effective immediately upon date of publication in the FEDERAL REGISTER.

Dated: October 19, 1966.

[SEAL] W. J. SMITH,  
Admiral, U.S. Coast Guard,  
Commandant.

[F.R. Doc. 66-11539; Filed, Oct. 21, 1966;  
8:48 a.m.]

## Title 46—SHIPPING

**Chapter I—Coast Guard, Department  
of the Treasury**

[CGFR 66-46]

**SUBCHAPTER B—MERCHANT MARINE OFFICERS  
AND SEAMEN**

**PART 12—CERTIFICATION OF  
SEAMEN**

**Subpart 12.15—Qualified Member of  
the Engine Department**

**DECK ENGINE MECHANICS AND  
ENGINE MAN RATINGS**

The ratings of "deck engine mechanic" and "engineman" are established and endorsements with respect thereto may be placed on merchant mariner's documents to authorize the holders to serve in such capacities as qualified members of the engine department. Pursuant to notices of proposed rule making published in the FEDERAL REGISTER of September 9, 1964 (29 F.R. 12732-12734), and February 18, 1965 (30 F.R. 2219, 2220), and the Merchant Marine Council Public Hearing Agenda dated March 22, 1965 (CG-249), the Merchant Marine Council held a public hearing on March 22, 1965, for the purpose of receiving comments, views, and data regarding proposals for

automated or partially automated steam-propelled vessels, designated Item IVg.

The proposals published on September 9, 1964, were designated as 46 CFR, Part 155 and entitled "temporary requirements for automated or partially automated steam-propelled cargo or tank vessels" (29 F.R. 12732-12734) and are withdrawn. The certificates of inspection for those vessels which show the manning to include the ratings of deck engine mechanic and engineman will continue in effect until such certificates expire. However, in the future, the ratings of deck engine mechanic and engineman will not be required by certificates of inspection issued by the Coast Guard. If the owner, operator, agent, or master of an automated or partially automated vessel requests that the manning of the vessel include a deck engine mechanic or engineman, the certificate of inspection will carry the requirement as "oilers" and a notation in the body of the certificate that "junior engineers, deck engine mechanics, or enginemen may be substituted for one or more oilers."

The proposals considered at the public hearing held March 22, 1965, were commented on extensively and the Merchant Marine Council recommended that the problem be reconsidered. The Coast Guard conducted in-person observation of automated vessels over an extended period of time and has consulted with the affected labor unions, management, and operators of automated vessels. The proposals, as revised, are approved and set forth in this document. The actions of the Merchant Marine Council with respect to comments received regarding these proposals are approved. As reflected by the regulations in this document, these actions are:

a. The ratings of "deck engine mechanic" and "engineman" are established. For seamen who meet the qualifications for such ratings their merchant mariner's documents may be appropriately endorsed except when holding the rating "QMED—any rating," or "any unlicensed rating in the engine department," which include these new ratings. No merchant mariner's document will be issued with the rating of "deck engine

## RULES AND REGULATIONS

mechanic" or "engineman" alone, but such a document will also show the other ratings held. Such seaman may sign on a vessel in any category which is authorized by his document.

b. The ratings of "deck engine mechanic" and "engineman" as such will not be required by any certificate of inspection issued by the Coast Guard after November 30, 1966. The minimum manning requirements will be prescribed by the Officer in Charge, Marine Inspection, in accordance with 46 CFR 157.15-1 in Subchapter P (Manning) of this chapter. The minimum requirements for the engine room will include the number of oilers needed and a notation that junior engineers, deck engine mechanics or enginemen may be substituted for one or more oilers.

c. Seamen who hold temporary letters issued by Officers in Charge, Marine Inspection, certifying to their qualifications as "deck engine mechanic" or "engineman" may continue to "sign on" under such letters until December 1, 1966.

d. The regulations for the new ratings of "deck engine mechanic" and "engineman" are added to the requirements in 46 CFR Subpart 12.15 governing qualified members of the engine department.

By virtue of the authority vested in me as Commandant, U.S. Coast Guard, by section 632 of Title 14, U.S. Code and Treasury Department Order 120 dated July 31, 1950 (15 F.R. 6521) and others specifically listed with the various amendments to regulations below, the following amendments are prescribed and shall be effective December 1, 1966: *Provided*, That the requirements in this document may be complied with during the period prior to the effective date specified in lieu of existing requirements.

1. Section 12.15-7 is amended to read as follows:

### § 12.15-7 Service or training requirements.

(a) An applicant for a certificate of service as qualified member of the engine department other than as deck engine mechanic or engineman shall furnish the Coast Guard proof that he possesses one of the following requirements of training or service:

(1) Six months' service at sea in a rating at least equal to that of coal passer or wiper in the engine department of vessels required to have such certificated men, or in the engine department of tugs or towboats operating on the high seas or Great Lakes, or on the bays or sounds directly connected with the seas; or,

(2) Graduation from a schoolship approved by and conducted under rules prescribed by the Commandant; or,

(3) Satisfactory completion of a course of training approved by the Commandant, and served aboard a training vessel; or,

(4) Graduation from the U.S. Naval Academy or the U.S. Coast Guard Academy.

(b) For the requirements for deck engine mechanic see § 12.15-13 and for engineman see § 12.15-15.

2. Section 12.15-9 is amended by revising paragraph (c) and by adding a new paragraph (d), which read as follows:

### § 12.15-9 Examination requirements.

(c) Applicants for certification as qualified member of the engine department in the ratings of boilermaker and pumpman shall, by written or oral examination, demonstrate sufficient knowledge of the subjects peculiar to those ratings to satisfy the Officer in Charge, Marine Inspection, that they are qualified to perform the duties of the rating.

(d) Applicants for certification as qualified members of the engine department in the rating of deck engine mechanic or engineman, who have proved eligibility for such endorsement under either § 12.15-13 or § 12.15-15, will not be required to take a written or oral examination for such ratings.

3. Section 12.15-11 is amended by adding at the end thereof the ratings designated (k) and (l) which read as follows:

### § 12.15-11 General provisions respecting merchant mariner's documents endorsed as qualified member of the engine department.

(k) Deck engine mechanic.

(l) Engineman.

4. Subpart 12.15 is amended by adding after § 12.15-11 the following new sections which read as follows:

### § 12.15-13 Deck engine mechanic.

(a) An applicant for a certificate as "deck engine mechanic" shall be a person holding a merchant mariner's document endorsed as "junior engineer". The applicant shall be eligible for such certification upon furnishing one of the following:

(1) Presentation of a temporary letter that was issued to the holder to serve as "deck engine mechanic" by an Officer in Charge, Marine Inspection, dated prior to December 1, 1966; or,

(2) Satisfactory documentary evidence of sea service of 6 months in the rating of "junior engineer" on steam vessels of 4,000 horsepower or over; or,

(3) Documentary evidence from an operator of an automated vessel that he has completed satisfactorily at least 4 weeks indoctrination and training in the engine department of an automated steam vessel of 4,000 horsepower or over; or,

(4) Satisfactory completion of a course of training for "deck engine mechanic" acceptable to the Commandant.

(b) The Officer in Charge, Marine Inspection, who is satisfied that an applicant for the rating of "deck engine mechanic" meets the requirements specified in this section, will endorse this rating on the current merchant mariner's document held by the applicant.

(c) Any holder of a merchant mariner's document endorsed for "any unlicensed rating in the engine department" or "QMED—any rating" is qualified as a "deck engine mechanic" and that endorsement will not be en-

tered on his document.

### § 12.15-15 Engineman.

(a) An applicant for a certificate as "engineman" shall be a person holding a merchant mariner's document endorsed as "fireman/watertender" and "oiler", or "junior engineer". The applicant shall be eligible for such certification upon furnishing one of the following:

(1) Presentation of a temporary letter that was issued to the holder to serve as "engineman" by an Officer in Charge, Marine Inspection, dated prior to December 1, 1966; or,

(2) Satisfactory documentary evidence of sea service of 6 months in any one or combination of "junior engineer", "fireman/watertender" or "oiler" on steam vessels of 4,000 horsepower or over; or,

(3) Documentary evidence from an operator of a "partially automated" steam vessel that he has completed satisfactorily at least 2 weeks indoctrination and training in the engine department of a "partially automated" steam vessel of 4,000 horsepower or over; or,

(4) Satisfactory completion of a course of training for "engineman" acceptable to the Commandant.

(b) The Officer in Charge, Marine Inspection, who is satisfied that an applicant for the rating of "engineman" meets the requirements specified in this section, will endorse this rating on the current merchant mariner's document held by the applicant.

(c) Any holder of a merchant mariner's document endorsed for "any unlicensed rating in the engine department", "QMED—any rating" or "deck engine mechanic" is qualified as an "engineman" and that endorsement will not be entered on his document.

(R.S. 4405, as amended, 4462, as amended; 46 U.S.C. 375, 419. Interpret or apply R.S. 4417a, as amended, sec. 13, 38 Stat. 1169, as amended, sec. 1, 2, 7, 49 Stat. 1544, 1545, as amended, 1936, as amended, sec. 3, 54 Stat. 347, as amended, sec. 3, 68 Stat. 675; 46 U.S.C. 391a, 672, 367, 689, 1333, 50 U.S.C. 198. Treasury Department Orders 120, July 31, 1950, 15 F.R. 6521; 167-9, Aug. 3, 1954, 19 F.R. 5195; 167-14, Nov. 26, 1954, 19 F.R. 8026)

Dated: October 19, 1966.

[SEAL]

W. J. SMITH,  
Admiral, U.S. Coast Guard  
Commandant.

[F.R. Doc. 66-11540, Filed, Oct. 21, 1966;  
8:47 a.m.]

Dist: (SDL No. 83)

A: None

B: n(35); c(16); q(6);  
g(5); e(3); d(2); bp(1)

C: m(4); o(1)

D: ir(2); k(1)

E: m(2); o(1)

F: None

List 112

**Title 33—NAVIGATION AND NAVIGABLE WATERS**

**Chapter I—Coast Guard, Department of the Treasury**

**SUBCHAPTER D—NAVIGATION REQUIREMENTS FOR CERTAIN INLAND WATERS**

[CFR 68-1]

**PART 82—BOUNDARY LINES OF INLAND WATERS**

**Gulf Coast**

The descriptions of the boundary lines in 33 CFR 82.103 (from Mississippi Passes, La., to Sabine Pass, Tex.), 82.106 (from Sabine Pass, Tex., to Galveston, Tex.), and 82.111 (from Galveston, Tex., to Brazos River, Tex.) are amended so that reference points used therein will be identified by aids to navigation as listed in the Coast Guard's Light Lists. The names of the Pass a Loutre Abandoned Lighthouse and Ship Shoal Light structures have been officially changed to Pass a Loutre Daybeacon and Ship Shoal Daybeacon. The Ship Shoal Light has been discontinued. The name of the buoy has been officially changed from Galveston Bar Lighted Whistle Buoy 1 to Galveston Bay Entrance Channel Lighted Whistle Buoy 1. Additionally, the amendment to § 82.111, which uses the

Galveston Bay Entrance Channel Lighted Whistle Buoy 1, will allow the line to continue to pass through the outermost buoy of a buoyed channel, although the location of the aid was changed and it moved the line approximately 1.5 miles to seaward. As these amendments are editorial in effect to bring the regulations up to date with identifications of aids to navigation as listed in the Light Lists, it is hereby found that compliance with the Administrative Procedure Act (respecting notice of proposed rule making, public rule making procedure thereon and effective date requirements) is unnecessary under provisions in section 4 of this Act (5 U.S.C. 1003).

By virtue of the authority vested in me as Commandant, U.S. Coast Guard, by section 633, Title 14, U.S. Code, and Treasury Department Orders 120, dated July 31, 1950 (15 F.R. 6521), and 167-17, dated June 29, 1955 (20 F.R. 4976), the following amendments are prescribed and shall become effective upon the date of publication in the FEDERAL REGISTER:

1. Section 82.103 is amended to read as follows:  
§ 82.103 Mississippi Passes, La., to Sabine Pass, Tex.

A line drawn from a point 5.1 miles, 107° True, from Pass a Loutre Daybeacon to South Pass Lighted Whistle Buoy 2; thence to Southwest Pass Entrance Mid-

channel Lighted Whistle Buoy 1; thence to Ship Shoal Daybeacon; thence to Calcasieu Channel Lighted Whistle Buoy 1; thence to Sabine Pass Lighted Whistle Buoy 1.

2. Section 82.106 is amended to read as follows:

§ 82.106 Sabine Pass, Tex., to Galveston, Tex.

A line drawn from Sabine Pass Lighted Whistle Buoy 1 to Galveston Bay Entrance Channel Lighted Whistle Buoy 1.

3. Section 82.111 is amended to read as follows:

§ 82.111 Galveston, Tex., to Brazos River, Tex.

A line drawn from Galveston Bay Entrance Channel Lighted Whistle Buoy 1 to Freeport Entrance Lighted Bell Buoy 1.

(Sec. 2, 28 Stat. 672, as amended; 33 U.S.C. 151. Treasury Department Order 120, July 31, 1950, 15 F.R. 6521)

Dated: January 28, 1966.

[SEAL] W. D. SHIELDS,  
Vice Admiral, U.S. Coast Guard,  
Acting Commandant.

[F.R. Doc. 66-1288; Filed, Feb. 4, 1966; 8:46 a.m.]

Dial: (202) 475-4000  
A: None  
B: (202) 475-4000; (40); (45); (50); (55); (60); (65); (70)  
C: (202) 475-4000  
D: (202) 475-4000  
E: (202) 475-4000  
F: (202) 475-4000  
G: (202) 475-4000  
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R: (202) 475-4000  
S: (202) 475-4000  
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V: (202) 475-4000  
W: (202) 475-4000  
X: (202) 475-4000  
Y: (202) 475-4000  
Z: (202) 475-4000

## Title 33—NAVIGATION AND NAVIGABLE WATERS

### Chapter I—Coast Guard, Department of the Treasury

#### SUBCHAPTER A—GENERAL

[CFR 65-63]

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

#### Subpart 3.15—Third Coast Guard District

##### NEW YORK AND NEW LONDON MARINE INSPECTION OFFICES

The New London Marine Inspection Office, New London, Conn., was disestablished as a manned district unit and reestablished as a subunit of the New York Marine Inspection Office, New York, N.Y. All the Marine Inspection activities previously assigned to the Officer in Charge, Marine Inspection, at New London will be under the cognizance of the Officer in Charge, Marine Inspection, New York, N.Y. The Officer in Charge, Marine Inspection, New York, will perform the assigned functions and will utilize a subunit known as "Marine Inspection Office, U.S. Coast Guard" located at New London, Conn. The correspondence and reports formerly submitted to the Officer in Charge, Marine Inspection, New London, Conn., should be forwarded to the Officer in Charge, Marine Inspection, U.S. Coast Guard, 720 Customhouse, New York, N.Y., 10004.

The amendment to 33 CFR 3.15-10 adds to the area of the New York Marine Inspection Zone the area formerly assigned to the Officer in Charge, Marine Inspection, in the New London Marine Inspection Zone. The cancellation of 33 CFR 3.15-20 regarding the New London Marine Inspection Zone was made to reflect the transfer of functions to the Officer in Charge, Marine Inspection in New York, N.Y. The purpose of these changes is to bring these descriptions up to date.

By virtue of the authority vested in me as Commandant, U.S. Coast Guard, by section 632 in Title 14, U.S. Code and Treasury Department Orders 120 dated July 31, 1950 (15 F.R. 6521), and 167-17 dated June 29, 1955 (20 F.R. 4976), as well as the statutes cited with the regulation below, the following amendment and cancellation are prescribed and shall be in effect on and after the date of publication in the FEDERAL REGISTER.

1. Section 3.15-10 is amended to read as follows:

#### § 3.15-10 New York Marine Inspection Zone.

(a) The New York Marine Inspection Office is in New York, N.Y., with a sub-office in New London, Conn.

(b) The New York Marine Inspection Zone boundary starts at the southern bank of the Manasquan River, N.J.; thence along the southern boundary of

Monmouth and Mercer Counties to the Delaware River; thence north along the east bank of the Delaware River to Tusten, N.Y.; thence due east to the New York-Connecticut State line; thence north, east, including the waters of the Congamond Lakes, and south, excluding the waters of Beach Pond, along the Connecticut State line to Westerly, R.I.; thence in a southerly direction along the east shore of the Pawcatuck River to Watch Hill Light; thence due south to the Montauk Point Light. All of the islands along the Connecticut, New York, and New Jersey shoreline between the southern bank of the Manasquan River, N.J.; and the Connecticut-Rhode Island State line, including Long Island and other islands to and including Fishers Island, are under the jurisdiction of the New York Marine Inspection Office.

#### § 3.15-20 [Canceled]

2. Section 3.15-20 *New London Marine Inspection Zone* is canceled. (Jurisdiction over this area was transferred to the Officer in Charge, Marine Inspection, at New York, N.Y., and the revised description is in § 3.15-10.)

(Sec. 3, 60 Stat. 238; and Sec. 633, 63 Stat. 545; 5 U.S.C. 1002, 14 U.S.C. 633. Treasury Dept. Orders 120, July 31, 1950, 15 F.R. 6521; 167-17, June 29, 1955, 20 F.R. 4976)

Dated: December 16, 1965.

[SEAL] E. J. ROLAND,  
Admiral, U.S. Coast Guard,  
Commandant.

[F.R. Doc. 65-13662; Filed, Dec. 21, 1965;  
8:48 a.m.]

26169

VOLUME 30, Washington, Wednesday, December 8, 1965 NUMBER 236.

## Title 33—NAVIGATION AND NAVIGABLE WATERS

### Chapter I—Coast Guard, Department of the Treasury

#### SUBCHAPTER D—NAVIGATION REQUIREMENTS FOR CERTAIN INLAND WATERS

[CFR 85-54]

#### PART 82—BOUNDARY LINES OF INLAND WATERS

#### PART 85—INTERPRETIVE RULINGS— INTERNATIONAL RULES

##### Miscellaneous Amendments

The description of the boundary line between inland waters and the high seas at Christiansted Harbor, Island of St. Croix, Virgin Islands, in 33 CFR 82.240 is amended because the reference points used have been changed. The name of the "Scotch Bank Lighted Buoy 1" has been officially changed to "Christiansted Harbor Channel Lighted Buoy 1" and the "Long Reef Range Rear Daybeacon" has been removed. The amendments to 33 CFR 85.01-1 and 85.05-1 bring references to laws up to date. The amend-

ment to 33 CFR 85.01-5 corrects the date of a Treasury Department Order. As these changes are editorial to bring the regulations up to date, as published in the FEDERAL REGISTER, it is hereby found that compliance with the Administrative Procedure Act (respecting notice of proposed rule making, public rule making procedure thereon and effective date requirements) are unnecessary under provisions in section 4 of this Act (5 U.S.C. 1003).

By virtue of the authority vested in me as Commandant, U.S. Coast Guard by section 633, Title 14, U.S. Code, and Treasury Department Orders 120, dated July 31, 1950 (15 F.R. 6521) and 167-17 dated June 29, 1955 (20 F.R. 4976), the following amendments are prescribed and shall become effective upon the date of publication in the FEDERAL REGISTER:

1. Section 82.240 is amended to read as follows:

§ 82.240 Christiansted Harbor, Island of St. Croix, Virgin Islands.

A line drawn from Shoey Point to Christiansted Harbor Channel Lighted Buoy 1; thence to stack at Little Princess northwestward of leper settlement.

(Sec. 2, 28 Stat. 672, as amended; 88 U.S.C. 151. Treasury Dept. Order 120, July 31, 1950, 15 F.R. 6521)

#### § 85.01-1 [Amended]

2. Section 85.01-1 *Scope* is amended by changing at the end thereof the reference from "Act of October 11, 1951 (65 Stat. 406-420; 33 U.S.C. 143-147d)" to "Act of September 24, 1963 (77 Stat. 195-210; 33 U.S.C. 1061-1094)."

#### § 85.01-5 [Amended]

3. Section 85.01-5 *Assignment of functions* is amended by changing the date of Treasury Department Order 167-17 from "June 25, 1955" to "June 29, 1955."

#### § 85.05-1 [Amended]

4. Section 85.05-1 *Stern light for motorboats operating on the high seas carried on centerline* is amended by changing the reference for Rule 10 of the "International Rules" from "(33 U.S.C. 145h)" to "(33 U.S.C. 1070)."

(Sec. 3, 60 Stat. 239 and sec. 633, 69 Stat. 545; 5 U.S.C. 1002, 14 U.S.C. 633. Treasury Dept. Orders 120, July 31, 1950, 15 F.R. 6521 and 167-17, June 29, 1955, 20 F.R. 4976)

Dated: December 1, 1965.

[SEAL]

E. J. ROLAND,  
Admiral,

U.S. Coast Guard, Commandant.

[P.R. Doc. 66-18109; Filed, Dec. 7, 1965; 8:46 a.m.]

Dist: (SDL No. 81)

A: None

B: n(35); c(16); q(6); g(5); e(3); d(2); bp(1)

C: m(4); o(1)

D: ir(2); k(1)

E: m(2)

F: None

List 112

32703 TREAS. COHQ. WASH., D.C.

**Title 46—SHIPPING**

**Chapter I—Coast Guard, Department of the Treasury**  
[CGFR 65-10]

**MISCELLANEOUS AMENDMENTS REGARDING VESSEL INSPECTION**

Pursuant to the notice of proposed rule making published in the **FEDERAL REGISTER** of January 27, and February 13, 1965 (30 F.R. 832-842, 2030, 2031), and the Merchant Marine Council Public Hearing Agenda dated March 22, 1965 (CG-349), the Merchant Marine Council held a public hearing on March 22, 1965, for the purpose of receiving comments, views, and data with respect to the proposals described. These proposals were identified as Items I to XI, inclusive. Item II contained proposals regarding physical examinations for applicants for original licenses as merchant marine officers and motorboat operators. Item XI contained proposals regarding packaged, automatically controlled, auxiliary boilers. The Merchant Marine Council considered the proposals and comments submitted and recommended adoption of the proposals which were revised in line with certain comments received. The proposals in Item II and XI, as revised, are adopted and set forth in this document, which is fifth of a series covering regulations and other actions considered in this public hearing.

Other miscellaneous amendments are included in this document beside those based on the proposals in the Merchant Marine Council Public Hearing Agenda (CG-349). The requirements regarding the posting of various forms containing laws or regulations were reviewed and it was determined that posting of Form CG-802, Persons Allowed in Pilothouse and on Navigation Bridge, and Form CG-810, Duties of Mates of Inland Steam Vessels, was no longer justified. Therefore, the posting requirements are canceled for these forms and §§ 2.20-1, 78.10-5, 97.10-10, and 157.35-5 are amended or canceled as necessary.

The existing regulations in Specification Subpart 163.001 contain the requirements governing sliding watertight doors and door controls regardless of the type of vessel on which installed and provides for the design, installation and test for such equipment. The new regulation designated 46 CFR 92.01-13 adds an appropriate cross reference to the regulations covering construction and arrangement of cargo and miscellaneous vessels. The amendment to 46 CFR 167.65-50 revises the requirements regarding Form CG-811 which contains instructions for the use of breeches buoys and lifesaving signals as provided in the 1960 International Convention for Safety of Life at Sea.

Various regulations in 46 CFR Chapter I contain references to laws, regulations, specifications, addresses, etc., which have been amended, changed or renumbered.

Therefore, editorial amendments are included in this document to bring them up to date. The amendment to 46 CFR 73.10-5, regarding subdivision for passenger vessels, is to bring the regulations into agreement with the 1960 Safety of Life at Sea Convention, for an item which had been inadvertently omitted.

By virtue of the authority vested in me as Commandant, U.S. Coast Guard, by section 632, of Title 14, U.S. Code, and Treasury Department Order 120 dated July 31, 1950 (15 F.R. 6521), and others specifically listed with the various regulations below. The following actions are ordered:

1. The vessel inspection regulations shall be amended in accordance with the changes in this document.

2. The amendments to the regulations shall be effective 90 days after the date of publication of this document in the **FEDERAL REGISTER**.

3. The regulations in this document may be complied with during the period prior to the effective date specified in lieu of existing requirements.

**SUBCHAPTER A—PROCEDURES APPLICABLE TO THE PUBLIC**

**PART 2—VESSEL INSPECTIONS**

**Subpart 2.20—Reports and Forms**

Section 2.20-1 is amended to read as follows:

**§ 2.20-1 Forms.**

(a) *Posting.* Statutes and regulations require that certain forms be posted on vessels referred to in the statutes and regulations. The titles of the forms indicate the contents of the forms. They may be obtained from any Officer in Charge, Marine Inspection. The Coast Guard forms and the statutes or regulations which require that they be posted are listed in this section.

(b) CG-809. This form "Station Bills, Drills, and Reports of Masters" is required by §§ 35.10-5, 78.17-50(f), and 97.15-35(d) of this chapter.

(c) CG-811. This placard "Lifesaving Signals and Breeches Buoy Instructions" is required by §§ 35.12-5, 78.53-5, 97.43-5, and 167.65-50 of this chapter.

(d) CG-3256. This form "Atomic Attack Instructions for Merchant Vessels in Port" is required by 33 CFR 122.10.

(e) CG-807. This form "Pilot Rules for the Great Lakes and Their Connecting and Tributary Waters" is required by 33 U.S.C. 243 and 33 CFR 90.15.

(U.S. 4405, as amended, 4462, as amended; 46 U.S.C. 375, 416. Interpret or apply U.S.C. 80 Stat. 238, 5 U.S.C. 1002. Treasury Department Order 120, July 31, 1950, 15 F.R. 6521)

**SUBCHAPTER B—MERCHANT MARINE OFFICERS AND SEAMEN**

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

**Subpart 10.02—General Requirements for All Deck and Engineer Officers' Licenses**

**§ 10.02-1 [Amended]**

1. Section 10.02-1 *Issuance of licenses* is amended by changing in second sentence of paragraph (a) the reference from "8 U.S.C. 801" to "8 U.S.C. 1461" and by changing in first sentence of paragraph (d) the reference from "30 U.S.C. 732" to "10 U.S.C. 836 or 14 U.S.C. 636."

1a. Section 10.02-5(e) (7) is amended to read as follows:

**§ 10.02-5 Requirements for original licenses.**

(a) . . . . .

(7) Where an applicant is not possessed of the vision, hearing, or general physical condition necessary, the Officer in Charge, Marine Inspection, after consultation with the Public Health Service physician or other examining physician, may make recommendation to the Commandant for an exception to these requirements, if in his opinion, extenuating circumstances warrant special consideration. Any requests for a decision by the Commandant must be accompanied by all pertinent correspondence, records, and reports. In this connection recommendations from agencies of the Federal Government operating Government vessels, as well as owners and operators of private vessels, made in behalf of their employees, will be given full consideration in arriving at a decision.

(R.S. 4405, as amended, 4462, as amended; 46 U.S.C. 375, 416. Interpret or apply U.S.C. 4417a, as amended, 4426, as amended, 4437, as amended, 4438, as amended, 4439, as amended, 4439, as amended, 4440, as amended, 4441, as amended, 4442, as amended, 4443, as amended, 4445, as amended, sec. 1, 84 Stat. 1431, as amended, sec. 1, 2, 49 Stat. 1544, 1545, as amended, sec. 3, 70 Stat. 162, and sec. 3, 68 Stat. 678; 46 U.S.C. 891a, 404, 405, 236, 236a, 228, 228, 229, 214, 230, 331, 225, 234, 267, 890b, 50 U.S.C. 196. Treasury Department Orders 167-14, November 26, 1954, 19 F.R. 8026; 167-20, June 18, 1956, 21 F.R. 4894)

**Subpart 10.20—Motorboat Operators Licenses**

2. Section 10.20-7(a) (4) is amended to read as follows:

**§ 10.20-7 Physical examination requirements.**

(a) . . . . .

(4) Where an applicant is not possessed of the vision, hearing, or general physical condition necessary, the Officer in Charge, Marine Inspection, after consultation with the Public Health Service physician or other examining physician, may make recommendation to the Commandant for an exception to these requirements, if in his opinion, extenuating circumstances warrant special consideration. Any requests for a decision

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by the Commandant must be accompanied by all pertinent correspondence, records, and reports. In this connection recommendations from agencies of the Federal Government operating Government vessels, as well as owners and operators of private vessels, made in behalf of their employees, will be given full consideration in arriving at a decision.

(R.S. 4405, as amended, 4462, as amended; 46 U.S.C. 378, 416. Interpret or apply secs. 7, 17, 54 Stat. 165, as amended, 166, as amended; 46 U.S.C. 526f, 526g. Treasury Department Orders 120, July 31, 1950, 15 F.R. 6521; 167-20, June 18, 1956, 21 F.R. 4894)