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5. Section 571.75 *Eligible countries* is amended to read as follows:

§ 571.75 *Eligible countries.* An eligible country shall be any one of the following countries, including all territories for the foreign relations of which the Government of that country is responsible, unless announcement has been made by the Vice President, excepting certain territories:

- |                     |                 |
|---------------------|-----------------|
| Austria.            | Israel.         |
| Belgium.            | Italy.          |
| Bolivia.            | Lebanon.        |
| Brazil.             | Liberia.        |
| Ceylon.             | Mexico.         |
| Costa Rica.         | Netherlands.    |
| Cuba.               | New Zealand.    |
| Denmark.            | Nicaragua.      |
| Dominican Republic. | Norway.         |
| Ecuador.            | Panama.         |
| Egypt.              | Peru.           |
| El Salvador.        | Philippines.    |
| Germany.            | Portugal.       |
| Greece.             | Saudi Arabia.   |
| Guatemala.          | Spain.          |
| Haiti.              | Sweden.         |
| Honduras.           | Switzerland.    |
| Iceland.            | Union of South  |
| India.              | Africa.         |
| Indonesia.          | United Kingdom. |
| Ireland.            | Venezuela.      |

The foregoing list may be amended from time to time. Nothing in this subpart

shall be deemed to authorize the exportation of wheat or flour in violation of any statute, order or regulation now in existence or hereafter established.

6. Section 571.77 *Declaration of sale and evidence of sale* is amended to read as follows:

§ 571.77 *Declaration of sale and evidence of sale—(a) Time of submission and required copies.* (1) The exporter should prepare a Declaration of Sale (Wheat Agreement Form No. 1) and mail it to the Vice-President normally within 24 hours after receipt of the Vice-President's confirmation of sale.

(2) The Declaration of Sale must be submitted in triplicate, the original and two copies of which shall be signed in an original signature by the exporter or his authorized representative and forwarded to the Vice-President. One copy of the Declaration of Sale will be acknowledged and returned to the exporter.

(3) All sales made to any one eligible country during any 24-hour period ending at 3:30 p. m., e. s. t., may be reported on one Declaration of Sale. It shall be normal practice when such multiple sales are submitted on one telegraphic Notice of Sale to assign one PMA Sales Number to apply to all sales to a particular country shown on that telegram. One Declaration of Sale should be submitted, in such instances, by the exporter, though this is not mandatory. If more than one Declaration of Sale is submitted, the letters A, B, C, etc., shall be added to the PMA Sales Number. Sales made to any one eligible country during any 24-hour period which are reported on separate telegrams will be assigned individual PMA Sales Numbers. It is requested that such sales be reported on separate Declarations of Sale.

(b) *Information required.* All information requested on the face of Wheat Agreement Form No. 1, Declaration of Sale, shall be entered. The information required is as follows:

- (1) Date and time of sale.
- (2) Name of purchaser.
- (3) Quantity sold.
  - (i) Wheat in bushels.
  - (ii) Wheat flour in net hundredweight and in the equivalent bushels of wheat. (If the wheat or flour sales contract provides for a loading tolerance, the amount of such tolerance given in percentage figure shall be entered directly following the quantity sold.)
- (4) Country of destination. (Purchasing country.)
- (5) Delivery period specified in contract.

(6) Class and grade of wheat or type and extraction of flour. In the case of flour, the class of wheat from which the flour was milled must be shown where possible. For example "Hard Spring."

(7) Price and basis upon which price is determined. (Price for wheat must be given basis f. o. b. ocean vessel on exports from Gulf and East Coast ports and in store or f. o. b. vessel basis on exports from West Coast ports; Price for wheat flour may be given as stated in sales contract.) If because of marketing costs, carrying charges, and premiums, as provided for in § 571.64, the sales price of wheat exceeds the maximum price,

the Declaration should show the total price and the amount thereof included as charges for marketing costs, carrying charges and premiums, each shown separately.

(8) Export rate in effect as determined by § 571.61.

(9) Coastal area from which exportation will be made should be entered directly following export rate.

(10) The PMA Sales Number as assigned in the Vice-President's confirmation of sale.

(c) *Name in which filed.* The Declaration of Sale must be filed in the name of the exporter who has sold the wheat or wheat flour to a foreign buyer. Persons or firms selling wheat or wheat flour to others who resell such wheat or wheat flour to foreign buyers are not exporters. If a sale is made in a trade name, the Declaration of Sale may be filed under such name provided the name of the actual exporter and the relationship between the two is clearly established by an appropriate signature on the Declaration and all other documents to it, such as:

American Milling Company  
(Trade name)  
U. S. Milling Company  
s/s JOHN SMITH, Secretary.

(d) *Proof of sale.* Supporting evidence as proof of sale, in one copy only, must be filed with each Declaration of Sale. Such evidence may be in the form of certified true copies of offer and acceptance or other documentary evidence of sale including contracts exchanged between exporter and buyer. In the case of flour the exporter must also furnish a signed statement or other acceptable evidence, such as an exchange of cables, to the effect that buyer and seller agree that the price of the flour is consistent with Wheat Agreement prices.

7. Section 571.87 (a) *Bills of lading or shipper's export declaration* is amended to read as follows:

(a) *Bills of lading or shipper's export declaration.* Each voucher must be supported by one copy of the applicable on-board ocean carrier bill of lading signed by an agent of the ocean carrier (except that where loss, destruction or damage occurs subsequent to loading on board ocean carrier but prior to issuance of on-board bill of lading, one copy of a Loading Tally Sheet or similar document may be submitted in lieu of such bill of lading); or if exported wholly by rail or truck, one authenticated copy of the "Shipper's Export Declaration" which identifies the shipment(s) and shows date of clearance into the foreign country. Where shipment is exported from a Canadian port, the voucher must also be supported by one copy each of the following documents:

- (1) For wheat:
  - (i) A signed or certified true copy of the bill of lading or other document covering the movement of the wheat from the United States to Canada and
  - (ii) A signed or certified true copy of document evidencing the holding of the wheat in customs bond in Canada.
- (2) For flour:
  - (i) A signed or certified true copy of the bill of lading or other document

covering the movement of the flour from the United States to Canada and

(ii) A statement by the exporter, certified as being a true and correct statement, that the flour for which export payment is claimed is the same flour covered by the bill of lading or other document as required by subdivision (i) of this subparagraph.

If the final destination of the shipment is to an eligible country not shown on the ocean bill of lading, the exporter also shall furnish an authenticated copy of "Shipper's Export Declaration" showing country of final destination.

(Sec. 3, 63 Stat. 946; 7 U. S. C. Sup., 1642)

Dated this 9th day of February 1951.

[SEAL] ELMER F. KRUSE,  
Vice President,  
Commodity Credit Corporation.

Approved:

RALPH S. TRIGG,  
President,  
Commodity Credit Corporation.

[F. R. Doc. 51-2212; Filed, Feb. 13, 1951;  
8:55 a. m.]

#### PART 664—TOBACCO

##### SUBPART—1950 TOBACCO LOAN PROGRAM

Set forth below is the schedule of advance rates, by grades, for the 1950 crop of type 53 tobacco under the tobacco loan program formulated by Commodity Credit Corporation and Production and Marketing Administration, published July 8, 1950 (15 F. R. 4333).

§ 664.227 1950 Crop—New York and Pennsylvania Havana Seed Tobacco, Type 53, Advance Schedule.<sup>1</sup>

[Dollars per 100 pounds, farm sales weight]

Grade	Advance rate
<b>Binders:</b>	
B1M.....	54
B2M.....	49
B3M.....	45
B4M.....	41
B5M.....	38
B6M.....	35
B7M.....	33
<b>Binder pickers:</b>	
R1.....	30
R2.....	28
R3.....	25
<b>Strippers:</b>	
C1.....	25
C2.....	23
C3.....	20
<b>Crop-run:</b>	
X1.....	24
X2.....	22
X3.....	19
X4.....	15
X5.....	13
<b>Farm fillers:</b>	
Y1.....	20
Y2.....	18
Y3.....	15

<sup>1</sup>The cooperative association through which the loans are made is authorized to deduct from the amount paid to growers 50 cents per hundred pounds to apply against receiving and overhead costs of the loan operations. No advance is authorized for tobacco graded G (green), W (doubtful keeping order), U (unsound), or N (nondescript).

(Sec. 4, 62 Stat. 1070, as amended; 15 U. S. C. Sup., 714b. Interprets or applies sec. 101, 63 Stat. 1051; 7 U. S. C. Sup., 1441)

Issued this 8th day of February 1951.

[SEAL] ELMER F. KRUSE  
Vice President,  
Commodity Credit Corporation.

Approved:

RALPH S. TRIGG,  
President,  
Commodity Credit Corporation.

[F. R. Doc. 51-2175; Filed, Feb. 13, 1951;  
8:48 a. m.]

## TITLE 16—COMMERCIAL PRACTICES

### Chapter I—Federal Trade Commission

[Docket 5658]

#### PART 3—DIGEST OF CEASE AND DESIST ORDERS

##### PAN AMERICAN FOOD CO., INC., ET AL.

Subpart—*Discriminating in price under Section 2, Clayton Act as amended—Payment or acceptance of commission brokerage or other compensation under 2 (c): § 3.820 Direct buyers.* In the purchase or sale of food products or other merchandise in commerce, (1) receiving or accepting from any seller, directly or indirectly, anything of value as a commission, brokerage, or other compensation, or any allowance or discount in lieu thereof, on or in connection with purchases made for respondents' own accounts or while acting for or in behalf of a purchaser as an intermediate agent or subject to the direct or indirect control of such purchaser; or, (2) paying or granting anything of value as a commission, brokerage, or other compensation, or any allowance or discount in lieu thereof, to any buyer upon purchases made for his own account or to any agent, representative, or other intermediary acting in fact for or in behalf or subject to the direct or indirect control of the purchaser to whom sale is made; prohibited.

(Sec. 6, 38 Stat. 722; 15 U. S. C. 46. Interprets or applies sec. 2, 49 Stat. 1527; 15 U. S. C. 13). [Cease and desist order, Pan American Food Company, Inc., et al., Docket 5658, December 4, 1950]

*In the Matter of Pan American Food Company, Inc., a Corporation; Jack Gomperts & Company, Inc., a Corporation; Sun Crown Food Corporation; Victor Trubowitch, Individually and as President of Pan American Food Company, Inc., and as Director of Jack Gomperts & Company, Inc.; Jacob Gomperts, Individually and as President of Jack Gomperts & Company, Inc., and Vice President and Director of Pan American Food Company, Inc.; and Jacob Trubowitch, Individually and as President of Sun Crown Food Corporation and as Director of Pan American Food Company, Inc., and Also as Director of Jack Gomperts & Company, Inc.*

Pursuant to the provisions of the act of Congress entitled "An act to supple-

ment existing laws against unlawful restraints and monopolies, and for other purposes," approved October 15, 1914 (the Clayton Act), as amended by the Robinson-Patman Act, approved June 19, 1936 (15 U. S. C. 13), the Federal Trade Commission on May 20, 1949, issued and subsequently served its complaint in this proceeding upon the respondents named in the caption hereof, charging them with violation of subsection (c) of Section 2 of said act as amended. After the issuance of said complaint and the filing of the respondents' answers thereto, a hearing was held before a trial examiner of the Commission, theretofore duly designated by it, at which hearing all of the respondents filed substitute answers in which they admitted the material allegations of fact set forth in said complaint and waived all intervening procedure and further hearing as to such facts. With the filing of the substitute answers a stipulation was entered into, and made a part of the record, by counsel for respondents Pan American Food Company, Inc., Sun Crown Food Corporation, Victor and Jacob Trubowitch and counsel in support of the complaint, whereby it was agreed that said respondents would not contest findings of the accuracy of the charges in the complaint as to the acts committed by them nor an order requiring them to cease and desist from continuance thereof and that counsel in support of the complaint would not present any further evidence in said cause or request any order other than one requiring respondents to cease and desist from continuance of the acts charged in the complaint. Said stipulation expressly provides that upon appeal to, or review by, the Commission, the stipulation may be set aside by the Commission and this matter remanded for further proceedings under the complaint. On July 21, 1950, the trial examiner filed his initial decision.

The Commission, having reason to believe that the initial decision did not constitute an adequate disposition of this proceeding, subsequently placed this case on its own docket for review, and on September 5, 1950, it issued and thereafter served upon the parties its order affording the respondents an opportunity to show cause why said initial decision should not be altered in the manner and to the extent shown in a tentative decision of the Commission attached to said order. Respondents not having appeared in response to the leave to show cause, this proceeding regularly came on for final consideration by the Commission upon the record herein on review, and the Commission, having duly considered the matter and being now fully advised in the premises, makes the following findings as to the facts, conclusion drawn therefrom, and order, the same to be in lieu of the initial decision of the trial examiner.

#### FINDINGS AS TO THE FACTS

Paragraph 1. Respondent Pan American Food Company, Inc., is a corporation organized and existing under the laws of the State of New York, with its principal office and place of business lo-

cated at 78 Reade Street, New York, New York. The respondent is engaged and has engaged, through wholly-owned subsidiaries or otherwise, directly or indirectly, in the business of purchasing, selling, distributing, exporting, and importing dried fruits and dehydrated vegetables and other food products, all of which are hereinafter referred to as food products.

Said respondent Pan American Food Company, Inc., for a substantial period of time since June 19, 1936, owned all the capital stock of respondent Jack Gomperts & Company, Inc., and respondent Sun Crown Food Corporation, and through its officers and directors has formulated, controlled, and directed business policies and operations of such subsidiary corporations in connection with their purchase, sale, and distribution of food products. The respondent Pan American Food Company, Inc., in connection with such acts and practices in commerce, has directly or indirectly received and accepted commissions or brokerage fees from interstate sellers of food products purchased by both of said respondent subsidiary corporations for their own account for resale; and in connection therewith has directly or indirectly paid or granted commissions or brokerage fees to interstate buyers of food products purchased from both of said respondent subsidiary corporations for their own accounts for resale.

Respondent Jack Gomperts & Company, Inc., is a corporation organized and existing under the laws of the State of California, with its principal office and place of business now located at 110 Market Street, San Francisco, California. Said respondent is engaged and has been engaged for a substantial period of time since June 19, 1936, directly or indirectly, in the business of purchasing, selling, and distributing dried fruits and dehydrated vegetables and other food products, all of which are hereinafter designated as food products.

Respondent Sun Crown Food Corporation is a corporation organized and existing under the laws of the State of California, with its principal office and place of business located at 617 Marvin Building, San Francisco, California. Originally chartered as Excalon Packing Corporation, its corporate name was thereafter changed by legal process to Sun Crown Food Corporation. Such respondent corporation, as was its predecessor, is a wholly-owned subsidiary of respondent Pan American Food Company, Inc., of New York, New York.

Said respondent Sun Crown Food Corporation, as was its predecessor, for a substantial period of time since June 19, 1936, has been engaged, and is now engaged, in the purchase, sale, and distribution of dried fruits, dehydrated vegetables, and other food products, all of which are hereinafter designated as food products.

Respondent Victor Trubowitch (sometimes spelled Trubowitsch), an individual residing in the State of New York, is now and has for a considerable period of time since June 19, 1936, been President of respondent Pan American Food Company, Inc., and for a substantial

period of time since June 19, 1936, was also an officer and Director of respondent Jack Gomperts & Company, Inc., Such respondent, as President of Pan American Food Company, Inc., and as a former Director of respondent Jack Gomperts & Company, Inc., exercises or has exercised a substantial degree of authority and control over the business conducted by both of said respondent corporations, including the direction of their purchase, sale, and distribution policies.

Respondent Jacob Gomperts (generally known as Jack Gomperts) is an individual residing in California and for a substantial period of time since June 19, 1936, has been and now is President of Jack Gomperts & Company, Inc., and for a substantial period of time since June 19, 1936, was also Vice President and Director of respondent Pan American Food Company, Inc. Since becoming an officer of both of said respondent corporations, and at the present time as President of Jack Gomperts & Company, Inc., and formerly as Vice President and Director of Pan American Food Company, Inc., respondent Gomperts exercises or has exercised a substantial degree of authority and control over the business conducted by both of respondent corporations, including the direction of their purchase, sale, and distribution policies.

Respondent Jacob Trubowitch (sometimes spelled Trubowitsch) is an individual residing in the State of California. He is now and has for a substantial period of time since June 19, 1936, been President of respondent Sun Crown Food Corporation and Director of Pan American Food Company, and for a substantial period of time since June 19, 1936, was also a Director of respondent Jack Gomperts & Company, Inc. Since becoming an officer and director of said respondent corporations sometime after June 19, 1936, respondent Jacob Trubowitch exercises or has exercised a substantial degree of authority and control over the business conducted by said respondent corporations, including the direction of their purchase, sale and distribution policies.

**Paragraph 2.** Respondent corporations and each of them, as aforesaid, are now and have been, for a substantial period of time since June 19, 1936, engaged in the purchase, sale, and distribution of food products, and each of said individual respondents, through said corporate respondents, has likewise been engaged in said business. In the course and conduct of their said business, each of the respondents, corporate and individual, has directly or indirectly purchased and sold a substantial quantity of food products in commerce from sellers and sold such food products to buyers; both sellers and buyers being located in States other than those in which said respondents are located and in territories, insular possessions, and other places under the jurisdiction of the United States; and pursuant to which purchases and sales, said commodities are shipped, or caused to be shipped, and transported by the respective sellers thereof across State lines to the respondents and to the customers of respond-

ents; there having been for a substantial period since June 19, 1936, a constant current of trade and commerce conducted by said respondents in such products and between the various States of the United States and in territories, insular possessions, and other places under the jurisdiction of the United States.

**Paragraph 3.** The respondents, corporate and individual, and each of them since June 19, 1936, in connection with their purchase for their own accounts for resale of a substantial portion of their requirements of food products in such interstate commerce from numerous sellers located in States other than those where respondents are thus located, have received and accepted directly or indirectly, commissions, brokerage, or other compensation, or allowances or discounts in lieu thereof.

The respondents, corporate and individual, and each of them since June 19, 1936, in connection with their sale of food products in interstate commerce to buyers for their own accounts for resale in interstate commerce as aforesaid, have granted and paid, directly or indirectly, commissions, brokerage, or other compensation, or allowances or discounts in lieu thereof.

**Conclusion.** The aforesaid acts and practices of the respondents, corporate and individual, in receiving and accepting commissions, brokerage fees, or other compensation, or allowances or discounts in lieu thereof, on purchases in interstate commerce of food products by said respondents for their own accounts for resale, and in paying or granting commissions, brokerage fees, or other compensation, or allowances or discounts in lieu thereof, on sales in interstate commerce of food products to buyers for their own accounts for resale as set forth above, are in violation of subsection (c) of Section 2 of the Clayton Act as amended.

#### ORDER TO CEASE AND DESIST

*It is ordered,* That respondents Pan American Food Company, Inc., a corporation, Jack Gomperts & Company, Inc., a corporation, and Sun Crown Food Corporation, a corporation, and their respective officers, representatives, agents, and employees, and respondents Victor Trubowitch, Jacob Gomperts, and Jacob Trubowitch, individually and as officers of said corporations, and their respective representatives, agents, and employees, directly or through any corporate or other device, in the purchase or sale of food products or other merchandise in commerce as "commerce" is defined in the aforesaid Clayton Act, do forthwith cease and desist from:

(1) Receiving or accepting from any seller, directly or indirectly, anything of value as a commission, brokerage, or other compensation, or any allowance or discount in lieu thereof, on or in connection with purchases made for respondents' own accounts or while acting for or in behalf of a purchaser as an intermediate agent or subject to the direct or indirect control of such purchaser;

(2) Paying or granting anything of value as a commission, brokerage, or

other compensation, or any allowance or discount in lieu thereof, to any buyer upon purchases made for his own account or to any agent, representative, or other intermediary acting in fact for or in behalf or subject to the direct or indirect control of the purchaser to whom sale is made.

*It is further ordered*, That the respondents shall, within sixty (60) days after service upon them of this order, file with the Commission a report in writing, setting forth in detail the manner and form in which they have complied with this order.

Issued: December 4, 1950.

By the Commission.

[SEAL]

D. C. DANIEL,  
Secretary.

[F. R. Doc. 51-2186; Filed, Feb. 13, 1951;  
8:49 a. m.]

[Docket 5798]

PART 3—DIGEST OF CEASE AND DESIST  
ORDERS

HEATADE APPLIANCES, INC., ET AL.

Subpart—*Advertising falsely or misleadingly*: § 3.170 *Qualities or properties of product or service*; § 3.205 *Scientific or other relevant facts*. In connection with the offering for sale, sale or distribution of respondents' device known as "Heatade", or any other device of substantially similar construction or possessing substantially similar properties, whether sold under the same name or under any other name, disseminating, etc., any advertisements by means of the United States mails, or in commerce, or by any means to induce, etc., directly or indirectly, the purchase in commerce, etc., of said device which advertisements represent, directly or through inference, (a) that the use of the respondents' device has any therapeutic value in the treatment of inflammation of the prostate gland or of any of the symptoms thereof; (b) that the intrarectal application of heat such as that supplied by respondents' device is a well recognized therapy used by doctors in the treatment of or for the relief of prostate gland troubles; or, (c) that the use of respondents' device will increase the blood circulation in an inflamed prostate gland or alleviate inflammation or reduce congestion therein; prohibited.

(Sec. 6, 38 Stat. 722; 15 U. S. C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended; 15 U. S. C. 45) [Cease and desist order, Heatade Appliances, Inc., et al., Docket 5798, November 30, 1950]

*In the Matter of Heatade Appliances, Inc., a Corporation; and Harry J. Reed, Lucille E. McFarland, Bessie E. Anderson, and Mary W. Reed, Individually and as Officers of the Heatade Appliances, Inc., and Charles H. McFarland, an Individual*

This proceeding was heard by Earl J. Kolb, trial examiner, upon the complaint of the Commission, the answer of the respondents, and a stipulation whereby it was agreed that a certain statement of facts might be taken as the facts in

the proceeding and in lieu of evidence in support of and in opposition to the charges stated in the complaint, and might serve as the basis for findings as to the facts and conclusions based thereon and order disposing of the proceedings without presentation of proposed findings and conclusions or oral argument, it being also expressly provided that upon appeal to or review by the Commission, said stipulation might be set aside by the Commission and the matter remanded for further proceeding under the complaint.

Thereafter the proceeding regularly came on for final consideration by said trial examiner upon the complaint, answer and stipulation, and said trial examiner, having approved said stipulation, and having duly considered the record in said cause, found that said proceeding was in the interest of the public, and made his initial decision, comprising certain findings as to the facts, conclusion drawn therefrom and order to cease and desist.

No appeal having been filed from said initial decision of said trial examiner as provided for in Rule XXII, nor any other action taken as thereby provided to prevent said initial decision becoming the decision of the Commission thirty days from service thereof upon the parties, said initial decision, including said order to cease and desist, accordingly, under the provisions of said Rule XXII, became the decision of the Commission November 30, 1950.

The said order to cease and desist is as follows:

*It is ordered*, That the respondents Heatade Appliances, Inc., a corporation, and its officers, and Harry J. Reed, Lucille E. McFarland, Bessie E. Anderson and Mary W. Reed, individually and as officers of the Heatade Appliances, Inc., and Charles H. McFarland, an individual, and their respective representatives, agents and employees, directly or through any corporate or other device in connection with the offering for sale, sale or distribution of their device known as "Heatade" or any other device of substantially similar construction or possessing substantially similar properties whether sold under the same name or under any other name, do forthwith cease and desist from directly or indirectly:

1. Disseminating or causing to be disseminated any advertisement by means of the United States mails or by any means in commerce, as "commerce" is defined by the Federal Trade Commission Act, which advertisement represents, directly or through inference:

(a) That the use of the respondents' device has any therapeutic value in the treatment of inflammation of the prostate gland or of any of the symptoms thereof;

(b) That the intrarectal application of heat such as that supplied by respondents' device is a well recognized therapy used by doctors in the treatment of or for the relief of prostate gland troubles;

(c) That the use of respondents' device will increase the blood circulation in an inflamed prostate gland or alleviate inflammation or reduce congestion therein.

2. Disseminating or causing to be disseminated any advertisement by any means for the purpose of inducing, or which is likely to induce, directly or indirectly, the purchase in commerce, as "commerce" is defined in the Federal Trade Commission Act, of respondents' device which advertisement contains any of the representations prohibited in paragraph one of this order.

By "Decision of the Commission and order to File Report of Compliance", Docket 5798, November 30, 1950, which announced fruition of said initial decision, report of compliance with the order was required as follows:

*It is ordered*, That the corporate respondent, Heatade Appliances, Inc., and the individual respondents, Harry J. Reed, Lucille E. McFarland, Bessie E. Anderson, Mary W. Reed, and Charles H. McFarland, shall, within sixty (60) days after service upon them of this order, file with the Commission a report in writing setting forth in detail the manner and form in which they have complied with the order to cease and desist.

Issued: November 30, 1950.

By the Commission.

[SEAL]

D. C. DANIEL,  
Secretary

[F. R. Doc. 51-2187; Filed, Feb. 13, 1951;  
8:49 a. m.]

TITLE 29—LABOR

Chapter V—Wage and Hour Division,  
Department of Labor

PART 526—INDUSTRIES OF A SEASONAL  
NATURE

EXEMPTION OF THE GINNING OF COTTON AS  
AN INDUSTRY OF A SEASONAL NATURE

An application was filed by the Texas Cotton Ginners Association for a determination that the industry engaged in the ginning of cotton constitutes an industry of a seasonal nature, under section 7 (b) (3) of the Fair Labor Standards Act of 1938 (sec. 7 (b) (3), 52 Stat. 1063; 29 U. S. C. 207 (b) (3)) and the regulations contained in this part.

It appeared from the foregoing application that:

1. Cotton is harvested and sent to gins during the fall months. Most gins are active for only about four months out of the year and 80 to 90 percent of their cotton is ginned in less than three months.

2. Cotton must be ginned within a relatively short period after harvesting in order to prevent deterioration and to protect the maximum value of the cotton.

3. Cotton gins engage in the ginning and baling of cotton during a regularly annually recurring period of the year and cease operations, except for maintenance, repair, clerical and sales work, during the remainder of the year because the material processed, owing to climatic or other natural conditions, is not available in the form in which it is processed.

On January 15, 1951, upon consideration of the facts stated in the application, the Administrator determined, pursuant to § 526.5 (b) (2), that a prima

facie case had been shown for finding that the industry engaged in cotton ginning constitutes an industry of a seasonal nature within the meaning of section 7 (b) (3) of the Fair Labor Standards Act of 1938 and § 526.3 (a) of this part. This preliminary determination was published in the FEDERAL REGISTER on January 18, 1951 (16 F. R. 473) and interested persons were given 15 days from such date to file objections or a request for a hearing.

No objections or requests for hearing have been received within the said 15 days.

Accordingly, pursuant to § 526.5 (b) (2) of the regulations contained in this part, the Administrator hereby finds that the industry engaged in cotton ginning constitutes an industry of a seasonal nature within the meaning of section 7 (b) (3) of the Fair Labor Standards Act of 1938 and the regulations contained in this part.

For purposes of this determination, the term "industry engaged in cotton ginning" includes the following operations, when performed during the period or periods when cotton is being received for ginning: the receiving of seed cotton at the gin, the handling, cleaning, ginning and baling of the cotton, the handling of the baled cotton and cottonseed, and any operations or services necessary or incident to the foregoing, including the placing of the cotton and cottonseed in storage or transportation facilities on or near the premises.

NOTE: This determination will be tabulated under 29 CFR 526.101.

This determination shall become effective upon publication in the FEDERAL REGISTER.

Signed at Washington, D. C., this 9th day of February 1951.

(52 Stat. 1060; 29 U. S. C. 201 et seq.)

WM. R. McCOMB,  
Administrator,  
Wage and Hour Division.

[F. R. Doc. 51-2191; Filed, Feb. 13, 1951; 8:50 a. m.]

**TITLE 32A—NATIONAL DEFENSE, APPENDIX**

**Chapter III—Office of Price Stabilization, Economic Stabilization Agency**

[Ceiling Price Regulation 6]

**CPR 6—FATS AND OILS**

Pursuant to the Defense Production Act of 1950 (Pub. Law 774, 81st Cong.), Executive Order 10161 (15 F. R. 6105), and Economic Stabilization Agency General Order No. 2 (16 F. R. 738), this Ceiling Price Regulation 6 is hereby issued.

A statement of the considerations involved in the issuance of this regulation is contained in the attached appendix.

Sec.

1. What this regulation does.
2. Applicability, effective date, prohibitions and exemptions.
3. Ceiling prices for sellers of cottonseed oil.
4. Ceiling prices for sellers of crude soybean oil.
5. Ceiling prices for sellers of corn oil.

Sec.

6. Evasion.
7. Enforcement.
8. Records.
9. Petitions for amendment.
10. Definitions.

AUTHORITY: Sections 1 to 10 issued under sec. 704, Pub. Law 774, 81st Cong. Interpret or apply Title IV, Pub. Law 774, 81st Cong.; E. O. 10161, Sept. 9, 1950, 15 F. R. 6105.

**SECTION 1. What this regulation does.** The purpose of this regulation is to establish specific ceiling prices for certain fats and oils. These ceiling prices supersede those established for such fats and oils by the General Ceiling Price Regulation. The regulation also allows written contracts for the sale of such fats and oils legally entered into prior to the effective date of this regulation to be carried out at the contract price.

**SEC. 2. Applicability, effective date, prohibitions and exemptions—(a) Applicability.** The provisions of this regulation are applicable to the United States, its Territories and Possessions and the District of Columbia.

**(b) Effective date.** This regulation is effective immediately.

**(c) Prohibitions.** After the date of this regulation you shall not sell, and you shall not buy in the regular course of business or trade, at a price exceeding the ceiling price established by this regulation, any fats or oils for which a ceiling price or a method for computing a ceiling price is set forth in this regulation.

**(d) Exemptions.** If, prior to the effective date of this regulation, you legally entered into a written contract for the sale of fats and oils for which ceiling prices are provided by this regulation, you may carry out the contract according to its terms.

**SEC. 3. Ceiling prices for sellers of cottonseed oil.** Your ceiling price for sale of cottonseed oil shall be as follows:

(a) *Crude cottonseed oil.* In tank cars, in cents per pound, as follows:

	<i>F. o. b. mill</i>
Arizona (except Graham County)-----	23 7/8
Illinois; North Carolina; South Carolina; Tennessee; Crittenden and Mississippi Counties, Ark.; New Madrid and Scott Counties, Mo.; Morgan County, Ala.-----	23 5/8
Alabama (except Morgan County); Arkansas (except Crittenden and Mississippi Counties); Florida; Georgia; Louisiana; Mississippi; Missouri (except New Madrid and Scott Counties); Graham County, Ariz.-----	23 1/2
Oklahoma; El Paso County, Tex.; New Mexico-----	23 3/8
Texas (except El Paso County)-----	23 1/4

*Delivered*  
San Francisco and Los Angeles, Calif.--- 24 3/8

(1) These crude cottonseed oil ceiling prices shall be adjusted on a 9 percent settlement basis as provided in Rule 142 of the 1950-51 rules of the National Cottonseed Products Association, Inc.

(2) Where (i) crude cottonseed oil is sold and delivered to a buyer to whom it may be shipped for no more than a switching charge, and (ii) where prior to January 1, 1951, it was customary for such oil to take a premium when sold by a seller in that locality to a buyer located within that locality's switching limits, the ceiling prices shall be the prices set forth above, plus the premium that customarily prevailed in that locality on such sales prior to January 1, 1951.

(b) *Refined cottonseed oil.* In cents per pound, delivered as follows:

	Bleachable prime summer yellow oil (in tank cars)	Refined bleached and unodorized oil (in tank cars)	Refined deodorized and unbleached summer oil (in tank cars)	Cooking or deodorized white bleached summer oil (in tank cars)	Salad or winterized oil (in tank cars)	Hydrogenated or margarine oil (in tank cars)	High titre hydrogenated unodorized oil (in bags)	High titre hydrogenated deodorized oil (in bags)
Atlanta, Ga.-----	25.97	27.47	27.47	27.72	27.97	28.22	29.62	29.87
Baltimore, Md.-----	26.32	27.82	27.82	28.07	28.32	28.57	29.97	30.22
Charlotte, N. C.-----	26.11	27.61	27.61	27.86	28.11	28.36	29.76	30.01
Chattanooga, Tenn.-----	26.06	27.56	27.56	27.81	28.06	28.31	29.71	29.96
Chicago, Ill.-----	26.12	27.62	27.62	27.87	28.12	28.37	29.77	30.02
Cincinnati, Ohio.-----	26.13	27.63	27.63	27.88	28.13	28.38	29.78	30.03
Columbus, Ohio.-----	26.22	27.72	27.72	27.97	28.22	28.47	29.87	30.12
Dallas, Tex.-----	25.54	27.04	27.04	27.29	27.54	27.79	29.19	29.44
Fort Worth, Tex.-----	25.53	27.03	27.03	27.28	27.53	27.78	29.18	29.43
Kansas City, Mo.-----	26.07	27.57	27.57	27.82	28.07	28.32	29.72	29.97
Los Angeles, Calif.-----	26.31	27.81	27.81	28.06	28.31	28.56	29.96	30.21
Louisville, Ky.-----	26.09	27.59	27.59	27.84	28.09	28.34	29.74	29.99
Memphis, Tenn.-----	25.85	27.35	27.35	27.60	27.85	28.10	29.50	29.75
New Orleans, La.-----	25.95	27.45	27.45	27.70	27.95	28.20	29.60	29.85
New York, N. Y.-----	26.40	27.90	27.90	28.15	28.40	28.65	30.05	30.30
Philadelphia, Pa.-----	26.36	27.86	27.86	28.11	28.36	28.61	30.01	30.26
Portsmouth, Va.-----	26.27	27.77	27.77	28.02	28.27	28.52	29.92	30.17
San Francisco, Calif.-----	26.19	27.69	27.69	27.94	28.19	28.44	29.84	30.09
Savannah, Ga.-----	26.05	27.55	27.55	27.80	28.05	28.30	29.70	29.95
St. Louis, Mo.-----	25.97	27.47	27.47	27.72	27.97	28.22	29.62	29.87

(1) *Differentials for other delivery points.* The customary differentials above or below these delivered prices shall apply to all other destinations.

(2) *Differentials for other types of bulk containers.* The customary differentials for other types of bulk containers shall continue to prevail.

(3) *Differentials for other grades.* The customary differentials for grade

above or below these prices for basic grades shall continue to apply.

(4) *Adjustments for premium quality.* If you have customarily charged a premium over the market price for a grade of refined cottonseed oil, you may apply in writing to the Director of Price Stabilization, Washington 25, D. C., for an adjustment in your ceiling price for such premium quality oil. This application

shall contain all pertinent information describing the quality characteristics of the particular grade of oil and documentary evidence that you have customarily charged the premium. After March 1, 1951, you may not charge the premium price without the written approval of the Director of Price Stabilization. Until March 1, 1951, you may charge your customary premium over the applicable ceiling prices in section 3 (b) of this regulation.

(c) *Cottonseed oil futures contracts.* The ceiling prices for cottonseed oil futures contracts traded on the New York Produce Exchange and on the New Orleans Cotton Exchange shall be 26.40 cents per pound and 25.95 cents per pound, respectively.

SEC. 4. *Ceiling prices for sellers of crude soybean oil.* Your ceiling price for sale of soybean oil shall be as follows:

(a) *Crude soybean oil.* In tank cars, in cents per pound, as follows:

	<i>F. o. b. mill</i>
California, Oregon, Washington.....	21½
Arizona.....	21½
Alabama, Arkansas, Florida, Georgia, Illinois, Kansas, Louisiana, Mississippi, Missouri, New Mexico, Oklahoma, Tennessee, Texas.....	20½
Iowa, Minnesota, Nebraska, North Dakota, South Dakota.....	20¾
	<i>F. o. b. Decatur, Ill. plus freight to destination</i>
Delaware, Indiana, Kentucky, Michigan, New Jersey, New York, North Carolina, Ohio, Pennsylvania, South Carolina, Virginia, Wisconsin.....	20½

(1) These crude soybean oil ceiling prices shall be adjusted on a 7 percent refining loss basis as provided in Rule 102 of the 1950-51 Rules of the National Soybean Processors Association.

(2) Where (i) crude soybean oil is sold and delivered to a buyer to whom it may be shipped for no more than a switching charge, and (ii) where prior to January 1, 1951, it was customary for such oil to take a premium when sold by a seller in that locality to a buyer located within that locality's switching limits, the ceiling price shall be the prices set forth above, plus the premium that customarily prevailed in that locality on such sales prior to January 1, 1951.

(b) *Crude soybean oil futures.* The ceiling price for crude soybean oil futures contracts traded on the New York Produce Exchange and the Chicago Board of Trade shall be 20.50 cents per pound.

(c) *Refined soybean oil.* Your ceiling price for refined soybean oil shall be determined by applying your customary differentials for grade, location, and container above the crude soybean oil ceiling price established in section 4 (a) of this regulation.

(1) *Adjustments for premium quality.* If you are an individual seller of refined soybean oil and have customarily charged a premium over the market price for a grade of such oil, you may apply in writing to the Director of Price Stabilization, Washington 25, D. C., for an adjustment in your ceiling price for such premium quality oil. This ap-

plication shall contain all pertinent information describing the quality characteristics of the particular grade of oil and documentary evidence that you have customarily charged the premium. After March 1, 1951, you may not charge the premium price without the written approval of the Director of Price Stabilization. Until March 1, 1951, you may charge your customary premium over the applicable ceiling prices in section 3 (b) of this regulation.

SEC. 5. *Ceiling prices for sellers of corn oil.* Your ceiling price for sale of corn oil shall be as follows:

(a) *Crude corn oil.* In tank cars, in cents per pound, as follows:

F. o. b. Midwestern Mills..... 24½

(b) *Refined corn oil.* In tank cars, in cents per pound, as follows:

Corn salad oil, basis f. o. b. Chicago, Illinois..... 27½

(1) *Differentials for other types of bulk containers.* The customary differentials for other types of bulk containers shall continue to prevail.

(2) *Differentials for other grades.* The customary differentials for grade above or below these prices for basic grades shall continue to apply.

SEC. 6. *Evasion.* You shall not evade or circumvent the provisions of this regulation by direct or indirect methods in connection with the purchase, sale, delivery, or transfer of fats or oils, or by way of premium, commission, service, transportation, or other charge, or by tying-agreement, trade understanding, or otherwise.

SEC. 7. *Enforcement.* If you violate any provision of this regulation, you are subject to the criminal penalties, civil enforcement actions, and suits for damages provided for by the Defense Production Act of 1950.

SEC. 8. *Records.* If you sell fats or oils for which ceiling prices are established by this regulation, you must preserve and keep available for examination by the Director of Price Stabilization for a period of two years, accurate records of each sale. These records must include:

- (a) The date of the sale;
- (b) The name of the purchaser;
- (c) The price paid or received;
- (d) The grade, quality, and amount sold.

SEC. 9. *Petitions for amendment.* If you wish to have this regulation amended, you may file a petition for amendment in accordance with the Provisions of Price Procedural Regulation 1, 15 F. R. 9055.

SEC. 10. *Definitions.* (a) Terms used in this regulation shall, unless defined herein, or unless the context requires a different meaning, have the same meaning as when used in the General Ceiling Price Regulation.

(b) The term "fats and oils" as used in this regulation means oil of the raw, crude, and refined fats and oils, their by-products and derivatives, and greases, except "essential oils," mineral oils, butter, cocoa butter and poultry fat.

(c) The term "refined fats and oils" as used in this regulation means those fats and oils which have been cleaned, deodorized, or purified by settling, straining, filtering, distilling, treating with chemicals, or by any other means, and which at the conclusion of the refining process do not contain any added substance other than is necessary as a preservative.

NOTE: The record keeping and reporting requirements of this regulation have been approved by the Bureau of the Budget in accordance with the Federal Reports Act of 1942.

MICHAEL V. DISALLE,  
Director of Price Stabilization.

#### APPENDIX—STATEMENT OF CONSIDERATIONS

The General Ceiling Price Regulation issued by the Director of Price Stabilization on January 26, 1951, arrested to a large extent the sharp price increases in fats and oils which occurred after the outbreak of hostilities in Korea. That regulation, however, resulted in price disparities throughout the industry. The purpose of the present regulation is to correct several of the most serious of these disparities. Others will be corrected by supplementary regulations which will be issued by the Director of Price Stabilization as soon as practicable.

The provision to permit existing contracts to be performed, while an exception to the general policy of the Office of Price Stabilization, was included in this regulation because of certain compelling considerations. This regulation accomplishes rollbacks in prices. Producers of this type of oil normally operate on comparatively short gross margins over material costs. Traditionally, therefore, these oil producers, the small ones in particular, attempt to avoid the gamble involved in higher raw material costs by promptly entering into contracts for the sale of the oil to be produced from the raw material. If these contracts are invalidated, many of the producers will suffer a substantial hardship from being compelled to sell oil at prices which do not reflect higher costs of material which they were compelled to pay. An individual adjustment provision is administratively impracticable at this time. In order to achieve the rollbacks put into effect by this regulation, the existing contracts are permitted to be performed.

It is therefore the judgment of the Director of Price Stabilization that, in order to avoid substantial hardships, written contracts legally entered into prior to this regulation should be permitted to be carried out according to their terms.

A principal purpose of this regulation is to establish ceiling prices for cottonseed, soybean, and corn oils which will bear fair and proper relationship to the ceiling prices established by the General Ceiling Price Regulation for such important products as shortening, salad oils, margarine, salad dressing and mayonnaise.

The pre-Korean price of crude soybean oil was about 12½ cents per pound, and of crude cottonseed oil about 13½

cents per pound. At their peak during the December 19-January 25 base period these oils touched 22 cents and 26 cents respectively. However, the prices of the finished products in which these oils are principally used did not advance by comparable amounts, thus squeezing seriously the profit margins of processors of such products. Relief for these processors achieved by increasing their ceiling prices would be a step which the Director for Price Stabilization would be most reluctant to take in view of his obligation to stabilize the cost of living. The alternative is to establish ceiling prices for soybean and cottonseed oils at levels which will diminish this squeeze. This will involve only a small price reduction. On December 19, 1950, crude soybean oil sold for 20 cents per pound, and crude cottonseed oil for 22¼ cents. On January 11, 1951, these oils reached 20½ cents and 23½ cents. Thereafter soybean oil advanced to 21½ cents, and cottonseed oil to levels generally to the range of 24½ to 25½ cents. As price control became increasingly imminent in January, the market for these oils tended to dry up, and the quotations at the higher prices, in the main, represented only scattered sales, or at the extreme, markets which were only nominal. The ceiling prices on crude soybean and cottonseed oils established by this regulation are consistent with the levels at or below which most of the trading in the December-January base period took place. They represent a material reduction only from the extreme levels established by scattered transactions.

Section 401 (d) of the Defense Production Act of 1950 requires that ceiling prices for soybean oil and soybean meal (the joint products resulting from processing the agricultural commodity, soybeans) must be such as to reflect minimum farm prices for soybeans. The soybean oil ceiling price established by this regulation and the soybean meal ceiling price provided under Supplementary Regulation No. 3 to the General Ceiling Price Regulation, meet the standards specified in the Act.

The spread between the crude soybean oil and cottonseed oil price ceilings is 3 cents per pound. This is lower than the spread which has generally prevailed in recent months but is far wider than normal. A wide spread has developed by reason of the small cottonseed oil supply which is expected to reach only 1,150 million pounds in the current crop year compared with 1,846 million pounds last year. This wide spread has performed the function of encouraging processors to substitute soybean oil for cottonseed oil to the maximum extent possible. Trade opinion indicates that the 3-cent spread established by this regulation will continue to perform this function. It is important to note in addition, however, that for the remainder of the current crop year, totally apart from price considerations, processors will have to ration their use of cottonseed oil simply because adequate supplies will not be available. In fact, for some time past processors have been following this course of action for this reason.

Corn oil nearly always sells for prices somewhat higher than those for cottonseed oil. The ceiling prices established

by this regulation continue this relationship.

Under price control conditions the differentials between the prices of fats and oils at successive grades must reflect processor costs. This is essential if the oil is to move normally through these processing stages and be manufactured into finished products. The Director of Price Stabilization has obtained refining-costs data from representative refiners of cottonseed oil, large and small, and the differentials established by this regulation reflect their average current cost experience. This regulation sets the spread between Valley crude and New York bleachable prime summer yellow at 2.90 cents making the delivered price of bleachable at New York 26.40 cents. This latter ceiling also becomes the ceiling for transactions on the New York Produce Exchange. It is approximately equal to the Exchange prices on the March option on January 25 and 26, and is well above the level which prevailed on most trading days in the December-January base period. Similarly, the ceiling price for cottonseed oil contracts on the New Orleans Cotton Exchange is 25.95 cents. The soybean oil options contracts on the New York Produce Exchange and the Chicago Board of Trade are both on a crude Decatur basis. The ceilings for these contracts are therefore identical to the Decatur price for actual crude oil.

The establishment of price ceilings on fats and oils has taken place in the latter part of a year extremely abnormal in respect to domestic supply, and to demand both domestic and foreign. The aim is to establish ceiling prices workable until new crop conditions can be visualized. All fats and oils ceilings will be subject to review at that time.

In formulating this regulation the Director of Price Stabilization has consulted extensively with industry representatives and has given full consideration to their recommendations. In his judgment the provisions of this regulation are generally fair and equitable and are necessary to effectuate the purposes of Title IV of the Defense Production Act of 1950.

So far as practicable the Director of Price Stabilization gave due consideration to the national effort to achieve maximum production in furtherance of the objective of the Defense Production Act of 1950; to prices prevailing during the period from May 24, 1950, to June 24, 1950, inclusive; and to relevant factors of general applicability.

[F. R. Doc. 51-2327; Filed, Feb. 13, 1951; 12:08 p. m.]

[General Ceiling Price Regulation, Amdt. 1]

AGRICULTURAL COMMODITIES  
MISCELLANEOUS AMENDMENTS

Pursuant to the Defense Production Act of 1950 (Pub. Law 774, 81st Cong.), Executive Order 10161 (15 F. R. 6105), and Economic Stabilization Agency General Order No. 2 (16 F. R. 738), this amendment 1 to the General Ceiling Price Regulation (16 F. R. 808) is hereby issued.

A statement of the considerations involved in the issuance of this amendment is contained in the attached appendix.

The General Ceiling Price Regulation is amended in the following respects: 1. Sec. 11 (a) is amended by deleting all of the first paragraph and inserting in lieu thereof the following:

(a) *Commodities covered by this section.* This section applies to commodities processed in substantial part from the following listed agricultural commodities. This section shall cease to apply, however, when any listed commodity is deleted by the Director of Price Stabilization, if, after consultation with the Department of Agriculture, he determines that the requirements of the Defense Production Act of 1950 are satisfied. This section shall also cease to apply to any processed commodity as soon as the Secretary of Agriculture has announced by publication that the price of the listed commodity has reached the highest of the "legal minima" required to be reflected to producers by Sec. 402 (d) (3) of the act, the two most important being (1) the parity price, and (2) the highest price received by producers of the commodity during the period from May 24, 1950, to June 24, 1950, inclusive, both as determined and adjusted by him. Any ceiling price previously determined under this section and in effect at the time this section ceases to apply shall remain as the ceiling price.

2. The words "Soybeans" and "Sugarcane" are deleted from the list of agricultural commodities in Section 11 (a), and the word "Honey" is added to that list above the word "Hops" under the heading "Miscellaneous."

3. The words "incurred or" are inserted between the word "you" and the word "paid" in the first sentence completed in Section 11 (b) (2).

4. Sec. 11 (c) (1) is amended to read as follows:

(1) You resell in substantially the same form any commodity, the cost of which has been increased by a processor or manufacturer under the provisions of Sec. 11 (b) of this regulation, and

5. The words "incurred or" are inserted between the word "you" and the word "paid" in the first sentence in Sec. 11 (c) (2).

6. Sec. 11 (e) is amended by deleting the words "commodity exchange operating under the jurisdiction of the Commodity Exchange Authority or the Sugar Exchanges" and by inserting in lieu thereof the following: "recognized commodity exchange that maintains daily records of transactions or quotations".

7. That part of Sec. 11 (f) before the colon is amended to read as follows:

(f) *Notice of "Parity" Adjustment Increases.* If you are a processor or manufacturer to whom the provisions of Sec. 11 (b) are applicable, you may not increase your ceiling price for the processed commodity you sell until you first notify the Director of Price Stabilization, Washington 25, D. C., by registered mail of the following information:

8. The heading of Section 14 (s) is amended to read as follows:

(s) The following food, agricultural and related commodities (including any that may be imported):

9. Section 14 (s) (1) is amended to read as follows:

(1) Any agricultural commodity listed in Section 11 (a) (the "parity" adjustment provision) in its raw or natural state, or if the commodity is not customarily sold by producers generally in its raw or natural state, in the first form or state beyond the raw or natural state in which it is customarily sold by producers generally.

10. Section 14 (s) (10) is amended to read as follows:

(10) Crude pine gum when sold by the producer.

11. Section 14 (s) (11) is amended to read as follows:

(11) The following oil seeds or nuts, their oils and fatty acids or combinations of these oils so long as the oils remain in a form customarily designated by the trade as "oil":

Babassu kernels.	Ouricury kernels.
Babassu oil.	Ouricury oil.
Cacao butter.	Palm oil.
Cashew nut shell	Palm kernels.
liquid.	Palm kernel oil.
Castor beans.	Perilla seeds.
Castor oil.	Perilla seed oil.
Cod oil.	Poppyseed.
Cohune kernels.	Poppyseed oil.
Cohune oil.	Rapeseed, rapeseed
Coquito kernels.	oil.
Coquito oil.	Rubberseed.
Copra.	Rubberseed oil.
Cocoonut oil.	Sesame seed.
Hemp seed.	Sesame oil.
Hemp seed oil.	Shark oil.
Kapok seed.	Sperm oil.
Kapok seed oil.	Sunflower seed.
Muru-muru kernels.	Sunflower seed oil.
Muru-muru oil.	Tucum kernels.
Oiticica oil.	Tucum oil.
Olive oil, edible, sul-	Tung oil.
phur and other in-	Whale oil.
edible.	

12. Section 14 (s) is also amended by adding subparagraphs (12) through (16) to read as follows:

(12) Flue cured tobacco, types 11 to 14, when sold by the producer.

(13) Cotton seed when sold by the producer.

(14) Dried figs, raisins and prunes when sold by the producer.

(15) Broom corn when sold by the producer.

(16) Sugarcane, and sugar and liquid sugar (as defined in the Sugar Act of 1948).

Effective date: This amendment is effective immediately.

(Sec. 704, Pub. Law 774, 81st Cong. Interpret or apply Title IV, Pub. Law 774, 81st Cong. E. O. 10161, Sept. 9, 1950, 15 F. R. 6105)

EDWARD F. PHELPS, JR.,  
Acting Director of Price Stabilization.

FEBRUARY 11, 1951.

#### APPENDIX—STATEMENT OF CONSIDERATIONS

This amendment is designed to make certain changes in Section 11 relating to agricultural commodities below parity and to Section 14 (s) dealing with exemption of food, agricultural and related commodities.

Section 11 (a) is revised to provide that the "parity" adjustment provisions shall cease to apply to any listed commodity not only when the Secretary of Agriculture has announced by publication that the price of such commodity has reached the highest of the "legal minima" specified in Section 402 (d) (3) of the Defense Production Act of 1950, but also when the Director of Price Stabilization has determined, after consultation with the Department of Agriculture, that the requirements of that Act are satisfied with respect to the commodity. The necessity for this amendment arises from the fact that the legal minimum required to be reflected to producers of an agricultural commodity may be reached before the Secretary of Agriculture announces it by publication since publication is normally only at monthly intervals. If the Director of Price Stabilization were to wait until the announcement, it might well be that ceiling prices would be increased by operation of the pass-through provisions in amounts far in excess of those required to satisfy the provisions of the Defense Production Act. Furthermore, a study of the processing margins for given commodities may demonstrate that these margins are ample to permit the absorption of moderate increases in the costs of the uncontrolled agricultural commodities without requiring the increases of the pass-through provisions.

Soybeans and sugarcane have been deleted from the list in Section 11 (a) because they have reached the legal minimum set forth in the Defense Production Act, parity in the case of sugarcane, and the highest price between May 24 and June 24, 1950, in the case of soybeans. Honey is added to this list because it is below parity.

The words "incurred or" have been inserted between the words "you" and "paid" in the sentences in Section 11 (b) (2) and 11 (c) (2) which read as follows: "The cost to you of a current purchase of that commodity exceeds the highest price you paid for it during the base period." This insertion has been made for the purpose of covering an obligation incurred as well as a price actually paid.

Section 11 (e) is amended to clarify a number of misunderstandings which have occurred owing to the use of the language "commodity exchange operating under the jurisdiction of the Commodity Exchange Authority" in the regulation. This has been interpreted by many to mean only those exchanges which have made application to the Commodity Exchange Authority for authority to operate commodity futures contracts markets. This is too narrow an interpretation and this amendment will make it clear that it is the intention of this paragraph to make use of recognized commodity exchanges at as many locations as possible inasmuch as they are places where daily records of price quotations are kept for the various commodities.

The heading of Section 14 (s) is broadened to include the words "food" and "related commodities" since all the commodities listed in this section will not be, strictly speaking, agricultural commodi-

ties. The phrase "(including any that may be imported)", which refers to agricultural commodities, is added to resolve any doubt as to whether imported agricultural commodities are exempted. These are exempt on the same basis as domestic agricultural commodities. Subparagraph (1) of Section 14 (s) which exempted raw and unprocessed agricultural commodities when sold by their producers is replaced by a new subparagraph (1) which exempts the agricultural commodities listed in Section 11 (a), these commodities being those below parity. Certain other raw and unprocessed agricultural commodities which are above parity have been exempted specifically in the other subparagraphs of this Section 14 (s). Among those specifically exempted are: Flue-cured tobacco, types 11 to 14, cotton seed, dried figs, raisins and prunes, and broom corn when sold by the producer.

These commodities are exempted for the same reasons that sales of other commodities by producers are exempted under the General Ceiling Price Regulation, as explained in the original statement of consideration thereto. Crude pine gum which was previously exempted at all levels has been exempted only when sold by the producer in order to treat this commodity in the same manner as the other commodities above parity. Tung oil, which was inadvertently omitted from the list of oils set forth in Section 14 (s) (11) is added thereto. The spelling of the word "ouricury" has been corrected, and the introductory language to the list of commodities in subparagraph (11) has been clarified. Furthermore, sale of soybeans by producers which were previously exempt, are subject to the specific price ceilings established under Section 1 of Supplementary Regulation No. 3.

Previously, under subparagraph 14 (s) (1) only sugarcane and sugar beets when sold by the producer were clearly exempted. This amendment will continue the exemption of sugar beets under subparagraph (1) and the exemption of sugarcane in subparagraph (16). The latter subparagraph also exempts sugar and liquid sugar (as defined in the Sugar Act of 1948) produced from such crops. It is the judgment of the Director of Price Stabilization that stabilization of sugar prices can be effected consistent with the requirements of the Defense Production Act by action of the Secretary of Agriculture in controlling imports of sugar, inasmuch as the Sugar Act of 1948 (7 U. S. C. Supp. II, 1100) requires the balancing of the interests of the producer and the consumer of sugar. It is believed that the price of raw sugar can be held to desired levels by control over imports and that with an ample supply of raw sugar, refiners will hold to their present refining margins. These margins will be closely watched, and appropriate action will be taken should there be a tendency for these margins to increase. The decision to exempt the sugar items was taken only after full consultation with the Secretary of Agriculture.

Subparagraph (1) of Section 14 (s) will exempt agricultural commodities selling below parity which are listed in Section 11 (a). Sales of these commodi-

ties were previously frozen except when sold by the producer. However, the purchaser from the producer could pass on any increase in the price he paid to the next purchaser. The purpose of this provision was to freeze the margins of distributors of these agricultural commodities without preventing the price of the agricultural commodity, itself, from rising to legal minimum. It is not believed that these exemptions will lead to any increase in the distributors' margins. Since commodities below parity are not likely to be in short supply, competition among the distributors and the processors who buy from them should be effective in holding margins in line. Furthermore, the Director of Price Stabilization will act if distributors' margins show a tendency to increase. In addition, as previously explained in connection with Section 1 of Supplementary Regulation No. 3 regarding agricultural commodities above their "legal minima", ceiling prices determined by the freeze technique are not suitable for transactions on commodity exchanges. The exemption of these commodities from ceiling prices will also solve this problem. Of course, when the prices of these commodities approach their "legal minima", the question of their exemption will be reconsidered. Finally, the prices of commodities processed from agricultural commodities will remain frozen subject to the pass-through provision when they are processed substantially from these exempted commodities.

In the judgment of the Director of Price Stabilization the ceiling prices established by this regulation are generally fair and equitable and are necessary to effectuate the purposes of Title IV of the Defense Production Act of 1950.

So far as practicable the Director of Price Stabilization gave due consideration to the national effort to achieve maximum production in furtherance of the objectives of the Defense Production Act of 1950; parity prices and the other legal minimum requirements of the Act including prices prevailing during the period from May 24, 1950, to June 24, 1950, inclusive; and to relevant factors of general applicability.

Although special circumstances have rendered impracticable consultation with formal industry advisory committees, including trade association representatives, the provisions of this amendment have been presented to, and generally approved by, persons representing substantial segments of the various industries affected.

[F. R. Doc. 51-2328; Filed, Feb. 13, 1951; 12:08 p. m.]

[General Ceiling Price Regulation, Supplementary Regulation 3]

GCPR, SR 3—FOOD, AGRICULTURAL AND RELATED COMMODITIES

Pursuant to the Defense Production Act of 1950 (Pub. Law 774, 81st Cong.), Executive Order 10161 (15 F. R. 6105), and Economic Stabilization Agency General Order No. 2 (16 F. R. 738), this Supplementary Regulation 3 to the General Ceiling Price Regulation (16 F. R. 808) is hereby issued.

A statement of the considerations involved in the issuance of this Supplementary Regulation is contained in the attached Appendix.

Sec.

- 1 Ceiling prices for all sellers (other than retailers) of certain processed and unprocessed agricultural commodities.
- 2 Adjustments in ceiling prices applicable to certain sales of dressed hogs.

AUTHORITY: Sections 1 and 2 Issued under Sec. 704, Pub. Law 774, 81st Cong. Interpret or apply Title IV, Pub. Law 774, 81st Cong., E. O. 10161, Sept. 9, 1950, 15 F. R. 6105.

SECTION 1. *Ceiling prices for all sellers (other than retailers) of certain processed and unprocessed agricultural commodities.*—(a) *Ceiling prices for green coffee and raw cocoa beans.* Your ceiling price for any of the commodities listed below shall be the price designated

Commodity	Exchange	Delivery point and terms	Grade and quality	Price per pound (cents)	Price date or range of dates
Coffee.....	New York Coffee & Sugar Exchange, Inc.	U. S. ports of arrival, ex dock, net delivered weight, net cash; price includes usual brokerage or commissions.	Actual Santos 4's; Solid Bean; Greenish Strictly Soft.	55.50	Jan. 10-23, 1951.
Do.....	do.....	do.....	Washed Colombian; Excelsos Actual; Usual Good Quality.	60.50	Jan. 10-23, 1951.
Cocoa.....	New York Cocoa Exchange.	Basin ex dock New York or other U. S. port of arrival, net delivered weight, net cash; price includes usual brokerage or commissions.	Basic Exchange; Delivery Quality; Main Crop Accra.	38.375	Dec. 21, 1950.
Do.....	do.....	do.....	Basic Exchange; Delivery Quality; Superior Bahia.	38.375	Jan. 23, 1951.

(b) *Ceiling prices for soybeans*—(1) *Base ceiling prices for yellow and green soybeans.* The base ceiling price for No. 1 and No. 2 yellow soybeans and for No. 1 and No. 2 green soybeans (i) delivered at Chicago is \$3.31 per bushel, and (ii) for other areas is:

	Per bushel
Illinois .....	\$3.23
Indiana .....	3.22
Iowa .....	3.22
Kansas .....	3.21
Kentucky .....	3.20
Michigan .....	3.21
Missouri .....	3.21
Nebraska .....	3.21
Ohio .....	3.22
South Dakota .....	3.20
Tennessee .....	3.20
Wisconsin .....	3.21
All other States .....	3.18

(2) *Base ceiling prices for black, brown, and mixed soybeans.* Base ceiling prices for black, brown, and mixed soybeans shall be 25 cents per bushel less than the base prices in subparagraph (1) of this paragraph.

(3) *Ceiling prices at various marketing levels.* (i) If you are a seller of soybean futures on the Chicago Board of Trade your ceiling price for such soybean futures shall be \$3.33 per bushel.

(ii) If you are a seller through a Commission Merchant of cash soybeans on track at Chicago, your ceiling price for No. 1 and No. 2 yellow soybeans and for No. 1 and No. 2 green soybeans delivered at Chicago shall be \$3.33 per bushel.

(iii) If you operate a country elevator, your ceiling price f. o. b. cars or barges or trucks at your elevator is the Chicago base ceiling price less transportation

charges, or the applicable base ceiling price for your state, whichever is higher. If you determine your ceiling price f. o. b. truck at your elevator, as indicated above, you may add to your ceiling price three cents per bushel for delivery by truck to the processor's plant, or to the barge loading elevator. If you ship by rail from an elevator which can load to barges, your ceiling price is the Chicago base ceiling price less the applicable railroad freight rate, or the state base ceiling price, whichever is higher.

(iv) If you are the producer, your ceiling price is the ceiling price of the country elevator, to which you customarily delivered your soybeans, less the appropriate elevator and handling charges provided by the Uniform Grain Storage agreement.

(v) If you are a track merchandiser, or a commission merchant in any terminal market or grain exchange other than Chicago, your ceiling price is the appropriate country elevator ceiling price plus two cents per bushel.

(vi) If you are a terminal or sub-terminal merchandiser, and you unload the soybeans into your elevator, or warehouse from cars or barges, your ceiling price is your supplier's ceiling price on his sale and delivery to you, plus three cents per bushel, plus your published tariff charge for elevation, plus the transportation charges actually incurred.

(4) This paragraph shall not apply to deliveries made pursuant to written contracts for sales of soybeans entered into after January 25, 1951 and before the date of issuance of this supplement if

such contracts complied with the provisions of the General Ceiling Price Regulation.

(5) *Seed Soybeans.* This paragraph shall not apply to soybeans sold for use in planting.

(c) *Ceiling prices for soybean oil meal.* If you are a processor and you sell soybean chips, soybean oil cake, or 41 percent soybean oil meal, soybean flakes, or 44 percent soybean oil meal, your ceiling price in carload lots, bulk, is \$74.00 per ton of 2,000 pounds, f. o. b. cars, Decatur, Illinois. This ceiling price may be adjusted by the differentials established during the base period, as to sacks and sackings, sized cake and pellets, soybean hulls, soybean mill feed, packaging, quality, location and for deliveries in smaller quantities. Ceiling prices for jobbers, car door sellers, wholesalers and retailers shall be your supplier's price on his sale and delivery to you plus your customary dollars-and-cents markup.

(d) This section shall not apply to sales at retail of any of these commodities:

**SEC. 2. Adjustments in ceiling prices applicable to certain sales of dressed hogs.** This section applies only to processors who sold and delivered dressed hogs during the base period at a price figured by using a percentage of the live hog price (referred to as a "denominator"). If you are a processor in this group, your ceiling price for sales of dressed hogs to buyers other than retailers is the current live hog price at the market used during the base period, multiplied by your highest denominator for that weight range, with the resulting price reduced to an f. o. b. plant basis, where appropriate. The denominator must be one that was used during the base period for a sale of at least 20,000 pounds of dressed hogs.

The increased price paid by any purchaser of dressed hogs under this provision may not, however, be added to any purchaser's ceiling prices determined by the provisions of the General Ceiling Price Regulation.

Effective date: This supplement is effective immediately.

EDWARD F. PHELPS, JR.,  
Acting Director of Price Stabilization.

#### APPENDIX—STATEMENT OF CONSIDERATIONS

This Supplementary Regulation is being issued to resolve certain problems relating particularly to food and agricultural commodities covered by the GCPR. It has been deemed procedurally desirable to treat these problems separately in a Supplementary Regulation to the GCPR. There are, moreover, sufficient provisions in the GCPR useful to the pricing of such commodities as to make it advantageous to maintain this connection with the GCPR. It is presently contemplated that the issuance by the Director of Price Stabilization of tailored dollars-and-cents regulations will replace as rapidly as possible the pricing provisions of this Supplementary Regulation.

1. *Ceiling prices for all sellers (other than retailers) of certain processed and*

*unprocessed agricultural commodities.* Section 1 of this Supplementary Regulation provides ceiling prices for specified agricultural commodities sold on certain commodity exchanges, and is intended to alleviate trading problems on these exchanges resulting from the issuance of the General Ceiling Price Regulation. These problems, although anticipated in part, could not be avoided in a general freeze of prices. It is also designed to enable persons selling other than on the exchanges to determine their specific prices in relation to the prices designated for the exchange. Exchange problems arose with regard to the commodities above parity because: (1) Some individuals had lower ceiling prices than others and could not compete in the market; (2) Other individuals had not traded in the base period of the general freeze and the alternative provisions provided in the General Ceiling Price Regulation did not offer a practicable means for providing these sellers with ceiling prices; and (3) Sales of these commodities by their producers were exempt, which created a tendency to sell around the exchange and disrupt normal channels of distribution.

Section 1 designates for each of the commodities listed therein an appropriate ceiling price for contracts grades. Sellers on the exchange will take this price as their ceiling adjusted for grade, quality and point of delivery according to the rules of the applicable exchange. Other sellers will determine their ceiling prices by taking the designated price to which their prices were related and adjusting it for their differentials for grade, quality and location which existed on the date of the designated price.

Except for soybeans and soybean oil meal, the specific prices designated for the various commodities listed are a translation into specific prices of the ceiling prices of individual sellers established under the General Ceiling Price Regulation. The highest prices quoted on the various exchanges for sales completed during the base period were taken in those cases where it was found that such prices reflected the general level of the ceiling prices of individual sellers.

In the case of soybeans the base ceiling price has been established at the lowest price which adequately reflects the legal minimum, which is above parity and equal to the highest price received between May 24 and June 24, 1950. This base ceiling price is higher than that which prevailed during the base period but it is a roll-back from more recent prices. In that connection, because some contracts were entered into at prices higher than those established in this Supplementary Regulation (which was proper under the then existing terms of Section 11 of the GCPR), it has been necessary to permit such contracts to be carried out (subparagraph (4) of section 1 (b)).

Soybean oil meal is set at a price higher than the base period price in order to provide the proper price relationship with soybean oil prices, which are being rolled back in another action taken simultaneously herewith by the Director of Price Stabilization. Together, these ceiling prices will reflect

the legal minima for soybeans and provide generally fair and equitable margins for both expellers and solvent processors.

The ceiling price for soybean oil meal is set high enough to permit a reasonable relationship with corn for livestock feeding; and the ceiling for soybeans is established at a level which should maintain an appropriate balance in acreage devoted to soybeans as compared with corn.

These ceilings will apply to sales of the listed commodities beginning with sales by the producer up to but not including sales by the retailer whose ceilings will be those determined under the General Ceiling Price Regulation.

Experience has shown that the absence of a ceiling on producers will cause an upward pressure on prices. This paragraph, which departs from the freeze techniques that cannot be practically applied to producers, covers sales by producers.

This Supplementary Regulation should alleviate the difficulties pointed out above until regulations can be issued which designate specific dollars-and-cents ceiling prices for all grades, locations and classes of sellers of the foregoing commodities.

2. *Methods for establishing ceilings for certain sales of dressed hogs.* Section 2 permits slaughterers to continue their normal business operations of shipping dressed hogs. Under normal competitive marketing conditions, approximately 10 million pounds of dressed hogs are sold weekly by slaughterers to other packers and processors who convert the dressed hogs into wholesale pork cuts. The slaughtering plants customarily determine the dressed hog prices by multiplying the live hog price by a set percentage, usually referred to as a denominator.

Since the General Ceiling Price Regulation did not make provision for the continuation of sales of dressed hogs on a denominator basis, it is feared that slaughterers who have customarily sold on this basis will divert their slaughter to other purchasers in the form of wholesale cuts, leaving their regular customers without a normal source of supply. As stated, this amendment is drafted to meet this problem. It should be noted that this amendment does not apply to sales to retailers. It is also restricted in application to processors who performed the delineated functions during the base period. The amendment does not permit any increase in the ceiling prices of wholesale pork cuts derived from dressed hogs, but rather requires the purchaser of the dressed hogs to continue to sell his products derived from such dressed hogs at his ceiling prices as determined by the General Ceiling Price Regulation.

In the judgment of the Director of Price Stabilization the ceiling prices established by Sections 1 and 2 of this Supplementary Regulation are generally fair and equitable and are necessary to effectuate the purposes of Title IV of the Defense Production Act of 1950.

So far as practicable the Director of Price Stabilization gave due consideration to the national effort to achieve maximum production in furtherance of the objectives of the Defense Production Act

of 1950; to parity prices and the other minimum requirements of the law including prices prevailing during the period from May 24, 1950 to June 24, 1950, inclusive; and to relevant factors of general applicability.

Although special circumstances have rendered impracticable consultation with formal industry advisory committees, including trade association representatives, the provisions of this Supplementary Regulation have been presented to, and generally approved by, persons representing substantial segments of the various industries affected.

[F. R. Doc 51-2329; Filed, Feb. 13, 1951; 12:09 p. m.]

**Chapter IV—Wage Stabilization Board, Economic Stabilization Agency**

[General Regulation 5, including Amdt. 1]

**GR 5—ADJUSTMENTS FOR INDIVIDUAL EMPLOYEES**

Pursuant to the Defense Production Act of 1950 (Public Law 774, 81st Cong.), Executive Order 10161 (15 F. R. 6105), General Wage Stabilization Regulation 1 (16 F. R. 816) and Economic Stabilization Agency General Order No. 3 (16 F. R. 739), this General Regulation No. 5, including Amendment 1 is hereby issued.

1. Section 1 (a) (2) is revised without substantial change for purposes of clarification.

2. In section 2 substitute a comma followed by the word "and" for each of the periods at the end of paragraphs (a), (b), and (c). In the opening words of section 2 (c) the phrase "an employee" is changed to read "any employee."

3. In the opening words of section 3 the phrase "to a higher job" is changed to read "to a higher paid job." In section 3 (a) substitute a comma followed by the word "and" for the period at the end thereof.

4. In section 5 (c) the word "employees" is changed to read "employee".

5. In the opening words of section 6 the phrase "industrial employees" is changed to read "individual employees".

6. General Regulation 5, as hereby amended, reads as follows:

**STATEMENT OF CONSIDERATIONS**

This General Regulation is issued by the Wage Stabilization Board in discharge of its responsibilities under the provisions of the Defense Production Act of 1950, Executive Order 10161, General Order No. 3 and General Wage Stabilization Regulation 1 of the Economic Stabilization Administrator. It is designed to stabilize wages, salaries and other compensation and to effectuate the purposes and intent of said statute, orders, and regulation.

For the purpose of preparing itself for the discharge of its responsibilities, the Wage Stabilization Board heretofore distributed to representative labor and industry groups a series of questions, the answers to which would provide the Board with essential information for the development of wage stabilization policies. Thereafter, the Board conducted

conferences which were attended by representatives of labor and industry, who presented their views respecting the development of wage stabilization policies. In the formulation of the provisions hereof there has thus been consultation with industry and labor representatives, including trade association and labor union representatives, and consideration has been given to their recommendations.

The effective administration of wage stabilization program rests largely on the degree of success achieved in ensuring that individual wage and salary adjustments be not misused for the purposes of evading or avoiding the requirements of law. Efficient industrial management, harmonious labor-management relations and high level production cannot be attained unless a large measure of flexibility and discretion is reserved to management, or to management and labor, as the case may be, in the operation of sound systems for merit and/or length of service increases, promotions or transfers, establishing rates for new or changed jobs, new hirings, etc. It is the intention of the Board in the accompanying general regulation to permit the operation and administration of such systems subject to the standards and controls set forth therein.

**Sec.**

0. Regulation subject to future general regulation.

1. Merit and/or length of service increases where plan exists.

2. Merit and/or length of service increases in absence of plan.

3. Promotions and transfers.

4. New or changed jobs.

5. Hiring of new employees.

6. Permissible variations in earnings.

7. Rates subject to revision.

8. Record keeping required.

9. Increases shall not justify price increases.

**AUTHORITY:** Sections 0 to 9 issued under sec. 704, Pub. Law 774, 81st Cong. Interpret or apply Title IV, Pub. Law 774, 81st Cong.; E. O. 10161, Sept. 9, 1950, 15 F. R. 6105.

**SECTION 0. Regulation subject to future general regulation.** Pending the issuance of further general regulations on the subjects covered herein, individual wage or salary adjustments are authorized for employees, without prior approval of the Wage Stabilization Board, subject to this General Regulation No. 5.

**SEC. 1. Merit and/or length of service increases where plan exists.** Merit and/or length of service increases may be granted in accordance with a plan in effect on January 25, 1951, provided:

(a) That such a plan existed—

(1) In a written collective bargaining agreement in effect on or before January 25, 1951, or

(2) In the form of (i) a written statement of policy or procedure in effect on January 25, 1951, or (ii) a written notice that had been furnished to or posted for the employees on or before January 29, 1951, and that

(3) Such written agreement, statement, or notice, shall be kept available at all times for inspection by the Wage Stabilization Board, and

(b) That such a plan contains job classification rate ranges with clearly designated maximum rates; and

(c) That in accordance with the normal operation of such a plan the employee would normally be reviewed for a merit increase or entitled to a length of service increase at the time the increase is granted; and

(d) That if the plan provides for increases in specific amounts or percentage increases shall not be granted in excess of such amounts or percentages; and

(e) That if the plan does not provide for increases in specific amounts or percentages, the amount of increase granted to any individual employee shall not exceed the figure reached by dividing the total amount of the merit and/or length of service increases granted to individual employees in that classification during the calendar year 1950 by the number of employees in that classification who received such increases. Where job classifications are grouped into labor grades or levels and wage or salary rate administration has been in terms of such grades or levels, the average referred to may be computed for each such grade or level.

(f) That no employee's rate shall be raised above the maximum rate of his job classification.

**Sec. 2. Merit and/or length of service increases in absence of plan.** In the absence of an established plan meeting the requirements of section 1 above, merit and/or length of service increases may be granted subject to the following conditions:

(a) That the employee shall not have received a merit and/or length of service increase during the 12 calendar months preceding the effective date of such increase, and

(b) That the number of employees whose rates may be increased in any one calendar month shall not exceed the proportionate number of increases granted per month during the calendar year 1950 in each bargaining unit or other appropriate groups of employees, and

(c) That the increase granted any employee shall not exceed in amount the figure reached by dividing the total amount of merit and/or length of service increases granted to employees in the same job classification during the calendar year 1950, by the number of employees in that classification who received such increases; *Provided*, That in an establishment that has no system of job classifications, the increase shall not exceed in amount a figure similarly computed which averages the increases granted to employees doing similar work during the calendar year 1950. Where job classifications are grouped into labor grades or levels and wage or salary rate administration has been in terms of such grades or levels, the average referred to may be computed for each such grade or level, and

(d) That no employee shall be raised to a rate higher than the maximum rate of the job classification, or in the absence of a formal system of rate ranges, than the highest rate paid to any employee doing similar work on January 25, 1951, except as such highest rate may have been raised pursuant to the terms of General Regulation No. 2 or other

actions of the Board authorizing increases in wage or salary rates.

**SEC. 3. Promotions and transfers.** When a bona fide promotion or transfer of an employee to a higher paid job is made, the payment to such employee of the rate for such job is permissible provided:

(a) That the employee is required to perform the normal duties of the job to which he is promoted or transferred, and

(b) That if the job to which the employee is promoted or transferred has a rate range, the rate within the range which he may be paid shall be governed by the practice followed under the terms of the applicable collective bargaining agreement, or under a written statement of policy or procedure existing and in actual operation on January 25, 1951. If such agreement or written statement does not exist, the employer shall follow the same practice in determining such rate as he followed in the calendar year 1950. In no event shall the employee receive a rate in excess of the maximum of the rate range to which he is promoted or transferred.

**SEC. 4. New or changed jobs.** Rates for new or changed jobs may be established in accordance with plans or procedures in effect on January 25, 1951, or, if no plan or procedure was in effect on such date, the rates established must be in balance with the existing rate structure. Slight or inconsequential changes in job content shall not provide the basis for establishing new job classifications, rates or rate ranges nor justify changes in existing job classifications, rates or rate ranges.

**SEC. 5. Hiring of new employees.** A new employee may not be hired at a rate exceeding:

(a) The minimum of the rate range of the job classification into which he is hired, provided that an employee who has special ability and experience may be hired at a rate corresponding to such ability and experience within the rate range, or

(b) The rate of the job, or

(c) The minimum rate paid to any employee doing similar work during the pay period immediately preceding January 25, 1951, if the establishment has no system of job classification.

**SEC. 6. Permissible variations in earnings.** Variations in earnings of individual employees subsequent to January 25, 1951, resulting from the following are permissible: *Provided*, Such variations result from the operation of collective bargaining agreements or other plans or practices in effect on or before January 25, 1951, and further provided that the method of application of such agreements, plans or practices is consistent with the method of application over a reasonable period of time prior to January 25, 1951:

(a) The normal operation or application of incentive rates or plans; or

(b) Change from one shift to another; or

(c) The normal operation of a system for payment of commission on sales or business transactions; or

(d) The payment of overtime, premium, or penalty rates; or

(e) Other similar auxiliary pay practices.

**SEC. 7. Rates subject to revision.** The rate or rate ranges within which this regulation is to be operative may be revised pursuant to the other applicable regulations of the Board.

**SEC. 8. Record keeping required.** The employer shall keep records of each wage or salary adjustment made pursuant to the terms of sections 1 through 5 of this general regulation in readily accessible form for inspection by the Wage Stabilization Board.

**SEC. 9. Increases shall not justify price increases.** Increases in the wage rates of employees granted under the terms of this general regulation shall not furnish a basis either to increase price ceilings or resist otherwise justifiable reductions in price ceilings.

Adopted by the Wage Stabilization Board. Dissenting: Labor Members Emil Rieve, Elmer E. Walker, Harry C. Bates.

**NOTE:** The record keeping and reporting requirements of this regulation have been approved by the Bureau of the Budget in accordance with the Federal Reports Act of 1942.

General Regulation 5 issued February 5, 1951. General Regulation 5, including Amendment 1, issued February 12, 1951.

CYRUS S. CHING,  
Chairman.

[F. R. Doc. 51-2330; Filed, Feb. 13, 1951;  
12:09 p. m.]

## Chapter VI—National Production Authority, Department of Commerce

[NPA Delegation 1 as Amended Feb. 12, 1951]

### DEL. 1—DELEGATION OF AUTHORITY TO THE SECRETARY OF DEFENSE

Pursuant to the authority of the Defense Production Act of 1950 (P. L. 774, 81st Cong.) and Executive Orders 10161 (15 F. R. 6105) and 10200 (16 F. R. 61) there is hereby delegated to the Secretary of Defense the authority to apply ratings to direct Government contracts and purchase orders in order to meet authorized procurement and construction programs of the Department of Defense, the Mutual Defense Assistance Program, or authorized programs of such other Government agencies as the National Production Authority may designate by special direction to the Secretary of Defense.

The Secretary of Defense is also authorized to assign the right to apply ratings:

1. To persons placing orders for materials to be delivered to or for the account of the Department of Defense or other Government agencies specially designated as provided above to meet authorized programs;

2. To certain prime or subcontractors on orders for delivery of production equipment specifically required to support authorized procurement programs of the Department of Defense or such other specially designated Government agencies; and

3. To certain contractors on orders for delivery of construction equipment for use on construction outside of the United

States (48 States and the District of Columbia).

This authority may be redelegated by the Secretary of Defense to appropriate agencies of the Department of Defense or to its authorized agents or to such other Government agencies specially designated as provided above.

The exercise of this authority shall conform to the terms of the regulations and orders of the National Production Authority and also to priorities and allocations policy directives issued by the Munitions Board and subject to approval by the National Production Authority.

In applying ratings on direct contracts and purchase orders, the certification and procedure stated in NPA Reg. 2 shall be used. In assigning the right to apply ratings on contracts and orders, the following certification shall be used: "By authority of the National Production Authority, the right to apply the rating DO (2 digit program code) is hereby assigned to (description of scope of assignment)". This certification shall be authenticated with the signature of an authorized official of the Department of Defense or its authorized agents or of the appropriate other Government agency designated as provided above.

The use of this authority is limited to such quantitative allocations as may be assigned by the National Production Authority to the Department of Defense, and to such conditions as may be imposed by the National Production Authority on use, records, and reports.

This authority shall not be used to rate direct procurement or contractors' purchase of construction equipment for use on construction in the United States (48 States and the District of Columbia); to rate civilian type items for resale in Post Exchanges and Ship Stores; or to rate purchases from exclusively retail establishments, except in emergency situations and then only for small amounts to prevent imminent stoppage.

This amended delegation shall take effect on February 12, 1951.

NATIONAL PRODUCTION  
AUTHORITY,

[SEAL]

MANLY FLEISCHMANN,  
Administrator.

[F. R. Doc. 51-2294; Filed, Feb. 13, 1951;  
9:48 a. m.]

[NPA Delegation 2 as Amended Feb. 12, 1951]

### DEL. 2—DELEGATION OF AUTHORITY TO ATOMIC ENERGY COMMISSION

Pursuant to the authority of the Defense Production Act of 1950 (Pub. Law 774, 81st Cong.) and Executive Orders 10161 (15 F. R. 6105) and 10200 (16 F. R. 61), there is hereby delegated to the Atomic Energy Commission the authority to apply ratings on direct contracts and purchase orders to meet authorized operation and construction programs of the Atomic Energy Commission.

The Atomic Energy Commission is also authorized to assign the right to apply ratings:

1. To persons placing orders for materials, except construction equipment, to be delivered to or for the account of the Atomic Energy Commission to meet authorized programs;

2. To certain prime or sub-contractors on orders for delivery of construction equipment specifically required to support authorized construction programs of the Atomic Energy Commission where such equipment will be the property of the Atomic Energy Commission;

3. To certain prime and sub-contractors of the Atomic Energy Commission (other than suppliers of electric power service) for use on orders for the delivery of materials, except construction equipment, required by the contractor (a) for use in the construction of a plant or addition thereto where the plant or addition, upon completion, will be operated exclusively or primarily for Atomic Energy Commission purposes, and (b) for use in the operation of any plant which is operated exclusively for Atomic Energy Commission purposes; and

4. To any other persons (except suppliers of electric power service) for the delivery of construction materials and capital equipment, where the Atomic Energy Commission has determined, in each case, that the delivery of such materials or equipment on schedule is necessary and provides the only reasonable and practical means to meet authorized programs of the Atomic Energy Commission, and that such persons are making maximum use of facilities otherwise available to meet Atomic Energy Commission requirements.

This authority may be redelegated by the Atomic Energy Commission to appropriate agencies of the Atomic Energy Commission or to its authorized agents.

The exercise of this authority shall conform to the terms of the regulations and orders of the National Production Authority and also to priorities and allocations policy directives issued by the Atomic Energy Commission and subject to approval by the National Production Authority.

In applying ratings on direct contracts and purchase orders, the certification and procedure stated in NPA Reg. 2 (15 F. R. 6632) shall be used. In assigning the right to apply ratings on contracts and orders, the following certification shall be used: "By authority of the National Production Authority, the right to apply rating DO (2-digit program code) is assigned to (description of scope of assignment)." This certification shall be authenticated with the signature of an authorized official of the Atomic Energy Commission or its authorized agents.

The use of this authority is limited to such quantitative allocations as may be assigned by the National Production Authority to the Atomic Energy Commission, and to such conditions as may be imposed by the National Production Authority on use, records, and reports.

This authority shall not be used to rate purchases from exclusively retail establishments, except in emergency situations and then only for small amounts to prevent imminent stoppage.

This amended delegation shall take effect on February 12, 1951.

NATIONAL PRODUCTION  
AUTHORITY,  
[SEAL] MANLY FLEISCHMANN,  
Administrator.

[F. R. Doc. 51-2297; Filed, Feb. 13, 1951;  
9:48 a. m.]

[NPA Delegation 3 as Amended Feb. 12, 1951]

DEL. 3—DELEGATION OF AUTHORITY TO  
NATIONAL ADVISORY COMMITTEE FOR  
AERONAUTICS

Pursuant to the authority of the Defense Production Act of 1950 (Pub. Law 774, 81st Cong.) and Executive Orders 10161 (15 F. R. 6105) and 10200 (16 F. R. 61), there is hereby delegated to the National Advisory Committee for Aeronautics the authority to apply ratings to direct contracts and purchase orders to meet authorized procurement and construction programs of the National Advisory Committee for Aeronautics.

The National Advisory Committee for Aeronautics is also authorized to assign the right to apply ratings to persons placing orders for materials to be delivered to or for the account of the National Advisory Committee for Aeronautics to meet authorized programs.

This authority may be redelegated by the National Advisory Committee for Aeronautics to appropriate agencies of the National Advisory Committee for Aeronautics or to its authorized agents.

The exercise of this authority shall conform to the terms of the regulations and orders of the National Production Authority and also to priorities and allocations policy directives issued by the National Advisory Committee for Aeronautics and subject to approval by the National Production Authority.

In applying ratings on direct contracts and purchase orders, the certification and procedure stated in NPA Reg. 2 (15 F. R. 6632) shall be used. In assigning the right to apply ratings on contracts and orders, the following certification shall be used: "By authority of the National Production Authority, the right to apply rating DO (2-digit program code) is hereby assigned to (description of scope of assignment)". This certification shall be authenticated with the signature of an authorized official of the National Advisory Committee for Aeronautics or its authorized agents.

The use of this authority is limited to such quantitative allocations as may be assigned by the National Production Authority to the National Advisory Committee for Aeronautics, and to such conditions as may be imposed by the National Production Authority on use, records, and reports.

This authority shall not be used to rate direct procurement or contractors' purchase of construction equipment for use on construction in the United States (48 States and the District of Columbia); or to rate purchases from exclusively retail establishments, except in emergency situations and then only for small amounts to prevent imminent stoppage.

This amended delegation shall take effect on February 12, 1951.

NATIONAL PRODUCTION  
AUTHORITY,  
[SEAL] MANLY FLEISCHMANN,  
Administrator.

[F. R. Doc. 51-2296; Filed, Feb. 13, 1951;  
9:48 a. m.]

[NPA Delegation 4 as Amended Feb. 12, 1951]

DEL. 4—DELEGATION OF AUTHORITY TO THE  
UNITED STATES COAST GUARD

Pursuant to the authority of the Defense Production Act of 1950 (Public Law 774, 81st Cong.) and Executive Orders 10161 (15 F. R. 6105) and 10200 (16 F. R. 61) there is hereby delegated to the United States Coast Guard the authority to apply ratings to direct contracts and purchase orders to meet authorized procurement and construction programs of the United States Coast Guard.

The United States Coast Guard is also authorized to assign the right to apply ratings to persons placing orders for materials to be delivered to or for the account of the United States Coast Guard to meet authorized programs.

This authority may be redelegated by the United States Coast Guard to appropriate agencies of the United States Coast Guard or to its authorized agents.

The exercise of this authority shall conform to the terms of the regulations and orders of the National Production Authority and also to priorities and allocations policy directives issued by the United States Coast Guard and subject to approval by the National Production Authority.

In applying ratings on direct contracts and purchase orders, the certification and procedures stated in NPA Reg. 2 (15 F. R. 6632) shall be used. In assigning the right to apply ratings on contracts and orders, the following certification shall be used: "By authority of the National Production Authority, the right to assign rating DO (2-digit program code) is hereby assigned to (description of scope of assignment)". This certification shall be authenticated with the signature of an authorized official of the United States Coast Guard or its authorized agents.

The use of this authority is limited to such quantitative allocations as may be assigned by the National Production Authority to the United States Coast Guard and to such conditions as may be imposed by the National Production Authority on use, records, and reports.

This authority shall not be used to rate direct procurement or contractors' purchase of construction equipment for use on construction in the United States (48 States and the District of Columbia); to rate civilian type items for resale in Post Exchanges and Ship Stores; or to rate purchases from exclusively retail establishments, except in emergency situations and then only for small amounts to prevent imminent stoppage.

This amended delegation shall take effect on February 12, 1951.

NATIONAL PRODUCTION  
AUTHORITY,  
[SEAL] MANLY FLEISCHMANN,  
Administrator.

[F. R. Doc. 51-2293; Filed, Feb. 13, 1951;  
9:48 a. m.]

[NPA Delegation 8]

DEL. 8—DELEGATION OF AUTHORITY TO THE  
SECRETARY OF STATE

Pursuant to the authority of the Defense Production Act of 1950 (Pub. Law

774, 81st Cong.) and Executive Orders 10161 (15 F. R. 6105) and 10200 (16 F. R. 61) there is hereby delegated to the Secretary of State the authority (1) to apply ratings to direct contracts and purchase orders of the Department of State and (2) to assign the right to apply ratings to persons placing orders for materials to be delivered to or for the account of the Department of State or to be used in the performance of contracts with the Department of State.

The authority herein delegated shall be used only to meet authorized procurement and construction requirements of the International Information and Educational Exchange Program and within such quantitative allocations as may be assigned by the National Production Authority.

The exercise of this authority shall conform to the terms of the regulations and orders of the National Production Authority and to such conditions as it may impose on use, records and reports. Such authority shall also be exercised in conformity with such policy directives as may be issued by the Department of State with approval of the National Production Authority.

The Secretary of State may redelegate this authority, and authorize its successive redelegation, to any other persons or agencies within the Department of State.

In applying ratings on direct contracts and purchase orders, the certification and procedure stated in NPA Reg. 2 (15 F. R. 6632) shall be used. In assigning the right to apply ratings on contracts and orders, the following certification shall be used: "By authority of the National Production Authority the right to apply the rating DO (2-digit program code) is hereby assigned to (description of scope of assignment)." This certification shall be authenticated with the signature of an authorized official of the Department of State.

This directive shall take effect on February 12, 1951.

NATIONAL PRODUCTION  
AUTHORITY,  
[SEAL] MANLY FLEISCHMANN,  
Administrator.

[F. R. Doc. 51-2295; Filed, Feb. 13, 1951;  
9:48 a. m.]

## TITLE 45—PUBLIC WELFARE

### Chapter V—War Claims Commission

#### Subchapter B—Receipt, Adjudication and Payment of Claims

##### PART 505—FILING OF CLAIMS AND PROCEDURES THEREFOR

Part 505 is hereby revised to read as follows:

- Sec.  
505.1 Claim defined.  
505.2 Time within which claims may be filed.  
505.3 Official forms.  
505.4 Official certificate of dependency.  
505.5 Place of filing claims.  
505.6 Requisites for filing claims.  
505.7 Receipt of claims.

AUTHORITY: §§ 505.1 to 505.7 issued under sec. 2, 62 Stat. 1240; 50 U. S. C., App. Sup. 2001.

§ 505.1 *Claim defined.* (a) A properly completed and executed application made on an official form provided by the Commission for such purpose constitutes a claim and will be adjudicated under laws administered by the Commission.

(b) Any communication, letter, note or memorandum from a claimant, or his duly authorized representative, or a person acting as next friend of a claimant who is not sui juris, setting forth sufficient facts to apprise the Commission of an intent to apply under the provisions of sections 5 (a) through (e), 6 and 7 of the act shall be deemed to be an informal claim. When an informal claim is received and an official form is forwarded for completion and execution by the applicant, such official form shall be considered as evidence necessary to complete the initial claim, and unless such official form is received within six months from the date it was transmitted for execution, the claim will be disallowed.

§ 505.2 *Time within which claims may be filed.* Claims made under sections 5 (a) through (e), 6 or 7 of the act will be received by the Commission during the period from January 3, 1950, to March 1, 1951, inclusive, in accordance with notice given pursuant to the provisions of section 2 (c) of the act, as amended. Claims to be accepted must be postmarked before midnight March 1, 1951, or delivered in person to the office of the War Claims Commission at Washington, D. C., at any field office thereof, or with any person or agency authorized by the Commission to receive claims on its behalf, before midnight March 1, 1951.

§ 505.3 *Official forms.* Official forms are provided for use in the preparation of claims for submission to the Commission for adjudication and such forms are available as prescribed in section 7 of the description of organization (14 F. R. 7819). An official form is provided for each type of claim that may be made under the provisions of sections 5 (a) through (e), 6 or 7 of the act and each is accompanied by printed instructions which explain its proper use, preparation, and execution. The official forms provided for use with respect to each type of claim adjudicable under said sections 5 (a) through (e), 6 or 7 of the act, are designated and identified as follows:

(a) For compensation by living prisoners of war, WCC Form 601—Application for Living Ex-Prisoner of War Benefits.

(b) For compensation by living Philippine prisoners of war, or their survivors, WCC Form 602—Application for Ex-Prisoner of War Allowance.

(c) For compensation by survivors of deceased prisoners of war, WCC Form 650—Application for Prisoner of War Benefits by Survivors of Deceased Prisoners of War.

(d) For detention benefits by living civilian American citizens, WCC Form 501—Application for Living Civilian Detention Benefits.

(e) For detention benefits by survivors of deceased civilian American citizens, WCC Form 550—Application for Deten-

tion Benefits by Survivors of Deceased Civilian Prisoners, Internees, Etc.

(f) For reimbursement by a religious organization or the personnel of a religious organization, WCC Form 701—Application for Reimbursement by Religious Organizations or Religious Personnel.

§ 505.4 *Official certificate of dependency.* Claims submitted to the Commission for adjudication by a dependent husband as a survivor of a deceased prisoner of war or as a survivor of a deceased civilian American citizen (as defined in section 5 of the act) shall be accompanied by a certificate of dependency prepared on an official form designated and identified as WCC Form 551—Husband's Certificate of Dependency.

§ 505.5 *Place of filing claims.* Claims submitted to the Commission for adjudication under the provisions of section 5 (a) through (e), 6 or 7 of the act, shall be filed at the offices of the Commission at Washington, D. C., at any field office thereof, or with any person or agency authorized by the Commission to receive claims on its behalf.

##### § 505.6 *Requisites for filing claims—*

(a) *Documents to accompany forms.* Claims shall be filed within the time prescribed in § 505.2 on either the appropriate official form provided by the Commission (see §§ 505.3 and 505.4) or by communication, letter, note or memorandum from a claimant or his duly authorized representative, or a person acting as next friend of a claimant who is not sui juris, and shall be accompanied by all the evidentiary documents, instruments, and records prescribed in the instructions which accompany each type of official form. If such evidentiary documents, instruments and records do not accompany the claim and are not furnished within six months after request, the claim may be deemed to have been abandoned and be disallowed.

(b) *Language for forms and documents.* Official forms shall be prepared in accordance with the instructions and in the English language, but evidentiary documents, instruments or records, or authenticated copies thereof, shall be submitted in the language in which originally written.

§ 505.7 *Receipt of claims—*(a) *Claims deemed received.* A claim shall be deemed to have been received by the Commission on the date postmarked, if mailed, or if delivery is made in person, on the date when delivered, either at the office of the Commission in Washington, D. C., at any field office thereof, or with any person or agency authorized by the Commission to receive claims on its behalf.

(b) *Claims developed.* In the event a claim has been so prepared as to preclude adjudication thereof, the Commission shall request the claimant to furnish whatever supplemental evidence, including the completion and execution of an appropriate official form, as may be essential to the adjudication thereof. Such evidence or official form, when received, shall be deemed to be evidence to supplement the initial application.

If the evidence or official form requested is not received within six months of the date of the request therefor, the claim may be deemed to have been abandoned and be disallowed.

DANIEL F. CLEARY,  
Chairman,  
War Claims Commission.

[F. R. Doc. 51-2185; Filed, Feb. 13, 1951;  
8:49 a. m.]

**TITLE 46—SHIPPING**

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

[CGFR 50-31]

**Subchapter D—Tank Vessels**

**REVISION OF REGULATIONS**

A notice regarding proposed changes in the regulations for tank vessels was published in the FEDERAL REGISTER dated August 25, 1950, 15 F. R. 5706, et seq., as Items IV, V, VI, and VII on the agenda to be considered by the Merchant Marine Council, and a public hearing was held by the Merchant Marine Council on September 20, 1950, at Washington, D. C. There were also public hearings held by the Merchant Marine Council on May 26, 1949, and March 28, 1950. All the comments submitted were considered and where possible incorporated into the regulations as revised.

This revision of the Tank Vessel Regulations is to provide requirements meeting present conditions. Where necessary the new requirements applicable to new tank vessels are appropriately dated. The major changes made in the regulations are, in addition to new requirements for hulls, machinery, and equipment of tank vessels built or constructed on or after July 1, 1951, revised requirements covering the transportation of liquefied inflammable gases, and new requirements covering the inflammable or combustible gases having lethal characteristics. The requirements regarding specifications in Part 37 of the previous edition have been transferred to Subchapter Q, Specifications, while the operating or construction requirements of general applicability have been transferred to Part 33 regarding lifesaving appliances. All the regulations have been renumbered. For convenience a comparison table has been prepared showing the old section numbers and the new section numbers assigned with asterisks indicating which sections have been revised or amended by this revision.

**COMPARISON OF OLD SECTION NUMBERS WITH NEW SECTION NUMBERS**

[The asterisk (\*) indicates text of section was revised]

Old section No.:	New section No.:
30.1	30.01-1
*30.2	30.01-5
*30.3	30.10-1
30.3 (a)	30.10-3
30.3 (b)	30.10-5
30.3 (c)	30.10-7
30.3 (d)	30.10-9
30.3 (e)	30.10-11
*30.3 (f)	30.10-13
*30.3 (g)	30.10-15
30.3 (h)	30.10-17
30.3 (i)	30.10-19

**COMPARISON OF OLD SECTION NUMBERS WITH NEW SECTION NUMBERS—Continued**

[The asterisk (\*) indicates text of section was revised]

Old section No.:	New section No.:
*30.3 (j)	32.80-1
*30.3 (k)	30.10-23
	32.20-10
30.3 (l)	30.10-25
30.3 (m)	30.10-27
30.3 (n)	30.10-29
*30.3 (o)	30.10-31
30.3 (p)	30.10-33
30.3 (q)	30.10-35
*30.3 (r) (1)	30.10-37
30.3 (r) (2)	30.10-39
30.3 (s)	30.10-41
30.3 (t)	30.10-43
30.3 (u)	—
30.3 (v)	30.10-45
30.3 (w)	30.10-47
30.3 (x)	30.10-49
*30.3 (y)	30.10-53
30.3 (z)	30.10-55
30.3 (aa)	30.10-57
30.3 (bb)	30.10-59
30.3 (cc)	30.10-61
30.3 (dd)	30.10-63
*30.3 (ee)	30.10-65
*30.3 (ff)	30.10-67
*30.3 (gg)	30.10-69
*30.3 (hh)	30.10-71
*31.1-1	31.05-1
31.1-1 (b)	31.05-1
*31.1-1 (c)	31.05-5
31.1-2	—
*31.1-3	30.20-10
31.1-4	30.01-15
31.1-6	30.20-50
31.3-6 (c)	31.01-15
31.1-7	32.20-1
31.2-1	31.01-20
31.2-3	31.05-10
31.3-1	31.01-10
*31.3-2	31.10-1
31.3-3	31.10-5
31.3-5	31.10-10
31.3-6	31.10-15
*31.3-7	31.10-20
31.3-8	31.10-25
31.3-8 (b)	31.10-30
*31.3-8 (c)	31.10-35
31.3-8 (d)	31.10-40
31.3-8 (e)	31.10-45
31.4-1	31.15-1
31.4-2	31.15-5
31.4-3	31.15-10
*31.4-4	30.20-50
31.5-1	31.20-1
*31.6-1a	—
*31.6-2	—
*31.6-3	—
*31.6-4	—
*31.7-1	31.25-1
*31.8-1	31.30-1
*32.1-1	31.01-1 (b)
32.1-2	32.01-1
32.1-3 (a), (b)	32.05-10
32.1-3 (c)	32.05-15
32.1-4	32.05-1
*32.1-5	—
32.1-6	32.40-1
32.1-7	32.40-5
32.1-8	32.40-10
32.1-9	32.40-15
32.2-1	32.65-5
32.2-2	32.65-10
32.2-3	32.65-15
32.2-4	32.65-20
32.2-5	32.65-25
32.2-6 (a)	32.65-30
32.2-6 (b)	32.65-35
*32.2-7	32.65-40
32.3-1	32.70-5
32.3-2	32.70-10
32.3-3	32.70-15
32.3-4	32.70-20
32.3-5	32.70-25
32.4-1	32.75-5
32.4-2 (a)	32.75-10
32.4-2 (b)	—

**COMPARISON OF OLD SECTION NUMBERS WITH NEW SECTION NUMBERS—Continued**

[The asterisk (\*) indicates text of section was revised]

Old section No.:	New section No.:
32.4-3	32.75-15
32.4-4	32.75-20
*32.5-1	32.35-1
*32.5-2	—
*32.5-3	—
*32.5-4	—
*32.5-5	—
*32.5-6	32.35-10
32.5-7	32.35-15 (a), (b)
32.5-8	32.35-15 (c)
*32.5-9	32.35-5
32.5-10 (a)	32.35-20
32.5-10 (b)	32.35-21
*32.5-11	32.35-25
32.5-12	31.10-23
32.6-1	32.45-1 (a)
*32.6-1 (b)	32.45-5
*32.6-1 (c)	32.45-5
*32.6-1 (d)	32.45-5
*32.6-1 (e)	32.45-5
*32.6-2	32.65-20
32.6-3	32.45-15
*32.6-4	32.45-1 (b)
32.6-5	32.70-15 (b)
32.6-6	32.45-10
32.7-1	32.55-5
32.7-2	32.55-10
32.7-3	32.55-15
*32.7-4	32.55-30
32.7-5	32.55-40
*32.7-6	32.55-45
*32.7-7	—
*32.7-8	—
32.7-9	32.55-35
*32.8-1	32.50-1
32.8-2	32.50-5
*32.8-3	32.50-10
*32.8-4	32.50-20
32.8-4 (c)	32.50-20
32.8-5	32.50-25
32.9-1	32.05-5
32.9-2	32.15-5
32.9-3	32.15-1
32.9-4 (a)	32.30-5
*32.9-4 (b)	32.30-1 (a)
32.9-4 (c)	32.30-1 (c)
32.9-4 (d)	32.30-1 (d)
*32.9-4 (e)	—
*32.9-4 (f)	—
*32.9-4 (g)	—
*32.9-4 (h)	—
*32.9-4 (i)	—
*32.9-4 (j)	—
*32.9-4 (k)	—
*32.9-4 (l)	—
*32.9-4 (m)	—
32.9-4 (n)	32.30-10 (a)
32.9-4 (o)	32.30-15
32.9-4 (p)	32.30-10 (b)
*32.9-5	32.25-1
32.9-5 (b)	32.25-10
32.9-5 (c)	32.25-15
32.9-6	32.15-10
32.9-7	32.01-5
*32.9-7 (b)	32.01-10
*32.9-8	32.01-15
32.9-9	32.15-15
32.9-10	32.50-30
*32.9-11 (b)	32.10-1
32.9-11 (c)	32.10-10
32.9-11 (d)	32.10-15
32.9-11 (e)	32.10-20
32.9-11 (f)	32.10-25
32.9-11 (g)	32.10-30
32.9-11 (h)	32.10-35
32.9-11 (i)	32.10-40
32.9-11 (j)	32.10-45
33.1-1	33.01-1
*33.1-2	33.01-5
33.1-3	33.01-15
*33.1-4	33.01-20
33.2-1	33.05-1
33.2-2	33.05-5
33.2-3	33.05-10
33.2-4	33.05-15
*33.2-5	33.05-20

RULES AND REGULATIONS

COMPARISON OF OLD SECTION NUMBERS WITH NEW SECTION NUMBERS—Continued

[The asterisk (\*) indicates text of section was revised]

Old section No.:	New section No.:
33.2-6	33.05-25
33.2-7	33.05-30
33.2-8	33.05-35
*33.3-1	33.15-1
*33.3-2	33.15-5
*33.3-3	33.15-10
*33.3-4	33.15-15
*33.3-6	33.15-20
33.3-7	33.15-25
*33.3-8	33.15-30
33.4-1	33.20-1
33.4-2	33.20-5
*33.4-3	33.20-10
33.4-4	33.20-15
33.5-1	33.25-1
33.5-2	33.25-5
33.5-3	33.25-10
*33.5-4	33.25-15
33.5-5	33.25-20
33.5-6	33.30-1
33.5-7	33.30-5
33.6-1	33.35-1
33.6-2	33.35-5
33.6-3	33.35-10
33.7-1	33.40-1
33.7-2	33.40-5
33.7-3	33.40-10
33.8-1	33.45-1
33.8-2	33.50-1
*33.9-1	33.55-1
*33.9-2	33.55-10
33.9-2 (g)	33.55-5
*33.9-3	33.55-10
*33.9-4	33.55-15
*33.9-5	35.10-10
34.1-1	34.05-1
34.1-3	34.05-5
34.1-4	34.05-10
34.1-5	34.05-15
34.1-6	34.01-10
34.1-7	34.01-1
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*34.2-6	34.10-25
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34.3-2	34.15-5
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*34.3-5	34.15-20
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34.3-11	34.10-40
34.3-12	34.01-15
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34.3-13 (b)	34.15-50
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34.4-2	34.30-5
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34.5-6	34.25-25
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*34.7-2	34.40-5
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35.1-1 (b), (d), (e)	35.05-10
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*35.2-4	35.20-15
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35.2-8	35.20-35
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*35.5-8	35.35-40
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*35.5-12 (a), (b)	35.35-60
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*37.1-1	33.01-25
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*37.1-4	33.10-5
*37.1-5	33.10-10
*37.1-6	33.10-15
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*37.1-7	33.10-25
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*37.2-1	33.10-35
*37.2-2	33.10-40
*37.2-3	33.10-45
*37.2-4	33.10-50
*37.2-5	33.10-55
*37.2-6	33.10-60
*37.2-7	33.10-65
*37.2-8	33.10-70
*37.2-9	33.10-75
*37.2-10	33.10-80
*37.2-11	33.10-85
*37.2-12	33.10-90
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*37.2-16	33.10-110
*37.2-17	33.10-115
*37.2-18	33.10-120
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*37.3-1	33.10-130
*37.3-2	33.10-135
*37.3-3	33.10-140
*37.3-4	33.10-145
*37.3-5	33.10-150
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*37.3-7	33.10-160
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*37.3-9	33.10-170
*37.3-10	33.10-175
*37.3-11	33.10-180
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*37.9-2	33.10-1
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*37.10-3	33.10-15
*37.10-4	33.10-20
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*38.6-1	38.15-5
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*30.01-5	30.2
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30.10-55	30.3 (z)
30.10-57	30.3 (aa)
30.10-59	30.3 (bb)
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*31.05-5	31.2-3
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*31.10-1	31.3-3
31.10-5	31.3-5
31.10-10	31.3-6
31.10-15	31.3-7
*31.10-20	32.5-12
31.10-23	31.3-8 (a)
31.10-25	31.3-8 (b)
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*31.10-35	31.3-8 (d)
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*31.25-1	31.7-1
*31.30-1	31.8-1
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32.01-5	32.9-7 (a)
*32.01-10	32.9-7 (b)
*32.01-15	32.9-8
32.05-1	32.1-4
32.05-5	32.9-1
*32.05-10	32.1-3 (a), (b)
*32.05-15	32.1-3 (c)
*32.10-1	32.9-11 (b)
32.10-10	32.9-11 (c)
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32.10-20	32.9-11 (e)
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32.15-5	32.9-2
32.15-10	32.9-6
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32.20-1	31.1-7
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*32.20-10	30.3 (k)
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32.25-1	32.9-5 (a)
32.25-10	32.9-5 (b)
32.25-15	32.9-5 (c)
*32.30-1	32.9-4 (b), (c), (d)
*32.30-5	32.9-4 (a)
32.30-10	32.9-4 (n), (p)
*32.30-5	32.9-4 (o)
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*32.35-5	32.5-9
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32.40-1	32.1-6
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32.40-15	32.1-9
*32.45-1	32.6-1, 32.6-4
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*32.45-10	32.6-6
32.45-15	32.6-3
*32.50-1	32.8-1
32.50-5	32.8-2
*32.50-10	32.8-3
32.50-15	
*32.50-20	32.8-4
32.50-25	32.8-5
32.50-30	32.9-10
32.55-1	
32.55-5	32.7-1
32.55-10	32.7-2
32.55-15	32.7-3
32.55-20	
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*32.55-30	32.7-4
*32.55-35	32.7-9
32.55-40	32.7-5
32.55-45	32.7-6
32.60-1	
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32.60-15	
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32.75-5	32.4-1
32.75-10	32.4-2 (a)
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*32.80-1	30.3 (j)
33.01-1	33.1-1
*33.01-5	33.1-2
33.01-15	33.1-3
*33.01-20	33.1-4
*33.01-25	37.1-2
*33.01-30	37.1-3
33.01-35	
33.05-1	33.2-1
33.05-5	33.2-2
33.05-10	33.2-3
33.05-15	33.2-4
*33.05-20	33.2-5
33.05-25	33.2-6
33.05-30	33.2-7
33.05-35	33.2-8
*33.10-1	37.1-4
*33.10-5	37.1-5
*33.10-10	37.1-6
*33.10-15	37.1-7
*33.10-20	37.1-7
*33.15-1	33.3-1
*33.15-5	33.3-2
*33.15-10	33.3-3
*33.15-15	33.3-4
*33.15-20	33.3-6
33.15-25	33.3-7
*33.15-30	33.3-8
33.20-1	33.4-1
33.20-5	33.4-2
*33.20-10	33.4-3
33.20-15	33.4-4
*33.25-1	33.5-1
33.25-5	33.5-2
33.25-10	33.5-3
*33.25-15	33.5-4
33.25-20	33.5-5
33.30-1	33.5-6
33.30-5	33.5-7
33.35-1	33.6-1
33.35-5	33.6-2
33.35-10	33.6-3
33.35-15	
33.40-1	33.7-1
33.40-5	33.7-2
33.40-10	33.7-3
33.45-1	33.8-1
33.50-1	33.8-2
*33.55-1	33.9-1
*33.55-5	33.9-2 (g)
*33.55-10	33.9-2, 33.9-3
33.55-15	33.9-4
*34.01-1	34.1-7
*34.01-5	34.1-8
34.01-10	34.1-6
34.01-15	34.3-12
*34.05-1	34.1-1
34.05-5	34.1-3
34.05-10	34.1-4
34.05-15	34.1-5
34.10-1	34.2-1
34.10-5	34.2-2
34.10-10	34.2-3
34.10-15	34.2-4
34.10-20	34.2-5
*34.10-25	34.2-6
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*34.10-40	37.3-11
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[The asterisk (\*) indicates text of section was revised]

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*34.15-20	34.3-5
34.15-25	34.3-6
34.15-30	34.3-7
34.15-35	34.3-8
34.15-40	
34.15-45	34.3-13 (a)
34.15-50	34.3-13 (b)
34.15-55	34.3-9 (a)
34.20-1	34.3-9
34.20-5	34.3-9 (a)
34.20-10	34.3-10
34.20-15	34.3-14
34.25-1	34.5-1
34.25-5	34.5-2
34.25-10	34.5-3
34.25-15	34.5-4
34.25-20	34.5-5
34.25-25	34.5-6
34.25-30	34.5-7
34.30-1	34.4-1
34.30-5	34.4-2
34.35-1	34.6-1
34.40-1	34.7-1
*34.40-5	34.7-2
35.01-1	35.6-1
35.01-5	35.1-9
35.01-10	35.1-8
35.01-15	35.1-6
35.05-1	35.1-1 (a)
35.05-5	35.1-1 (c)
35.05-10	35.1-1 (b), (d), (e)
35.05-15	35.1-4
35.05-20	35.1-2
35.05-25	35.1-3
35.10-1	35.1-5
*35.10-5	35.1-7
*35.10-10	33.9-5
*35.15-1	35.2-9
35.15-5	35.3-2
*35.15-10	35.3-2
35.20-1	35.2-1
35.20-5	35.2-2
35.20-10	35.2-3
35.20-15	35.2-4
35.20-20	35.2-5
35.20-25	35.2-6
35.20-30	35.2-7
35.20-35	35.2-8
35.25-1	35.3-1
*35.25-5	35.3-2
35.25-10	35.3-3
*35.30-1	35.4-1
35.30-5	35.4-2
35.30-10	35.4-3
35.30-15	35.4-4
35.30-20	35.4-5
35.30-25	35.4-6
35.35-1	35.5-1
35.35-5	35.5-2
35.35-10	35.5-3
35.35-15	35.5-4
*35.35-20	35.5-5
35.35-25	35.5-6 (a)
35.35-30	35.5-6 (b)
35.35-35	35.5-7
*35.35-40	
35.35-42	35.5-8
35.35-45	35.5-9
35.35-50	35.5-11
*35.35-55	35.5-12 (a), (b)
35.35-60	35.5-12 (c), (d)
35.35-65	35.5-10
35.35-70	35.5-13
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35.40-1	
35.40-5	
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[The asterisk (\*) indicates text of section was revised]

New section No.:	Old section No.:
38.01-5	38.11-1
*38.05-1	38.1-1
*38.05-5	38.1-2
*38.05-10	38.8-1
*38.05-15	38.8-1
*38.05-20	38.8-1 (c)
*38.05-25	38.8-1
*38.10-1	38.2-1
*38.10-5	38.2-2
*38.10-10	38.3-1
*38.10-15	38.4-1
*38.10-20	38.5-1
*38.15-1	38.7-1
*38.15-5	38.10-1
38.15-10	38.12-1
*38.20-1	38.9-1
*38.25-1	38.10-1
*38.25-5	38.10-1
*38.25-10	38.10-1
*38.25-15	38.10-1

By virtue of the authority vested in me as Commandant, United States Coast Guard, by Treasury Department Order No. 120, dated July 31, 1950 (15 F. R. 6521), to promulgate regulations in accordance with the statutes cited with the regulations below, all the regulations in Parts 30 to 38, inclusive, are canceled and the following regulations are prescribed, which shall become effective on and after July 1, 1951:

## Subchapter D—Tank Vessels

## PART 30—GENERAL PROVISIONS

## SURPART 30.01—ADMINISTRATION

Sec.	
30.01-1	Basis and purpose of regulations—TB/ALL.
30.01-5	Application of regulations—TB/ALL.
30.01-10	Application of regulations governing alterations or repairs—TB/ALL.
30.01-15	Effective date of regulations—TB/ALL.
SUBPART 30.10—DEFINITIONS	
30.10-1	Definition of terms—TB/ALL.
30.10-3	Approved—TB/ALL.
30.10-5	Cargo—TB/ALL.
20.10-7	Certificated—TB/ALL.
30.10-9	Classification requirements—TB/ALL.
30.10-11	Coastwise—TB/C.
30.10-13	Cofferdam—TB/ALL.
30.10-15	Combustible liquid—TB/ALL.
30.10-17	Commandant—TB/ALL.
30.10-19	Coast Guard District Commander—TB/ALL.
30.10-23	Flame arrester—TB/ALL.
30.10-25	Flame screen—TB/ALL.
30.10-27	Flash point—TB/ALL.
30.10-29	Gas free—TB/ALL.
30.10-31	General rules and regulations—TB/ALL.
30.10-33	Great Lakes—TB/L.
30.10-35	Headquarters—TB/ALL.
30.10-37	Inflammable liquid—TB/ALL.
30.10-39	Liquefied inflammable gas—TB/ALL.
30.10-41	Lakes, bays, and sounds—TB/B.
30.10-43	Marine inspector or inspector—TB/ALL.
30.10-45	Ocean—TB/O.
30.10-47	Officer in Charge, Marine Inspection—TB/ALL.
30.10-49	Permit—TB/ALL.
30.10-53	Pilot Rules—TB/ALL.
30.10-55	Pressure vacuum relief valve—TB/ALL.
30.10-57	Recognized classification society—TB/ALL.
30.10-59	Reid vapor pressure—TB/ALL.

## Sec.

30.10-61	Rivers—TB/R.
30.10-63	Spark arrester—TB/ALL.
30.10-65	Tank barge—B/ALL.
30.10-67	Tank ships—T/ALL.
30.10-69	Tank vessel—TB/ALL.
30.10-71	Tankerman—TB/ALL.
SUBPART 30.20—ENFORCEMENT AND RIGHTS OF APPEAL	
30.20-1	Enforcement—TB/ALL.
30.20-10	Penalties for violations of tank vessel regulations—TB/ALL.
30.20-50	Right of appeal—TB/ALL.

AUTHORITY: §§ 30.01-1 to 30.20-50 issued under R. S. 4405, as amended, 4417a, as amended, sec. 5, 55 Stat. 244, as amended; 46 U. S. C. 375, 391a, 50 U. S. C., App., 1275.

## SUBPART 30.01—ADMINISTRATION

§ 30.01-1 *Basis and purpose of regulations—TB/ALL.* By virtue of authority vested in the Commandant of the Coast Guard by Treasury Department Order No. 120, dated July 31, 1950 (15 F. R. 6521), and in accordance with R. S. 4405 and 4417a, as amended, and section 5 (e) of the act of June 6, 1941 (46 U. S. C. 375, 391a, 50 U. S. C. 1275), the rules and regulations in this subchapter are prescribed for all tank vessels in accordance with the intent of the various statutes and to obtain their correct and uniform administration.

§ 30.01-5 *Application of regulations—TB/ALL.* (a) The regulations in this subchapter contain requirements for materials, design, construction, inspection, manning and operation of tank vessels, including handling and stowage of cargo and duties of officers and crew. These requirements are divided into parts as follows:

- (1) Inspection and certification.
  - (2) Special equipment, machinery, and hull requirements.
  - (3) Lifesaving appliances.
  - (4) Fire-fighting equipment.
  - (5) Operation.
  - (6) Liquefied petroleum gases.
  - (7) Combustible or inflammable liquids with lethal qualities.
- (b) The vessels and services to which each regulation applies are indicated by letters in the heading of the section or paragraph. The first letter or two letters indicate the type of vessel and the letter or letters following the oblique line indicate the waters in which such vessels may operate. These letters are described as follows:

- (1) "T" signifies a tank ship.
- (2) "B" signifies a tank barge when it precedes an oblique line; or it signifies service on bays, sounds, and lakes other than the Great Lakes when it follows an oblique line.
- (3) "ALL" signifies service on all waters.
- (4) "O" signifies service on ocean waters.
- (5) "C" signifies service on coastwise waters.
- (6) "L" signifies service on Great Lakes waters.
- (7) "R" signifies service on river waters.

§ 30.01-10 *Application of regulations governing alterations or repairs—TB/ALL.* When major alterations or major repairs of tank vessels become necessary the work shall be done under the direction of the Officer in Charge, Marine In-

spection, and shall be in accordance with the regulations in effect for new construction insofar as possible. When minor alterations or minor repairs of tank vessels become necessary such work shall be under the direction of the Officer in Charge, Marine Inspection, and shall be in accordance with the regulations in effect at the time the vessel was contracted for or built, or in accordance with the regulations in effect for new construction insofar as possible.

§ 30.01-15 *Effective date of regulations—TB/ALL.* (a) The regulations in this subchapter are effective on and after November 10, 1936; *Provided*, That amendments, revisions, or additions shall become effective ninety (90) days after the date of publication in the FEDERAL REGISTER unless the Commandant shall fix a different time.

(b) The regulations in this subchapter are not retroactive in effect unless specifically made so at the time the regulations are issued. Changes in specification requirements of articles of equipment, or materials used in construction of tank vessels, shall not apply to such items which have been passed as satisfactory until replacement shall become necessary, unless a specific finding is made that such equipment or material used is unsafe or hazardous and has to be removed from tank vessels.

## SUBPART 30.10—DEFINITIONS

§ 30.10-1 *Definition of terms—TB/ALL.* Certain terms used in the regulations in this subchapter are defined in this subpart.

§ 30.10-3 *Approved—TB/ALL.* The term "approved" means approved by the Commandant unless otherwise stated.

§ 30.10-5 *Cargo—TB/ALL.* The term "cargo" means combustible liquid, inflammable liquid, or liquefied inflammable gas unless otherwise stated.

§ 30.10-7 *Certificated—TB/ALL.* The term "certificated" when applied to tank vessels refers to a vessel covered by a certificate of inspection issued by the Coast Guard; when applied to men employed on tank vessels, the term refers to a certificate of ability issued by the Coast Guard.

§ 30.10-9 *Classification requirements—TB/ALL.* The term "classification requirements" means applicable rules and supplementary requirements of the American Bureau of Shipping, or other recognized classification society.

§ 30.10-11 *Coastwise—TB/C.* Under this designation shall be included all tank vessels normally navigating the waters of any ocean or the Gulf of Mexico 20 nautical miles or less offshore.

§ 30.10-13 *Cofferdam—TB/ALL.* The term "cofferdam" means a void or empty space separating two or more compartments for the purpose of isolation or to prevent the contents of one compartment from entering another in the event of the failure of the walls of one to retain their tightness.

§ 30.10-15 *Combustible liquid—TB/ALL.* The term "combustible liquid" means any liquid having a flash point

above 80° F. (as determined from an open-cup tester, as used for test of burning oils). Combustible liquids having lethal qualities are those having the characteristics of class "B" or "C" poisons as defined in §§ 146.25-3 and 146.25-5 of Subchapter N, Explosives or Other Dangerous Articles on Board Vessels, of this chapter. In the regulations of this subchapter, combustible liquids are referred to by grades, as follows:

(a) *Grade D.* Any combustible liquid having a flash point below 150° F. and above 80° F.

(b) *Grade E.* Any combustible liquid having a flash point of 150° F. or above.

§ 30.10-17 *Commandant—TB/ALL.* The term "Commandant" means the Commandant of the Coast Guard.

§ 30.10-19 *Coast Guard District Commander—TB/ALL.* The term "Coast Guard District Commander" means an officer of the Coast Guard designated as such by the Commandant to command all Coast Guard activities within his district which include the enforcement and administration of Title 52, R. S., acts amendatory thereof or supplemental thereto, rules and regulations thereunder and the inspections required thereby.

§ 30.10-23 *Flame arrester—TB/ALL.* The term "flame arrester" means any device or assembly of a cellular, tubular, pressure, or other type used for preventing the passage of flames into enclosed spaces.

§ 30.10-25 *Flame screen—TB/ALL.* The term "flame screen" means a single screen of corrosion-resistant wire of at least 30 by 30 mesh, or two screens, both of corrosion-resistant wire, of at least 20 by 20 mesh, spaced not less than ½ inch or more than 1½ inches apart.

§ 30.10-27 *Flash point—TB/ALL.* The term "flash point" indicates the temperature in degrees Fahrenheit at which a liquid gives off an inflammable vapor when heated in an open-cup tester. For the purpose of the regulations in this subchapter, flash points determined by other testing methods will be equivalent to those determined with an open-cup tester, as follows:

TABLE 30.10-27—EQUIVALENT FLASH POINTS

Open-cup tester	Tag closed-cup tester (A. S. T. M.)	Pensky-Martens closed tester (A. S. T. M.)
°F. 80 150	°F. 75 -----	°F. ----- 140

§ 30.10-29 *Gas free—TB/ALL.* The term "gas free" means free from dangerous concentrations of inflammable or toxic gases.

§ 30.10-31 *General rules and regulations—TB/ALL.* The term "general rules and regulations" means the requirements contained in this chapter.

§ 30.10-33 *Great Lakes—TB/L.* Under this designation shall be included all tank vessels navigating the Great Lakes.

§ 30.10-35 *Headquarters—TB/ALL.* The term "Headquarters" means the Of-

fice of the Commandant, U. S. Coast Guard, Washington, D. C.

§ 30.10-37 *Inflammable liquid—TB/ALL.* The term "inflammable liquid" means any liquid which gives off inflammable vapors (as determined by flash point from an open-cup tester, as used for test of burning oils) at or below a temperature of 80° F. Inflammable liquids having lethal qualities are those having the characteristics of class "B" or "C" poisons as defined in §§ 146.25-3 and 146.25-5, of Subchapter N, Explosives or Other Dangerous Articles On Board Vessels of this chapter. Inflammable liquids are referred to by grades as follows:

(a) *Grade A.* Any inflammable liquid having a Reid<sup>1</sup> vapor pressure of 14 pounds or more.

(b) *Grade B.* Any inflammable liquid having a Reid vapor pressure under 14 pounds and over 8½ pounds.

(c) *Grade C.* Any inflammable liquid having a Reid vapor pressure of 8½ pounds or less and a flash point of 80° F. or below.

§ 30.10-39 *Liquefied inflammable gas—TB/ALL.* The term "liquefied inflammable gas" means any inflammable gas having a Reid vapor pressure exceeding 40 pounds which has been compressed and liquefied for purposes of transportation. In this subchapter, liquefied inflammable gases are referred to by classes as follows:

(a) *Class 1.* Any liquefied petroleum gas, including gases or mixtures of gases produced with or derived from petroleum or natural gas, and composed predominantly by hydrocarbons or mixtures of hydrocarbons such as propane, propylene, butane, butylene, or butadiene.

(b) *Class 2.* Any liquefied inflammable gas other than liquefied petroleum gas.

§ 30.10-41 *Lakes, bays, and sounds—TB/B.* Under this designation shall be included all tank vessels navigating the waters of any of the lakes, bays, or sounds other than the waters of the Great Lakes.

§ 30.10-43 *Marine inspector or inspector—TB/ALL.* The terms "marine inspector" or "inspector" mean any person from the civilian or military branch of the Coast Guard assigned under the superintendence and direction of an Officer in Charge, Marine Inspection, or any other person as may be designated for the performance of duties with respect to the enforcement and administration of Title 52, R. S., acts amendatory thereof or supplemental thereto, rules and regulations thereunder, and the inspections required thereby.

§ 30.10-45 *Ocean—TB/O.* Under this designation shall be included all tank vessels normally navigating the waters of any ocean or the Gulf of Mexico more than 20 nautical miles offshore.

§ 30.10-47 *Officer in Charge, Marine Inspection—TB/ALL.* The term "Offi-

<sup>1</sup> American Society for Testing Materials Standard D-323 (most recent revision), Method of Test for Vapor Pressure of Petroleum Products (Reid Method).

cer in Charge, Marine Inspection," means any person from the civilian or military branch of the Coast Guard designated as such by the Commandant and who under the superintendence and direction of the Coast Guard District Commander is in charge of an inspection zone for the performance of duties with respect to the enforcement and administration of Title 52, R. S., acts amendatory thereof or supplemental thereto, rules and regulations thereunder and the inspections required thereby.

§ 30.10-49 *Permit—TB/ALL.* The term "permit" refers to endorsement on the certificate of inspection, authorizing the presence on board of liquid inflammable or combustible cargoes in bulk, issued by an Officer in Charge, Marine Inspection, for a tank vessel which is found to be in substantial compliance with the regulations in this subchapter.

§ 30.10-53 *Pilot Rules—TB/ALL.* The term "Pilot Rules" means the regulations contained in Parts 80 to 100, inclusive, in Chapter I, Title 33, Code of Federal Regulations. These Pilot Rules are also published by the Coast Guard in three pamphlets according to the waters on which applicable; namely,

(a) Rules to Prevent Collisions of Vessels and Pilot Rules for Certain Inland Waters of the Atlantic and Pacific Coasts and of the Coast of the Gulf of Mexico;

(b) Pilot Rules for the Great Lakes and Their Connecting and Tributary Waters and the St. Marys River; and,

(c) Pilot Rules for the Western Rivers and the Red River of the North.

§ 30.10-55 *Pressure vacuum relief valve—TB/ALL.* The term "pressure vacuum relief valve" means any device or assembly of a mechanical, liquid, weight, or other type used for the automatic regulation of pressure or vacuum in enclosed places.

§ 30.10-57 *Recognized classification society—TB/ALL.* The term "recognized classification society" means the American Bureau of Shipping or other classification society recognized by the Commandant.

§ 30.10-59 *Reid vapor pressure—TB/ALL.* The term "Reid vapor pressure" means the vapor pressure of a liquid at a temperature of 100° F., expressed in pounds per square inch absolute, as determined by the "Reid Method" as described in the American Society for Testing Materials Standard D-323 (most recent revision), Method of Test for Vapor Pressure of Petroleum Products. This Standard is available at Headquarters for reading purposes or it may be purchased from the Society in Philadelphia, Pa.

§ 30.10-61 *Rivers—TB/R.* Under this designation shall be included all tank vessels whose navigation is restricted to rivers and/or to canals, exclusively.

§ 30.10-63 *Spark arrester—TB/ALL.* The term "spark arrester" means any device, assembly, or method of a mechanical, centrifugal, cooling, or other type and of a size suitable for the retention or quenching of sparks in exhaust pipes from internal combustion engines.

§ 30.10-65 *Tank barge*—*B/ALL*. The term "tank barge" means any tank vessel not equipped with means of self-propulsion.

§ 30.10-67 *Tank ship*—*T/ALL*. The term "tank ship" means any tank vessel propelled by power or sail.

§ 30.10-69 *Tank vessel*—*TB/ALL*. The term "tank vessel" means any vessel especially constructed or converted to carry liquid bulk cargo in tanks.

§ 30.10-71 *Tanker* — *TB/ALL*. The term "tankerman" means any person holding a certificate issued by the Coast Guard attesting to his competency in the handling of inflammable or combustible liquid cargo in bulk or is any person holding a valid license as master, mate, pilot, or engineer.

#### SUBPART 30.20—ENFORCEMENT AND RIGHTS OF APPEAL

§ 30.20-1 *Enforcement* — *TB/ALL*. The Officer in Charge, Marine Inspection, under the superintendence of the Coast Guard District Commander, is responsible for the performance of duties within his jurisdiction with respect to the enforcement and administration of Title 52, R. S., acts amendatory thereof or supplemental thereto, rules and regulations thereunder, and the inspections required thereby.

§ 30.20-10 *Penalties for violations of tank vessel regulations*—*TB/ALL*. (a) The provisions of R. S. 4417a, as amended (46 U. S. C. 391a) provide the following penalty:

(7) The owner, master, or person in charge of any vessel subject to the provisions in this section, or any or all of them, who shall violate the provisions of this section, or of the Rules and regulations established hereunder, shall be subject to a fine of not more than \$1,000 or imprisonment for not more than one year, or both such fine and penalty.

(b) Certificates of inspection for tank vessels may also be revoked or suspended by the Coast Guard where such process is authorized by law. This may occur if the vessel does not meet the requirements of law or regulations in this chapter or if there is a failure to maintain the safety requirements requisite to the issuance of a certificate of inspection.

§ 30.20-50 *Right of appeal*—*TB/ALL*. Whenever any person directly interested in or affected by any decision or action of any Officer in Charge, Marine Inspection, shall feel aggrieved by such decision or action, he may appeal therefrom to the Coast Guard District Commander having jurisdiction and a like appeal shall be allowed from any decision or action of the Coast Guard District Commander to the Commandant, whose decision shall be final: *Provided, however*, That application for such reexamination of the case by a Coast Guard District Commander or by the Commandant shall be made within 30 days after the decision or action appealed from shall have been rendered or taken.

### PART 31—INSPECTION AND CERTIFICATION

#### SUBPART 31.01—GENERAL

##### Sec.

- 31.01-1 Inspections required—*TB/ALL*.  
 31.01-10 Authority of marine inspectors—*TB/ALL*.  
 31.01-15 Application for annual inspection—*TB/ALL*.  
 31.01-20 Application for inspection of new tank vessel or conversion of a vessel to a tank vessel—*TB/ALL*.

#### SUBPART 31.05—CERTIFICATES OF INSPECTION

- 31.05-1 Issuance of certificate of inspection—*TB/ALL*.  
 31.05-5 Posting the certificate of inspection—*TB/ALL*.  
 31.05-10 Period covered by certificate of inspection—*TB/ALL*.

#### SUBPART 31.10—INSPECTIONS

- 31.10-1 Recognized classification society—*TB/ALL*.  
 31.10-5 Inspection of new tank vessels—*TB/ALL*.  
 31.10-10 Vessels converted to tank vessels—*TB/ALL*.  
 31.10-15 Annual inspection—*TB/ALL*.  
 31.10-20 Drydocking or hauling out—*TB/ALL*.  
 31.10-23 Examination of tall shaft—*T/OC*.  
 31.10-25 Inspection covering repairs and alterations involving safety—*TB/ALL*.  
 31.10-30 Inclining test for stability—*TB/ALL*.  
 31.10-35 Permit to proceed to other ports for repairs—*TB/ALL*.  
 31.10-40 Inspection during trial trip—*T/ALL*.  
 31.10-45 Inspection of crew accommodations—*TB/ALL*.

#### SUBPART 31.15—MANNING OF TANK VESSELS

- 31.15-1 Licensed officers and crews—*TB/ALL*.  
 31.15-5 Tank barges—*B/ALL*.  
 31.15-10 Towing vessels may carry persons in addition to crew—*B/LBR*.

#### SUBPART 31.20—WATERS OPERATED OVER

- 31.20-1 Waters—*TB/ALL*.

#### SUBPART 31.25—LOAD LINES

- 31.25-1 Load lines required—*TB/OC/L*.

#### SUBPART 31.30—MARINE ENGINEERING

- 31.30-1 Marine engineering regulations and material specifications—*TB/ALL*.

AUTHORITY: §§ 31.01-1 to 31.30-1 issued under R. S. 4405, as amended, 4417a, as amended, sec. 5, 55 Stat. 244, as amended; 46 U. S. C. 375, 391a, 50 U. S. C., App., 1275.

#### SUBPART 31.01—GENERAL

§ 31.01-1 *Inspections required*—*TB/ALL*. (a) Every tank vessel subject to the regulations in this subchapter shall be inspected annually, or oftener if necessary, by the Coast Guard to see that the hull, boilers, machinery, equipment, apparatus for storage, and appliances of the vessel comply with the marine inspection laws and the regulations in this subchapter and Subchapter E (Load Lines), Subchapter F (Marine Engineering), and Subchapter Q (Specifications) of this chapter, where applicable.

(b) In the inspection of hulls of tank vessels, the marine inspector will carefully inspect every accessible part of the hull and will examine the wood or metal of which the hull is constructed to determine its condition, making all necessary hammer tests of hulls constructed

of iron or steel. If the marine inspector shall not have satisfactory evidence of the soundness of the hull of a wooden tank vessel, the Officer in Charge, Marine Inspection, shall not issue a certificate of inspection until such hull has been bored or opened up to the inspector's satisfaction.

(c) Tank vessels while laid up and dismantled and out of commission are exempt from any or all inspections required by law or regulations in this subchapter.

§ 31.01-10 *Authority of marine inspectors*—*TB/ALL*. Inspectors may at any time lawfully inspect any tank vessel.

§ 31.01-15 *Application for annual inspection*—*TB/ALL*. Application in writing for the annual inspection of every tank vessel required to be inspected by law and the regulations in this subchapter shall be made by the master, owner, or agent to the Officer in Charge, Marine Inspection, at any local marine inspection office, United States Coast Guard, where the vessel may be operating. The application should be on Form CG 833, Application for Inspection of Vessel, which requires information on name and type of vessel, nature of employment and route in which to be operated, grade or type of cargo to be carried, place where and date when the vessel may be inspected, and that no other application has been made to any Officer in Charge, Marine Inspection, since the issuance of the last valid certificate of inspection.

§ 31.01-20 *Application for inspection of new tank vessel or conversion of a vessel to a tank vessel*—*TB/ALL*. Prior to the commencement of the construction of any new tank vessel, or prior to the commencement of the conversion of any vessel to a tank vessel, application for the approval of contract plans and specifications and for a certificate of inspection shall be made in writing to the Coast Guard and no such construction or conversion shall be proceeded with until such approval is granted. (See § 31.10-1.)

#### SUBPART 31.05—CERTIFICATES OF INSPECTION

§ 31.05-1 *Issuance of certificate of inspection*—*TB/ALL*. (a) When a tank vessel is found to comply with law and the regulations in this subchapter, and Subchapter E (Load Lines), Subchapter F (Marine Engineering), and Subchapter Q (Specifications) of this chapter, a certificate of inspection shall be issued to it, or to its owners, by the Officer in Charge, Marine Inspection.

(b) Certificates of inspection for tank vessels shall be similar in form to certificates issued to other cargo vessels, and in addition to the manning requirements and waters over which they may be operated, they shall be appropriately endorsed "Inspected and approved for the carriage of inflammable or combustible liquids of Grade A, B, C, D, or E" (as the case may be), and such endorsement shall serve as a permit for such vessel to operate. The endorsement for the

carriage of liquefied inflammable gases is set forth in § 38.01-5 of this subchapter. The endorsement for the carriage of Class "B" or "C" poisonous liquids is set forth in § 39.01-5 of this subchapter.

(c) The certificate of inspection shall be verified by the oath of the inspector signing it before the chief officer of the customs of the district or any other person competent by law to administer oaths.

(d) The certificate of inspection shall be delivered to the master or owner of the tank vessel to which it relates.

§ 31.05-5 *Posting the certificate of inspection—TB/ALL.* The certificate of inspection shall be framed under glass and posted in a conspicuous part of the vessel, except that where it is not practicable to so expose the certificate of inspection it shall be carried in the vessel in such manner as authorized by the Officer in Charge, Marine Inspection.

§ 31.05-10 *Period covered by certificate of inspection—TB/ALL.* Certificates of inspection for any period less than 1 year shall not be issued.

#### SUBPART 31.10—INSPECTIONS

§ 31.10-1 *Recognized classification society—TB/ALL.* (a) In the inspection of hulls, boilers, and machinery, the rules promulgated by the American Bureau of Shipping and designated "Rules for Building and Classing Steel Vessels" respecting material and construction of hulls, boilers, and machinery, except as otherwise provided for by law and regulations in this chapter, shall be accepted as standard by the Coast Guard after being adopted by the Commandant.

(b) When such rules of the American Bureau of Shipping are adopted as standard by the Commandant, notice of such action will be published in the FEDERAL REGISTER. Such rules will apply to new construction contracted for on or after the effective date of publication, which will be 90 days after the date of the FEDERAL REGISTER in which the notice appears.

NOTE: The latest current rules of the American Bureau of Shipping as described in paragraph (a) of this section, which are hereby adopted as standard by the Commandant, are those dated 1950 and will apply to new construction contracted for on or after the effective date of this regulation as amended. As the "Rules for Building and Classing Steel Vessels" are usually published annually, information regarding the latest current rules of the American Bureau of Shipping which have been adopted by the Commandant subsequent to the effective date of § 31.10-1 may be obtained through the following sources: District Commander of any Coast Guard District; or Commandant (MMT), U. S. Coast Guard, Washington 25, D. C. These rules may be purchased from the American Bureau of Shipping, New York, N. Y.

(c) The approved plans and certificate of the American Bureau of Shipping, or other recognized classification society for classed vessels, may be accepted by the Coast Guard as evidence of the structural efficiency of the hull and reliability of machinery of vessels subject to the regulations in this subchapter, except as otherwise provided for by laws and regulations in this chapter.

§ 31.10-5 *Inspection of new tank vessels—TB/ALL—(a) Plans.* Triplicate copies of contract plans and specifications shall be forwarded to the Officer in Charge, Marine Inspection, in whose district the construction will take place, for submission to Headquarters for approval, but if the tank vessel is to be classed, such plans and specifications shall first be approved by a recognized classification society. If the plans and specifications are found to be in substantial agreement with the regulations in this chapter, they shall be approved, properly stamped and dated and distributed as follows: one set to owner or builder; one set to Officer in Charge, Marine Inspection, of the district in which the vessel is to be built; and one set shall be retained at Headquarters. If such plans and specifications are not approved, Headquarters shall notify the owner or builder promptly wherein they fail to comply with the regulations in this chapter.

(b) *Inspection.* During construction, and upon completion of each tank vessel, it shall be inspected by the Officer in Charge, Marine Inspection, to determine whether it has been built in accordance with the approved plans and specifications, and, if so, a certificate of inspection endorsed as a permit for the carriage of inflammable or combustible liquids in bulk for the proper grade or grades of cargo shall be issued to the vessel or its owner.

(c) *Certificate of class may be accepted.* In the event such tank vessel is classed by the American Bureau of Shipping or other recognized classification society, the approved plans and certificates of such society may be accepted by the Coast Guard as evidence of the structural efficiency of the hull and reliability of machinery, except as otherwise provided for by law and the rules and regulations in this subchapter.

§ 31.10-10 *Vessels converted to tank vessels—TB/ALL.* The procedure for the inspection of vessels converted to tank vessels shall conform to the inspection for new tank vessels as called for in § 31.10-5 (b), and such vessels shall comply with the requirements of inspections for converted vessels as set forth in the regulations in this subchapter.

§ 31.10-15 *Annual inspection—TB/ALL.* (a) The Officer in Charge, Marine Inspection, shall once in every year, at least, carefully inspect each tank vessel within his jurisdiction and shall satisfy himself that every such vessel so inspected is of a structure suitable for the carriage of inflammable and/or combustible liquids in bulk and for the proper grade or grades of such cargo in the service in which she is employed; and if he deems it expedient, he may direct the vessel to be put in motion, and may adopt any other suitable means to test her sufficiency and that of her equipment.

(b) If such inspection reveals deficiencies in the maintenance as called for by the regulations in this subchapter, such necessary repairs or improvements shall be made as may be ordered to comply herewith.

§ 31.10-20 *Drydocking or hauling out—TB/ALL.* (a) Each steel hull tank vessel shall be placed in drydock or on a slipway or hauled out for examination depending upon its service, as follows:

(1) Each tank vessel whose operations in saltwater service aggregate more than 6 months in a calendar year shall be drydocked or hauled out at least once each calendar year.

(2) Each tank vessel whose operations in saltwater service aggregate 6 months or less in a calendar year shall be drydocked or hauled out at least once in every 2 calendar years.

(3) Each tank vessel used in freshwater service exclusively shall be drydocked or hauled out at least once in every 5 calendar years.

(b) Each wood hull tank vessel shall be placed in drydock or on a slipway, or hauled out for examination at least once every 4 years.

(c) Each tank vessel, irrespective of service which has not complied with these drydocking requirements, either because it was on voyage or was tied up, shall be drydocked or hauled out upon the completion of such voyage or before being placed in service.

(d) Whenever any tank vessel is placed in drydock or on a slipway or hauled out for repairs it shall be the duty of the master, owner, or agent to report the same, together with the nature of any repairs or alterations contemplated, to the Officer in Charge, Marine Inspection, of that zone, and if the condition or age of the vessel, in the judgment of the inspectors, renders an examination necessary, a thorough inspection shall be made by them to determine what is necessary to make such vessel seaworthy and come within the provisions of the regulations in this subchapter.

(e) Sea chests, sea valves, sea strainers and bilge injection valves shall be examined at the time of the drydockings required by paragraphs (a), (b), and (c) of this section and shall be opened up for internal examination when deemed necessary by the Officer in Charge, Marine Inspection.

§ 31.10-23 *Examination of tail shaft—T/OC.* The outboard shaft or shafts on every ocean or coastwise tank ship shall be drawn for examination once at least in every 3 years: *Provided*, That if the circumstances warrant it, the Coast Guard District Commander may extend this time to the next regular drydocking period, not to exceed 4 months, and: *Provided further*, That when it is shown that a vessel has had a long period of lay-up, the Coast Guard District Commander may grant an extension equal to the time the vessel has been out of commission, but in no case shall the extension exceed 1 year.

§ 31.10-25 *Inspection covering repairs and alterations involving safety—TB/ALL.* No extensive alterations involving the safety of a tank vessel either in regard to hull or machinery shall be made without the approval of the Commandant. Before such alterations are carried out, copies of plans and specifications in triplicate for the work involved

shall be forwarded to the Officer in Charge, Marine Inspection, in whose zone the repairs will be made, for submission to Headquarters for approval. If approved one set of the plans and specifications, properly stamped and dated, shall be returned to the owner or to the repair yard designated by the owner; one set to the Officer in Charge, Marine Inspection, who forwarded the plans and specifications to Headquarters; and one set shall be retained at Headquarters. If such plans and specifications are not approved, Headquarters shall promptly notify the owner or designated shipyard wherein they fail to comply with the regulations in this chapter. No extensive repairs to the hull or machinery which affect the safety of a vessel shall be made without the knowledge of the Officer in Charge, Marine Inspection.

§ 31.10-30 *Inclining test for stability—TB/ALL.* When the Officer in Charge, Marine Inspection, has any reason to question the stability of any tank vessel under his jurisdiction, he shall require the owners of the tank vessel to make inclining tests of such vessel.

§ 31.10-35 *Permit to proceed to other ports for repairs—TB/ALL.* The Officer in Charge, Marine Inspection, may issue a permit to proceed to another port for repairs, if in his judgment the vessel can proceed with safety. In the issuance of such a permit, the Officer in Charge, Marine Inspection, will state upon its face the conditions upon which it is granted and whether the vessel is to be allowed to carry freight or passengers. A vessel whose certificate of inspection has expired shall not be issued a permit to carry passengers while en route to another port for repairs.

§ 31.10-40 *Inspection during trial trip—T/ALL.* On the trial trip of each new or converted tank ship, an inspector shall be present to observe from the standpoint of safety in the carriage of inflammable and/or combustible liquids in bulk, the operation of boilers, engines, steering gear, and auxiliaries; and if not satisfied with the performance of such boilers and machinery, appliances, and apparatus for stowage, he shall make such requirements as in his judgment will overcome any deficiencies which may have come under his observation.

§ 31.10-45 *Inspection of crew accommodations—TB/ALL.* Crew's quarters shall be inspected to determine their sanitary condition. The Officer in Charge, Marine Inspection, upon completing such inspection, shall notify the master or officer in charge of the vessel of his findings, which shall be entered in the vessel's log book.

#### SUBPART 31.15—MANNING OF TANK VESSELS

§ 31.15-1 *Licensed officers and crews—TB/ALL.* (a) The Officer in Charge, Marine Inspection, who inspects the vessel, shall make in the certificate of inspection for each tank vessel an entry of such complement of officers and/or crew as required by law and regulations in this subchapter, and which in the judgment of the Officer in Charge, Marine Inspection, will be necessary for

her safe operation. The complement may be changed from time to time by endorsement on such certificate by an Officer in Charge, Marine Inspection, by reason of change of conditions or employment.

(b) In all cases where a certificate of inspection does not require at least two licensed officers, the Officer in Charge, Marine Inspection, shall enter in the certificate of inspection issued to any manned tank vessel subject to the regulations in this subchapter the number of the crew required to be certificated as tankermen. If the total complement of a tank vessel is either one or two persons, only one such person need be a certificated tankerman. If the total complement exceeds two, only two such persons need be certificated tankermen.

§ 31.15-5 *Tank barges—B/ALL.* Tank barges need not be manned unless in the judgment of the Officer in Charge, Marine Inspection, such manning is necessary for the protection of life and property and for the safe operation of the vessel: *Provided, however,* That towing vessels, while towing barges which are not required to be manned, shall carry in the regular complement of the towing vessel and shall have on board at all times while towing, at least one licensed officer or certificated tankerman.

§ 31.15-10 *Towing vessels may carry persons in addition to crew—B/LBR.* (a) Towing vessels engaged in towing tank barges on the Great Lakes, inland waters, or rivers, may be authorized by the Coast Guard District Commander of the district to carry on board such number of persons in addition to its crew as shall be deemed necessary to carry on the legitimate business of such towing vessel or barge, not exceeding, however, one person to every net ton of the towing vessel.

(b) A Coast Guard District Commander granting a license to a vessel engaged in towing to carry persons in addition to its crew shall notify the Officer in Charge, Marine Inspection, in whose jurisdiction the vessel receiving the permit is engaged, and the Officer in Charge, Marine Inspection, shall keep a record of the same.

#### SUBPART 31.20—WATERS OPERATED OVER

§ 31.20-1 *Waters—TB/ALL.* The certificate of inspection shall show the waters over which the tank vessel is permitted to operate, such as: all waters; oceans; coastwise; Great Lakes; bays, sounds, and lakes other than the Great Lakes; rivers; or inland waters tributary to the Gulf of Mexico.

#### SUBPART 31.25—LOAD LINES

§ 31.25-1 *Load lines required—TB/OCL.* All tank vessels of 150 gross tons or over navigating the oceans, coastwise waters, and Great Lakes are subject to the regulations in Parts 43 to 45, inclusive, Subchapter E (Load Lines) of this chapter.

#### SUBPART 31.30—MARINE ENGINEERING

§ 31.30-1 *Marine engineering regulations and material specifications—TB/ALL.* All tank vessels are subject to the regulations contained in Parts 50 to

57, inclusive, Subchapter F (Marine Engineering) of this chapter, wherever applicable, except as such regulations are modified by the regulations in this subchapter for tank vessels.

### PART 32—SPECIAL EQUIPMENT, MACHINERY, AND HULL REQUIREMENTS

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Sec.  
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32.15-1 Fog bells—TB/ALL.  
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#### SUBPART 32.25—ALARM SYSTEMS

32.25-1 Alarm bells for tank ships constructed on or after September 15, 1943—T/ALL.  
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#### SUBPART 32.30—INTERIOR COMMUNICATION SYSTEMS

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#### SUBPART 32.35—MAIN AND AUXILIARY MACHINERY

32.35-1 Design and construction of boilers—TB/ALL.  
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 32.35-25 Steering apparatus on tank ships constructed before July 1, 1951—T/ALL.  
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SUBPART 32.40—ACCOMMODATIONS

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 32.40-10 Crew accommodations on tank ships of 100 gross tons or over constructed after March 4, 1915, and prior to January 1, 1938—T/ALL.  
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SUBPART 32.45—ELECTRICAL INSTALLATIONS

- 32.45-1 Application—TB/ALL.  
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- 32.50-1 Cargo pumps for tank vessels constructed on or after November 10, 1936—TB/ALL.  
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SUBPART 32.55—VENTILATION AND VENTING

- 32.55-1 Ventilation of tank vessels constructed on or after July 1, 1951—TB/ALL.  
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- Sec. 32.55-30 Venting of cargo tanks of tank vessels constructed between November 10, 1936, and July 1, 1951—TB/ALL.  
 32.55-35 Venting of cargo tanks on tank vessels constructed prior to November 10, 1936—TB/ALL.  
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SUBPART 32.60—HULL REQUIREMENTS FOR TANK VESSELS CONSTRUCTED ON OR AFTER JULY 1, 1951

- 32.60-1 Scantlings, material, and workmanship—TB/ALL.  
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 32.60-10 Segregation of cargo; Grade A, B, C, or D—TB/ALL.  
 32.60-15 Segregation of cargo; Grade E—TB/ALL.  
 32.60-20 Pump rooms on tank vessels carrying Grade A, B, C, or D liquid cargo—TB/ALL.  
 32.60-25 Living quarters—TB/ALL.  
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 32.60-35 Tank vessels carrying Grade A liquid cargo—TB/ALL.  
 32.60-40 Construction and testing of cargo tanks and bulkheads—TB/ALL.

SUBPART 32.65—HULL REQUIREMENTS FOR TANK VESSELS CONSTRUCTED ON OR AFTER NOVEMBER 10, 1936, AND PRIOR TO JULY 1, 1951

- 32.65-1 Application—TB/ALL.  
 32.65-5 Scantlings, material, and workmanship—TB/ALL.  
 32.65-10 Subdivision of cargo space—TB/ALL.  
 32.65-15 Cofferdams—TB/ALL.  
 32.65-20 Pump rooms—TB/ALL.  
 32.65-25 Living quarters—TB/ALL.  
 32.65-30 Tank vessels with independent tanks—TB/ALL.  
 32.65-35 Tank vessels carrying Grade A liquids—TB/ALL.  
 32.65-40 Construction and testing of cargo tanks and bulkheads—TB/ALL.

SUBPART 32.70—HULL REQUIREMENTS FOR STEEL HULL TANK VESSELS CONSTRUCTED PRIOR TO NOVEMBER 10, 1936

- 32.70-1 Application—TB/ALL.  
 32.70-5 Hull requirements; general—TB/ALL.  
 32.70-10 Cofferdams—TB/ALL.  
 32.70-15 Pump rooms—TB/ALL.  
 32.70-20 Pump-engine compartment—TB/ALL.  
 32.70-25 Cargo tanks—TB/ALL.

SUBPART 32.75—HULL REQUIREMENTS FOR WOOD HULL TANK VESSELS CONSTRUCTED PRIOR TO NOVEMBER 10, 1936

- 32.75-1 Application—TB/ALL.  
 32.75-5 Hull requirements; general—TB/ALL.  
 32.75-10 Cargo tanks—TB/ALL.  
 32.75-15 Electric bonding and grounding of tanks—TB/ALL.  
 32.75-20 Hold spaces and bulkheads—TB/ALL.

SUBPART 32.80—TANK BARGES CONSTRUCTED OF MATERIALS OTHER THAN STEEL OR IRON

- 32.80-1 General requirements—B/ALL.

AUTHORITY: §§ 32.01-1 to 32.80-1 issued under R. S. 4405, as amended, 4417a, as amended, sec. 5, 55 Stat. 244, as amended; 46 U. S. C. 375, 391a, 50 U. S. C., App., 1275.

SUBPART 32.01—SAFETY REQUIREMENTS

- § 32.01-1 Means of escape—T/ALL. On all tank ships where the plans and

arrangements will possibly permit, all passageways leading to living quarters, or places where anyone may be regularly employed, shall be provided with not less than two avenues of escape so located that if one of such avenues is not available another may be. The locality and arrangement of such additional means of escape shall be determined by the inspectors as will in their judgment best carry out the purpose for which this provision was made.

§ 32.01-5 Life lines—TB/OCLEB. On all tank vessels where the distance is more than 150 feet between deck houses, a wire cable shall be stretched between the deck houses at all times when the vessel is loaded and being navigated, this cable to be not less than 5 feet from the deck; and there shall be attached at all times to the cable a traveler with a line of sufficient continuous length to insure its operation in order that communication between both ends of the vessel may be facilitated at all times: *Provided*, That in addition to the traveler with the endless whip, as many loose rings with lanyards attached may be placed on the cable as may be deemed necessary by the master in charge of the vessel: *Provided further*, That a fore and aft raised bridge shall be accepted in lieu of the wire cable and traveler.

§ 32.01-10 Rails—TB/ALL. (a) All tank vessels, except unmanned tank barges navigating the rivers only, the construction or conversion of which is started on or after July 1, 1951, shall be fitted with rails on decks and bridges. All rails shall be in at least two courses, including the top, and shall be at least 36 inches high.

(b) For all tank vessels, except those navigating the rivers only, the construction or conversion of which was started after September 11, 1946, and prior to July 1, 1951, rails on decks or bridges shall be in at least two courses, including the top, and shall be at least 36 inches high.

§ 32.01-15 Guards at dangerous places—TB/ALL. All exposed and dangerous places such as gears and machinery shall be properly protected with covers, guards or rails in order that the danger of accidents may be minimized. On vessels equipped with radio communication, the lead-ins shall be efficiently incased or insulated to insure against accidental shock. Such lead-ins shall be located so as not to interfere with the launching of lifeboats and life rafts.

SUBPART 32.05—MARKINGS

§ 32.05-1 Draft marks—TB/ALL. All tank vessels of 50 gross tons and over shall have the drafts of the vessel plainly and legibly marked upon the stem and upon the sternpost or rudderpost, or at such other places forward and aft as may be necessary for easy observance. The draft shall be taken from the bottom of the lowest part of the keel to the surface of the water, the bottom of the mark to indicate the draft in feet.

§ 32.05-5 Vessel's name on equipment—TB/ALL. The equipment of all

tank vessels, such as fire hose, fire axes, lifeboats, life rafts, life preservers, and life floats, shall be painted or branded with the name of the vessel upon which they are used.

§ 32.05-10 *Name of tank ship—T/ALL.* Every tank ship not documented by the Commissioner of Customs shall have the name marked upon each bow and upon the stern, and the home port shall also be marked upon the stern. The name shall be in a light color on a dark ground, or in a dark color on a light ground, and shall be distinctly visible. The smallest letters used shall be not less than 4 inches in size. In addition, every tank ship shall have her name conspicuously displayed in distinct plain letters, of not less than 6 inches in size, on each outer side of the pilothouse.

§ 32.05-15 *Name of tank barge—B/ALL.* Every tank barge not documented by the Commissioner of Customs shall have its name or number carved, punch-marked, or welded on the main beam, inside the cargo hatch, or other suitable permanent part of the vessel's structure for the purpose of identification. The vessel's name or number shall be so displayed at the highest part of the vessel's hull or permanent structure that the name or number can be seen from either side.

#### SUBPART 32.10—COOKING OR HEATING EQUIPMENT

§ 32.10-1 *Liquefied inflammable gases for cooking or heating—TB/ALL.* Class 1, liquefied inflammable gas (See § 30.10-39 (a) of this subchapter) may be used on inspected vessels, except passenger vessels, provided:

(a) *Approved appliances.* Gas consuming appliances are approved for use of liquefied inflammable gas by the American Gas Association Testing Laboratories (as indicated by label or seal of approval for liquefied inflammable gas on stationary installations) and are also approved by the Commandant.

(b) *Cylinders or drums.* The cylinders or drums in which liquefied inflammable gas is stored and handled shall comply with Interstate Commerce Commission specifications and retest requirements for the specific gas filled therein.

(c) *Valves.* The relief valves, shut off valves, excess flow valves, pressure regulators, and vaporizer, when used, shall conform to the requirements of and bear the label of the Underwriters Laboratories, Inc., or other recognized testing laboratory.

(d) *Location and installation.* The location and installation of gas-burning appliances, gas cylinders and regulating equipment, together with all piping shall be approved by the Commandant.

§ 32.10-10 *Odorization of liquefied inflammable gas—TB/ALL.* All liquefied inflammable gas used on vessels shall be effectively odorized by an agent of such character as to indicate positively by a distinctive odor the presence of gas down to a concentration in air of not over  $\frac{1}{2}$  the lower limit of combustibility.

§ 32.10-15 *Location and securing of containers of liquefied inflammable gas—TB/ALL.* (a) Cylinders shall be located

in a substantially constructed and firmly fixed metal enclosure located on or above the weather deck level. Access to this enclosure shall be from the weather deck only. This enclosure shall be so constructed that when the access opening is closed any gas leakage can escape only through a top and bottom ventilating system which shall consist of a fresh air inlet pipe and an exhaust pipe both entering the enclosure from above.

(b) Cylinders or drums located within the metal enclosure shall be suitably secured in place.

(c) Storage of spare and empty cylinders shall be within the metal enclosure or they shall be properly chocked on the weather deck.

§ 32.10-20 *Valves and regulators controlling liquefied inflammable gas—TB/ALL.* (a) A spring loaded relief valve shall be incorporated in the system, its size and pressure setting to be according to Interstate Commerce Commission's requirements, and it shall be located and vented within the metal enclosure. This relief valve shall be located on or between the cylinder and the pressure regulator.

(b) The low pressure side of all pressure regulators shall be protected against excessive pressure by means of a suitable relief valve which shall discharge into the metal enclosure.

(c) All regulator vents shall discharge into the metal enclosure.

(d) All valves and regulators embodied in the system for the purpose of pressure relief, regulation and control of gas pressure and flow rates, shall be securely mounted in positions readily accessible for inspection, maintenance and testing.

(e) Valves in the assembly of multiple cylinder systems shall be so arranged that the change of cylinders may be made without shutting down the system.

(f) A shutoff valve shall be installed in each branch connection.

§ 32.10-25 *Vaporizers for liquefied inflammable gas—TB/ALL.* Where a vaporizer is required approval shall be obtained from the Commandant.

§ 32.10-30 *Piping and fittings for liquefied inflammable gas—TB/ALL.* (a) All piping shall be installed so as to provide minimum interior runs with adequate flexibility.

(b) The piping between the cylinders and the appliances shall be seamless annealed copper tubing or any other tubing approved by the Commandant. The tubing connections shall be flared and the number held to a minimum.

(c) All piping or tubing shall be tested (such as with a manometer employing water) after assembly and at each annual inspection and proved free from leaks at not less than normal operating pressures. Tests may be made by qualified persons acceptable to the Officer in Charge, Marine Inspection, and one copy of a report of such test shall be posted and another forwarded to the Officer in Charge, Marine Inspection, in the district in which the test was made.

§ 32.10-35 *Ventilation of compartments having liquefied inflammable gas*

*appliances—TB/ALL.* (a) Compartments which are located above the weather deck and which contain gas-consuming devices shall be ventilated by openings to the outside near the deck level and by openings overhead or near the overhead in the compartment. Mechanical ventilators may also be provided.

(b) Where compartments in which gas-consuming devices are located are entirely below the weather deck, mechanical ventilation shall be provided with sufficient capacity to effect a change of air at least once every six minutes.

§ 32.10-40 *Identification and instructions for liquefied inflammable gas—TB/ALL.* (a) The outside of metal enclosure housing liquefied inflammable gas cylinders, valves and regulators shall be marked:

"Liquefied Inflammable Gas  
Keep Open Fires Away"  
"Operating Instructions  
Inside and In-----"

(b) Operating instructions shall be framed under glass and shall be posted prominently, both in the interior of the metal enclosure and near the most frequently used gas-consuming device, so they may be easily read.

§ 32.10-45 *Operating instructions for liquefied inflammable gas—TB/ALL.*

(a) Before opening a cylinder valve, the outlet of cylinder shall be connected tightly to system; and in the case where only a single cylinder is used in the system, all appliance valves and pilots must be shut off before the cylinder valve is opened.

(b) Before opening cylinder valve after connecting it to system, the cylinder shall be securely fastened in place.

(c) When cylinders are not in use their outlet valves shall be kept closed.

(d) Cylinders when exhausted shall have their outlet valves closed.

(e) Nothing shall be stored in the metal enclosure except liquefied inflammable gas cylinders and permanently fastened parts of the system.

(f) Valve protecting caps if provided shall be firmly in place on all cylinders not attached to the system. Caps for cylinders in use may remain in metal enclosure if rigidly fastened to the metal enclosure structure.

(g) The opening into the metal enclosure must be closed at all times except when access is required to change cylinders or maintain equipment.

(h) Gas pressure to consuming devices should be approximately 11 inches water column (6.4 ounces per square inch).

(i) No smoking should be permitted in the vicinity of the metal enclosure when access to enclosure is open.

(j) If electric connections are made within the metal enclosure they must be installed in strict accordance with the requirements of the National Electrical Code<sup>1</sup> for Class I, Group D, Hazardous Locations.

<sup>1</sup> Copies of this Code, National Board of Fire Underwriters' pamphlet No. 70, are on file with the various Coast Guard District Commanders for reference purposes. This code may be purchased from the National Board of Fire Underwriters, New York, New York.

(k) Tests for gas leaks should be made with a soap solution or low freezing point liquids but in no case shall a flame be used.

(l) Report any presence of gas odor to

#### SUBPART 32.15—NAVIGATION EQUIPMENT

§ 32.15-1 *Fog bells—TB/ALL.* The efficient fog bell required upon vessels by law shall be held to mean a bell not less than 8 inches in diameter from outside to outside and constructed of bronze or brass or other material equal thereto in tone and volume of sound, and located where the sound shall be the least obstructed.

§ 32.15-5 *Whistles—T/ALL.* Each tank ship shall be provided with an efficient whistle sounded by steam or by some substitute for steam to give the necessary whistle signals. All whistles shall be placed at an elevation of not less than 6 feet above the top of the pilothouse, where the clearance for passing under bridges will permit it. Tank ships navigating the Red River of the North, Yukon, and similar rivers, and rivers whose waters flow into the Gulf of Mexico, and tank ships of less than 100 gross tons may have their whistles located not less than 2 feet above the tops of their pilothouses. Such whistles or substitutes shall be satisfactory in sound and source of power for the purpose intended.

§ 32.15-10 *Sounding machines—T/OCL.* All tank ships of 500 gross tons and over shall be equipped with an efficient mechanical deep-sea sounding apparatus, in addition to the ordinary deep-sea hand lead. The mechanical deep-sea sounding apparatus above required shall be installed, kept in working order, and ready for immediate use: *Provided,* That tank vessels of less than 1,500 gross tons navigating the Great Lakes exclusively need not be equipped with deep-sea sounding apparatus as required by this section.

§ 32.15-15 *Anchors for seagoing barge—B/OC.* Every seagoing barge shall be equipped with at least one anchor with suitable chain or cable to be at least equivalent to the requirements of the American Bureau of Shipping rules.

#### SUBPART 32.20—EQUIPMENT INSTALLATIONS

§ 32.20-1 *Equipment installations on vessels during World War II—TB/ALL.* Boilers, pressure vessels, machinery, piping, electrical and other installations, including lifesaving, fire-fighting and other safety equipment, installed on vessels during the Unlimited National Emergency declared by the President on May 27, 1941, and prior to the termination of Title V of the Second War Powers Act, as extended (sec. 501, 56 Stat. 180, 50 U. S. C. 635), which do not fully meet the detailed requirements of the regulations in this chapter, may be continued in service if found to be satisfactory by the Commandant for the purpose intended. In each instance prior to final action by the Commandant, the Officer in Charge, Marine Inspection, shall notify Headquarters of the facts in the case, together with recommendations relative to suitability for retention.

§ 32.20-5 *Pressure vacuum relief valves.* The pressure vacuum relief valve shall be of a type and size approved by the Commandant for the purpose intended. For specifications and procedures re approval, see Subpart 162.017 of Subchapter Q (Specifications) of this chapter.

§ 32.20-10 *Flame arresters—TB/ALL.* Flame arrester shall be of a type and size approved by the Commandant for the purpose intended. For specifications and procedures re approval, see subpart 162.016 of Subchapter Q (Specifications), of this chapter.

§ 32.20-20 *Liquid level gaging—T/ALL.* On tank ships, the construction or conversion of which is started on or after July 1, 1951, a method for determining the level of the liquid in a cargo tank without opening ullage holes, cargo hatches, or Butterworth plates, shall be provided on all tank ships certificated for the carriage of Grade A liquids: *Provided,* That ullage holes fitted with sounding pipes tightly secured to the underside of the tank tops, open at the bottom, and extending to within 18 inches or less of the bottom of the tank shall be considered as complying with the foregoing requirement.

#### SUBPART 32.25—ALARM SYSTEMS

§ 32.25-1 *Alarm bells for tank ships constructed on or after September 15, 1943—T/ALL.* (a) All tank ships of over 100 gross tons, the construction of which is begun on or after September 15, 1943, shall have all sleeping accommodations and machinery spaces equipped with a sufficient number of alarm bells so located as to warn all occupants.

(b) The system shall operate from a continuous source of electric energy capable of supplying the system for a period of at least 8 hours without being dependent upon the main, auxiliary, or emergency generating plants.

(c) Each bell shall produce a signal of a tone distinct from that of other bell signals in the vicinity and shall be independently fused with each of these fuses located above the bulkhead deck. The bells shall be controlled by a manually operated contact maker located in the pilothouse, in an accessible location in officers' quarters in midships deck house, and in the engine room. Alarm contactors in the latter two locations shall be protected by glass against tampering.

(d) The characteristics of the contact maker shall be such that it possesses:

- (1) Positive contact.
- (2) Watertightness (when located in open spaces subject to weather).
- (3) Means whereby its electrically open or closed position can be determined by sense of touch.
- (4) Means to effect a make-and-break circuit for signaling.
- (5) Self-maintaining contacts.

§ 32.25-10 *Alarm bells for tank ships constructed prior to September 15, 1943—T/ALL.* All tank ships, the construction of which was begun prior to September 15, 1943, shall have all sleeping accommodations equipped with a sufficient number of alarm bells so located as to warn all the occupants. The alarm bells,

if electric, shall be operated from an open switch from the pilothouse or bridge. The bells shall be of such size, character, and construction, as to provide an alarm throughout the spaces for which they are provided.

§ 32.25-15 *Alarm bells for manned barges—B/OC.* Each tank barge of over 100 gross tons, where the crew is divided into watches for the purpose of steering the vessel, shall be provided with a suitable alarm bell installation.

#### SUBPART 32.30—INTERIOR COMMUNICATION SYSTEMS

§ 32.30-1 *Voice tubes or telephone equipment—T/ALL.* (a) Tank ships constructed on or after July 1, 1951, shall be equipped with voice tubes or telephone equipment to provide communication between the pilothouse and (1) the emergency steering station, (2) the steering engine room, and (3) the engine room. Such equipment when installed, or fitted as replacements on such vessels, shall conform to the requirements in this section and in Subchapter Q (Specifications), of this chapter.

(b) Tank ships constructed before July 1, 1951, the voice tubes or telephone equipment installed thereon, or fitted as replacements on such vessels, to provide communication between the pilothouse and (1) the emergency steering station, (2) the steering engine room, and (3) the engine room, shall conform to the requirements in paragraphs (c) and (d) of this section and insofar as possible those requirements in Subchapter Q (Specifications) of this chapter.

(c) Where the length of voice tube required exceeds 125 feet, or if for other reasons efficient communications cannot be obtained by a voice tube installation, telephone equipment shall be substituted.

(d) Where the length of the voice tube as installed is not over 75 feet, the tube used shall be at least 2 inches in diameter. Installations having a length of over 75 feet shall be at least 2½ inches in diameter.

§ 32.30-5 *Bell signals between pilothouse and engine room—T/ALL.* Tank ships using the bell signals between the pilothouse and the engine room shall have a tube of proper size so arranged as to return the sound of the bell signals to the pilothouse, and shall also be provided with a speaking tube or other device for the purpose of conversation between the pilothouse and engine room.

§ 32.30-10 *Telegraph systems—T/ALL.* (a) Nothing in this subpart shall be construed to prevent the use of the so-called telegraph now in use for conveying signals from the pilothouse to the engine room, but in all cases where the telegraph is used the signal shall be repeated back.

(b) All electrical engine order telegraph systems on vessels, not also equipped with mechanical telegraphs, shall be provided with an alarm, located on the bridge, to indicate visually and audibly the failure of power to the system.

§ 32.30-15 *Inspections—T/ALL.* Signal apparatus between pilothouse, engine room, steering engine room, and

emergency steering stations—whether they be telegraph, bell, whistle, telephone or voice tube—will be examined and tested at each annual inspection.

SUBPART 32.35—MAIN AND AUXILIARY MACHINERY

§ 32.35-1 *Design and construction of boilers—TB/ALL.* The design and construction of all boilers, mountings, appurtenances, piping, fuel systems, etc., shall conform to the requirements in Parts 50 to 58 of Subchapter F (Marine Engineering) of this chapter, except as otherwise provided for in this subchapter.

§ 32.35-5 *Auxiliary machinery—TB/ALL.* All tank ships shall be provided with the necessary auxiliary machinery, pumps, and piping systems for the safe and efficient operation of the vessel. All such installations shall comply with the rules and regulations as contained in Parts 52 to 57 of Subchapter F (Marine Engineering) of this chapter, except as otherwise provided for in this subchapter, and be at least equivalent to the requirements of a recognized classification society.

§ 32.35-10 *Installation of internal combustion engines—TB/ALL.* (a) Gasoline engines, whether for propulsion or for driving auxiliaries, shall have their air intakes so directed that backfire cannot blow down into the bilges.

(b) On and after July 1, 1951, all new installations or replacements of gasoline engines shall be fitted with approved backfire flame arresters. For specifications and procedures re approval see Subpart 162.015 of Subchapter Q (Specifications) of this chapter. The gasoline engines which were installed prior to July 1, 1951, shall be fitted with effective backfire flame arresters.

(c) All carburetors for internal combustion engines shall be fitted with suitable metal drip collectors.

(d) Each internal combustion engine located on the weather deck shall be provided with a ventilated metal hood or, where space permits, with a well-ventilated metal housing of sufficient size to allow for proper operation and maintenance.

§ 32.35-15 *Internal combustion engine exhaust—TB/ALL.* (a) Exhaust lines from internal combustion engines, where run through the deck, or through the sides of the superstructure, shall be extended to a height of at least 4 feet above the deck. The exhaust piping shall be either insulated or water cooled.

(b) A spark arrester shall be installed in each exhaust line.

(c) All tank vessels, the construction or conversion of which was started prior to November 10, 1936, shall comply with the requirements in this section where necessary in the interest of safety.

§ 32.35-20 *Bilge pumps for tank barges—B/ALL.* All tank barges shall be provided with means for removing bilge water from all parts of the vessel other than the cargo tanks.

§ 32.35-21 *Bilge pumps on unmanned barges—B/BR.* On unmanned barges bilge pumps, hand or power operated, either fixed or portable, and located on

the barge or towing vessel, may be accepted as suitable means for pumping out spaces other than cargo tanks. When such barges are towed in flotilla and attended by a towing vessel at all times, suitable siphons, portable or fixed, carried aboard the barge or on the towing vessel, may be accepted.

§ 32.35-25 *Steering apparatus on tank ships constructed before July 1, 1951—T/ALL.* (a) On tank ships, the construction or conversion of which was started before July 1, 1951, suitable steering apparatus shall be provided. Extra steering apparatus consisting of relieving tackle, or of auxiliary power or hand steering gear attached to the rudder stock independent of the regular steering gear shall be provided.

(b) Where reasonable and practicable, the emergency steering wheel shall be located on the after weather deck, and an efficient means of communication shall be provided between the pilot-house, the emergency steering station, and the steering engine room.

(c) Replacements of steering apparatus on these tank ships shall be in accordance with § 32.35-30 for new construction.

§ 32.35-30 *Steering apparatus on tank ships constructed on or after July 1, 1951—T/ALL.* (a) All tank ships, the construction or conversion of which is started on or after July 1, 1951, shall have suitable means of steering capable of swinging the rudder from hard right to hard left in 30 seconds with the vessel proceeding ahead at the maximum design speed. An additional effective auxiliary means shall be provided for actuating the rudder through an independent tiller, or its equivalent, designed to swing the rudder from 15 degrees right of center to 15 degrees left of center within 60 seconds with the vessel proceeding at one-half the maximum design speed or seven knots, whichever is the greater.

(b) The main steering gear on tank ships exceeding 250 feet in length shall be power driven and approved means shall be provided for operating the auxiliary steering gear.

(c) An auxiliary steering gear consisting of a block and tackle operating an independent tiller of suitable design so arranged as to be operated by a power driven winch or other suitable machinery is considered a satisfactory auxiliary power steering gear.

(d) When the main steering gear is of the double-acting dual-power hydraulic type attached to a yoke on the rudderpost, an auxiliary steering gear secured to a separate tiller is not required, provided the yoke of the main gear is designed for strength in excess of that of the rudder stock.

(e) Small tank ships where the main quadrant or tiller is of suitable design, located above the deck and provided with acceptable means for attaching a block and tackle for emergency steering gear, are not required to have a separate auxiliary tiller.

(f) Power driven main steering gears shall be fitted with positive means for stopping the gear before the rudder stops are reached. The arrangement

shall be synchronized with the movement of the rudder stock or position of the gear rather than with the steering gear control system.

(g) Brakes shall be fitted to the rudder stock or brake drum attached thereto for holding the rudder in case of an emergency on all ocean-going tank ships required to have power-operated steering gear. When the gear is of the four-ram hydraulic type, a hand-operated filling and drain pump connected to the ram cylinder and capable of producing a torque equal to one-fourth of the maximum ahead torque may be substituted for the brake.

(h) Tank ships fitted with power-operated steering gear shall have suitable buffers fitted to prevent damage caused by the quadrant striking stops and shock being transmitted to the gear.

(i) An emergency steering wheel shall be located on the after weather deck of vessels in which power driven steering gear is installed except for arrangements wherein the Commandant considers such impracticable.

(j) Steering wheels at steering stations shall be installed in a vertical position and arranged for steering by the helmsman when standing abaft the wheel and facing forward. The top of the steering wheel, the rudder blades, and the head of the ship shall move in the same direction.

(k) When a "trick" wheel is installed in the steering gear room for use in warming up and testing the gear as well as for steering purposes, and the wheel is installed in a vertical position, it shall meet the requirements of paragraph (j) of this section.

(l) If the "trick" wheel is installed in a horizontal position, it shall turn in a clockwise direction for "right rudder" and in a counterclockwise direction for "left rudder." With this arrangement, the helmsman need not stand abaft the wheel.

(m) Where "trick" wheel or other device is installed in the steering gear room for the sole purpose of warming up and testing the gear, it may be installed to best suit design and operating conditions of the gear. A plate shall be fitted on this wheel or device with indicating arrows showing the direction of movement to produce "right rudder" and "left rudder."

(n) When auxiliary steering gear is installed in lieu of relieving tackles, the steering wheel or device used for operating the gear shall meet all requirements given in paragraph (j) of this section.

(o) At all steering stations, there shall be installed a suitable notice on the wheel or device, or in such other position as to be directly in the helmsman's line of vision, to indicate the direction in which the wheel or device must be turned for "right rudder" and "left rudder."

(p) Where no regular rudder is fitted and steering action is obtained by a change of setting of the propelling unit, emergency steering gear is not required nor will the requirements of this section generally be applicable. Special consideration will be given by the Commandant for such installations.

(q) The arrangement of piping for hydraulic gears shall be such that a

change from the main to the auxiliary gear can be readily effected. A relief valve shall be provided for the protection of the hydraulic system. Pressure piping shall meet the requirements of Part 55 of Subchapter F, Marine Engineering, of this chapter.

§ 32.35-35 *Steering apparatus on tank barges—B/ALL.* (a) For barges, the construction or conversion of which is started on or after July 1, 1951, when equipped with steering apparatus, the requirements in § 32.35-30 shall be met insofar as it is practical to do so.

(b) For tank barges, the construction or conversion of which was started prior to July 1, 1951, when equipped with steering apparatus, the requirements in § 32.35-25 shall be met insofar as practical to do so.

#### SUBPART 32.40—ACCOMMODATIONS

§ 32.40-1 *Crew accommodations on tank ships of 100 gross tons or over constructed after January 1, 1938—T/ALL.* On all tank ships of 100 gross tons and over, the construction of which is begun after January 1, 1938, the minimum requirements relative to construction, location, and equipment of crew accommodations are as follows:

(a) *Sleeping quarters.* At least 120 cubic feet of space and not less than 16 square feet of deck areas shall be allotted to each member of the crew for sleeping purposes. In measuring sleeping quarters allotted to crews of vessels, the Officer in Charge, Marine Inspection, shall not deduct from the total volume or from the deck area any equipment contained therein which is provided for the exclusive use of the crew. Not more than one bunk shall be placed above another, and the lower bunk shall be at least 12 inches above the deck. The upper bunks shall be located as nearly as practicable midway between the lower bunk and the lower side of the deck beams overhead.

(b) *Toilet and washing facilities.* (1) Each such tank ship shall be provided with at least one washbasin, one bathtub or shower, and one toilet for each eight members, or portion thereof, in the crew to be accommodated. The crew to be accommodated shall include all members who do not occupy rooms to which private facilities are attached.

(2) When the engine room crew, exclusive of licensed officers and others separately provided for, exceeds eight, separate washing facilities shall be provided.

(3) Vessels contracted for after January 1, 1949, shall have the toilet rooms separate from the washrooms, and at least one washbasin shall be fitted in each toilet room.

(c) *Hospital accommodations.* Each such tank vessel which in the ordinary course of its trade makes voyages of more than 3 days' duration between ports and which carries a crew of 12 or more, shall be equipped with a compartment suitably separated from other spaces for hospital purposes, and such compartment shall have at least 1 bunk for every 12 seamen constituting her crew, provided that not more than 6 bunks shall be required in any case.

(d) *Location, construction and equipment.* (1) Crew accommodations shall not be located forward of the collision bulkhead, or where there will be undue risk to members of the crew in getting to stations.

(2) Where crew quarters abut galley, boiler, or engine room bulkheads, such bulkheads shall be insulated with fire-resistive material to reduce transmission of heat.

(3) Insofar as practicable, crew quarters shall be so located or constructed that they will be protected against objectionable odors of cargo, fuel tanks, paint lockers, oil rooms, bilges, toilets, etc.

(4) Crew quarters shall be adequately lighted, heated, and ventilated. The minimum standard for natural lighting is that it will be possible in daylight and in clear weather to read the print of an ordinary newspaper in any part of the space allotted. When it is not possible to provide adequate natural lighting, artificial lighting may be accepted on the same basis: *Provided, however,* That in the artificial lighting of the crew's quarters, the use of portable wiring is prohibited, except when approved by the chief engineer.

(5) Bare metal surfaces of ship's sides and metal weather decks overhead which are not decked over with wood externally, shall be covered with suitable fire-resistive material to aid in keeping the crew's quarters dry.

(6) In the ventilation of crew accommodations provisions shall be made for the ingress of fresh air and for the egress of impure air; it shall be adequate for the purpose intended, and so arranged as to be effective in any ordinary weather conditions, and to distribute fresh air without undue discomfort to the occupants. Where natural ventilation is provided, each inlet shall have an area of at least 6 square inches for each person accommodated, the outlet to be at least equal in size to the inlet. In no case shall any one such inlet or outlet have a cross sectional area of less than 24 square inches.

(7) Mechanical ventilation may be provided if such system is equal in effectiveness to the requirements for natural ventilation and is approved by the Commandant.

(8) Mess rooms shall be provided for both officers and crew, and shall be separate from each other where space and conditions will permit. Such mess rooms shall be sufficient in size to accommodate all persons allotted to such space: *Provided, however,* That this subparagraph need not apply to vessels operating on the Great Lakes, lakes, bays and sounds, or rivers.

(9) All washbasins, shower baths, or tubs required by the regulations in this subchapter shall be equipped with proper plumbing, including hot and cold running water. Washbasins for the crew may be located in the crew's sleeping quarters, if properly installed, equipped with proper plumbing for draining and supplied with hot and cold running water.

(10) All toilets shall be installed and equipped with the proper plumbing for flushing. Where more than one toilet is

located in a space or compartment, each toilet shall be separated with a screen constructed of fire-resistive material to afford privacy. Such screens may be installed so as to be open at top and bottom for ventilation purposes. Toilet seats shall be so constructed as to remain in an upright position when not in use.

(11) Floors of toilets and washrooms shall be covered with cement, tile, or other suitable covering.

(12) On each such tank ship there shall be provided at least one sink or other suitable means for washing clothes.

(13) Each hospital shall have a toilet, washbasin, and bathtub or shower conveniently situated.

(14) A clothes locker shall be provided for each person accommodated of a size not less than 12" x 21" x 5' high and so placed as to be readily accessible.

(15) Living accommodations shall be properly screened to exclude insects.

§ 32.40-5 *Crew accommodations on tank ships of less than 100 gross tons and manned tank barges constructed after January 1, 1938—TB/ALL.* All tank ships of less than 100 gross tons and all manned tank barges, the construction of which is begun after January 1, 1938, shall be provided with crew accommodations of sufficient size, adequate construction, and with suitable equipment to provide for the protection and accommodations of its crew in a manner practicable for the size, facilities and service of the vessel, and consistent with the principles underlying the requirements for crew accommodations on tank ships of 100 gross tons or more.

§ 32.40-10 *Crew accommodations on tank ships of 100 gross tons or over constructed after March 4, 1915, and prior to January 1, 1938—T/ALL.* On all tank ships of 100 gross tons or over the construction of which was begun after March 4, 1915, and prior to January 1, 1938, the crew accommodations shall be of a character and number in compliance with § 32.40-1 (a), (b), (c), except that separate washing facilities are not required where the engine-room crew, exclusive of licensed officers, and others separately provided for, does not exceed 10. In cases where an improvement is necessary in the sanitary conditions of such vessels, § 32.40-1 (d) will also apply in principle insofar as space and conditions will permit.

§ 32.40-15 *Crew accommodations on tank ships and manned tank barges not otherwise provided for—TB/ALL.* All tank ships and all manned tank barges not heretofore provided for shall have crew quarters and washing and toilet facilities in keeping with the age, size, facilities and service of the vessel, and suitable for the accommodations and protection of the crew.

#### SUBPART 32.45—ELECTRICAL INSTALLATIONS

§ 32.45-1 *Application—TB/ALL.* (a) The electrical installation on a tank vessel, the construction or conversion of which is started on or after November 10, 1936, shall be in compliance with this subpart, and to the extent that such installation is not covered by this subpart,

it shall be at least equivalent to the Commandant's general requirements.

(b) The electrical installation on a tank vessel, the construction or conversion of which was started prior to November 10, 1936, shall be maintained in a safe and in a good mechanical condition, and shall comply with the regulations in effect when the vessel was built, or to the requirements of a recognized classification society. Any major change in the electrical installation or any conversion shall comply with this subpart.

§ 32.45-5 *General installation requirements—TB/ALL.* (a) Where practicable, electrical cable is to be located well inboard from the sides, preferably along or near the centerline, to reduce the risk of injury in the event of collision, but it shall be kept clear of cargo tank openings. Feeders shall be run as far as practicable to avoid cargo pump rooms and enclosed spaces immediately adjoining cargo tanks.

(b) No ground connections may be used in any part of electrical circuits except detecting lamps on switchboards. The armor on all cables shall be electrically and mechanically continuous.

(c) Switchboards, distributing panels, switches, fuses, and other circuit-interrupting devices are not to be fitted in cargo pump rooms or enclosed spaces immediately adjoining cargo tanks.

(d) Portable extension cables and fittings are to be of an approved type.

(e) Main distribution circuits shall be protected against overload by circuit breaking devices, the capacity of which shall be marked at each such device.

§ 32.45-10 *Installations made during the Unlimited National Emergency—TB/ALL.* (a) For tank vessels, the contract for the construction of which was signed prior to September 2, 1945, and specification covering electrical installations titled "United States Coast Guard, Merchant Marine Inspection, Specification for Electrical Installations on Merchant Vessels," dated August 31, 1944, revised March 6, 1945,<sup>1</sup> is, during the Unlimited National Emergency, applicable as alternative provisions to those contained in this subpart.

(b) For vessels the contract for the construction of which is signed on and after September 2, 1945, those parts of the specification covering electrical installations, titled "United States Coast Guard Specification for Electrical Installations on Merchant Vessels," dated August 31, 1944, revised March 6, 1945,<sup>1</sup> specified in paragraphs 1, 4, and 5, thereof relating to electric cable are, during the Unlimited National Emergency, applicable as alternative provisions to those contained in this subpart.

§ 32.45-15 *Location of storage batteries on tank vessels constructed after November 10, 1936—TB/ALL.* Storage batteries shall not be located in cargo pump rooms. The space in which they are located shall be well ventilated and they shall be protected against mechani-

<sup>1</sup> A copy of the specifications may be obtained upon request from the Commandant (MMT), United States Coast Guard Headquarters, Washington 25, D. C., or any Coast Guard District Commander.

cal and electrical injury including short circuiting and overloading. Batteries shall be secured against movement, and acid batteries shall be set in lead-lined trays at least 3 inches deep of at least 4-pound sheet lead.

SUBPART 32.50—PUMPS, PIPING, AND HOSE FOR CARGO HANDLING

§ 32.50-1 *Cargo pumps for tank vessels constructed on or after November 10, 1936—TB/ALL.* On all tank vessels, the construction or conversion of which is started on or after November 10, 1936, the cargo pumps shall be designed and installed to minimize the danger of sparking. Special care shall be exercised in the design of packing spaces in order to secure ample depth and accessibility of glands. Where cargo pump shafts pierce gastight bulkheads, stuffing boxes with readily accessible gastight glands shall be provided.

§ 32.50-5 *Cargo pump fittings and controls on tank vessels constructed on or after November 10, 1936—TB/ALL.* (a) On all tank vessels, the construction or conversion of which is started on or after November 10, 1936, where a cargo pump is capable of developing a pressure exceeding 125 pounds at the pump under shutoff head conditions (based on water), a suitable relief valve shall be installed between the pump and shutoff valve in the cargo pump discharge and piped back into the suction. The relief valve setting shall not exceed the pressure for which the piping system is designed.

(b) A pressure gage shall be installed for each pump discharge, and it shall be located at a point visible with respect to the pump controls.

(c) Means shall be provided for controlling the cargo or pump room bilge pumps and their suctions and discharges in order that a flooded pump room may be pumped out. Suitable portable or fixed air-driven or hand-operated pumps may be accepted as complying with this provision.

§ 32.50-10 *Cargo pumps on tank vessels with independent cargo tanks which were constructed prior to November 10, 1936—TB/ALL.* (a) Cargo pumps on tank vessels, the construction or conversion of which was started prior to November 10, 1936, may be located in a hold space containing independent cargo tanks or on deck. If the pump driving unit is of the type permitted in cargo pump rooms, it also may be located in the hold space. If other types of driving units are used, they shall be located on deck or in an engine compartment. If the pump drive shaft passes through decks or bulkheads into a hold space or pump room, it shall be provided with suitable stuffing boxes at such points.

(b) Cargo pumps on tank vessels, the construction or conversion of which was started prior to November 10, 1936, may be connected to bilges in hold spaces containing independent cargo tanks: *Provided*, That such suction branch is fitted with two valves, one of which shall be a non-return screw-down type.

§ 32.50-15 *Cargo piping on tank vessels constructed on or after July 1, 1951—*

*TB/ALL.* (a) On all tank vessels, the construction or conversion of which is started on or after July 1, 1951, the cargo piping shall be:

(1) A fixed cargo piping system shall be installed on a tank vessel carrying Grade A, B, or C cargo. The piping shall be arranged so as to avoid excessive stresses at the joints. For sizes exceeding 2 inches in diameter, flanged, welded, or other approved types of joints shall be employed. Packing material shall be suitable for the cargo carried. Connections at bulkheads shall be made so that the plating does not form part of a flanged joint. Piping may be carried through bunker spaces and deep tanks provided it is run through a pipe tunnel. The tunnel may be omitted where the pipe is extra heavy, all joints are welded, and bends are installed to provide for expansion and contraction.

(2) Cargo piping, where installed in tank vessels carrying Grade D or E cargo only, shall conform with the requirements contained in subparagraph (1) of this paragraph.

(3) Cargo piping shall not pass through spaces containing machinery where sources of vapor ignition are normally present: *Provided*, That, in conversions effected during the National Emergency, cargo piping for Grade E liquids passing through shaft alleys and machinery spaces may be permitted.

(b) Where the pump room bilge suction is connected to the cargo pump, two valves shall be fitted in this suction branch, one of which shall be of a non-return screw-down type.

(c) Valve operating rods in the cargo tanks shall be solid and of ample size, well guided and supported, and attached to the valve stems in a manner to guard against their working loose. Where such valve rods pass through the deck, gastight stuffing boxes shall be fitted. The leads of valve rods shall be as direct as possible. All valves and fittings shall be of material, design and manufacture for the intended service on the cargo system; either rising or nonrising stem valves may be used.

(d) All cargo loading and discharge hose connections shall be fitted with valves or blind flanges.

§ 32.50-20 *Cargo piping for tank vessels constructed between November 10, 1936, and July 1, 1951—TB/ALL.* (a) On tank vessels, the construction or conversion of which is started on or after November 10, 1936, and prior to July 1, 1951, the piping shall be arranged so as to avoid excessive stresses at the joints. For sizes exceeding 2 inches in diameter, flanged, welded, or other approved types of joints shall be employed. Packing material shall be suitable for the cargo carried. Connections at bulkheads shall be made so that the plating does not form part of a flanged joint. Piping may be carried through bunker spaces and deep tanks provided it is run through a pipe tunnel. The tunnel may be omitted where the pipe is extra heavy, all joints are welded, and bends are installed to provide for expansion and contraction.

(b) Cargo piping shall not pass through spaces containing machinery where sources of vapor ignition are nor-

mally present: *Provided*, That, in conversions effected during the National Emergency proclaimed by the President May 27, 1941, cargo piping for Grade E liquids passing through shaft alleys and machinery spaces may be permitted.

(c) Where the pump room bilge suction is connected to the cargo pump, two valves shall be fitted in this suction branch, one of which shall be of a non-return screw-down type.

(d) Valve operating rods in the cargo tanks shall be solid and of ample size, well guided and supported, and attached to the valve stems in a manner to guard against their working loose. Where such valve rods pass through the deck, gas-tight stuffing boxes shall be fitted. The leads of valve rods shall be as direct as possible. All valves and fittings shall be of material, design, and manufacture for the intended service on the cargo system; either rising or nonrising stem valves may be used.

§ 32.50-25 *Cargo pumps and piping on tank vessels constructed prior to November 10, 1936—TB/ALL.* On tank vessels, the construction or conversion of which was started prior to November 10, 1936, cargo pumps and piping which do not fully comply with the regulations in this subchapter shall be made as nearly equal to the requirements for tank vessels constructed between November 10, 1936, and July 1, 1951, as is necessary in the interest of safety. Cargo pipe lines may pass through cargo pump engine compartments provided no cargo valves are located therein.

§ 32.50-30 *Cargo hose—TB/ALL.* Cargo hose, when carried on tank vessels, shall be of a grade suitable for oil service, and shall be designed to withstand the pressure of the shutoff head of the cargo pump or pump relief valve setting, less static head, but in no case less than 100 pounds per square inch.

SUBPART 32.55—VENTILATION AND VENTING

§ 32.55-1 *Ventilation of tank vessels constructed on or after July 1, 1951—TB/ALL.* (a) On all tank vessels, the construction or conversion of which is started on or after July 1, 1951, all enclosed parts of the vessel, other than cargo, fuel, and water tanks and cofferdams, shall be provided with efficient means of ventilation.

(b) Compartments containing machinery where sources of vapor ignition are normally present shall be ventilated in such a way as to remove vapors from points near the floor level or the bilges. Effective steam or air actuated gas ejectors, blowers or ventilators fitted with heads for natural ventilation, with at least one duct extending to immediately below the floor plates will be approved for this purpose. Machinery spaces below the freeboard deck, in which fuels with flash point of 110° F. or lower are used, shall be equipped with power ventilation. (See § 32.60-20 for other requirements concerning pump rooms.)

§ 32.55-5 *Ventilation of tank vessels constructed between November 10, 1936, and July 1, 1951—TB/ALL.* (a) On tank vessels, the construction or conversion of which was started on or after

November 10, 1936, and prior to July 1, 1951, all enclosed parts of the vessel, other than cargo, fuel, and water tanks and cofferdams, shall be provided with efficient means of ventilation.

(b) Pump rooms and compartments containing machinery where sources of vapor ignition are normally present shall be ventilated in such a way as to remove vapors from points near the floor level or the bilges. Effective steam or air actuated gas ejectors or blowers or ventilators fitted with heads for natural ventilation, will be approved for this purpose. (See § 32.65-20 for other requirements concerning pump rooms.)

§ 32.55-10 *Ventilation for tank vessels constructed prior to November 10, 1936—TB/ALL.* Ventilation of tank vessels, the construction or conversion of which was started prior to November 10, 1936, shall be equal to the requirements of tank vessels constructed before July 1, 1951, where the changes are, in the opinion of the Officer in Charge, Marine Inspection, necessary in the interest of safety.

§ 32.55-15 *Ventilation for hold spaces—TB/ALL.* Hold spaces containing independent cargo tanks shall be considered to be equivalent to cargo pump rooms and shall be ventilated and safeguarded as such.

§ 32.55-20 *Venting of cargo tanks of tank ships constructed on or after July 1, 1951—T/ALL—(a) Venting required.* On all tank ships, the construction or conversion of which is started on or after July 1, 1951, each cargo tank shall be equipped with a vent. The diameter of a vent shall not be less than 2½ inches.

(b) *Grade A liquids.* (1) Cargo tanks in which Grade A liquids are to be transported shall be fitted with a venting system consisting of a branch vent line from each cargo tank connected to a vent header which shall extend to a height above the weather deck equal to at least one-third the beam of the vessel and shall terminate at a comparable distance from any other living or working space, ventilator inlet, or source of ignition. When special conditions will prevent the vent line or header outlets being permanently installed at a height above the deck of one-third the beam of the vessel, an adjustable system shall be provided which, when extended vertically, shall be capable of reaching a height of one-third the beam of the vessel.

(2) A weather hood may be installed at the vent outlet providing it is of such design as not to direct the flow of vapor below the horizontal.

(3) The branch vent lines shall consist of either:

(i) Pipe with no valves or other hindrances to a free flow of gas; or,

(ii) Piping fitted with a pressure vacuum relief valve, provided means are supplied for relieving all internal pressure on cargo tanks by fitting the valve with a positive means for opening its pressure valve to allow free passage of gases through the branch vent line or by the installation of a by-pass fitted with a manually operated stop valve.

(4) The vent header shall be fitted with a flame arrester or pressure vacuum

relief valve. If a pressure vacuum relief valve is used in the header, means shall be provided for relieving all internal pressure on cargo tanks by fitting the valve with a positive means for opening its pressure valve to allow free passage of gases through the header or by the installation of a by-pass fitted with a manually operated stop valve. A suitable means of relieving pressure shall be fitted in the header in order to prevent excess pressure being built up in the tanks, in the event of overflowing of the latter. The vent header system shall be provided with suitable connections for flushing and draining. The vent header system shall be of sufficient capacity as to be able to carry off all displaced air and vapors during loading of the cargo tanks without opening of ullage plates, cargo hatches, etc. See § 32.20-20 for liquid level gaging requirements.

(c) *Grade B or C liquids.* Cargo tanks in which Grade B or C liquids are to be transported shall be fitted with either individual pressure-vacuum relief valves or shall be fitted with a venting system consisting of branch vent lines connected to a vent header which shall extend to a reasonable height above the weather deck and be fitted with a flame arrester or a pressure-vacuum relief valve at the outlet to the atmosphere.

(d) *Grade D or E liquids.* Cargo tanks in which Grade D or E liquids only are to be transported shall be fitted with gooseneck vents and flame screens unless such tanks are vented by pressure-vacuum relief valves or by a venting system of branch vent lines and a vent header.

§ 32.55-25 *Venting of cargo tanks of tank barges constructed on or after July 1, 1951—B/ALL—(a) Vents required.* On all tank barges, the construction or conversion of which is started on or after July 1, 1951, each cargo tank shall be equipped with a vent. The diameter of a vent shall be not less than 2½ inches.

(b) *Grade A liquids.* (1) Cargo tanks in which Grade A liquids are to be transported shall be fitted with a venting system consisting of branch vent line from each cargo tank connected to a vent header which shall extend to a reasonable height above the weather deck and be fitted with a pressure-vacuum relief valve. Each branch vent line may be provided with a manually operated control valve, provided it is bypassed with a pressure-vacuum relief valve or each cargo tank to which such a branch vent line is connected is fitted with an independent pressure-vacuum relief valve. The vent header system shall be provided with suitable connections for flushing and draining.

(2) In barges with independent tanks carrying Grade A liquids, separate discharge pipes may be fitted to each pressure-vacuum relief valve, or the pressure-vacuum relief valve may be elevated, so that in either case the discharge from such valve will not be less than 7 feet above the deck where practicable.

(c) *Grade B or C liquids.* Cargo tanks in which Grade B or C liquids are to be transported shall be fitted with individual pressure-vacuum relief valves or shall be fitted with a venting system consisting of branch vent lines connected

to a vent header which shall extend to a reasonable height above the weather deck and be fitted with a pressure-vacuum relief valve at the outlet to the atmosphere.

(d) *Grade D or E liquids.* Cargo tanks in which Grade D or E liquids only are to be transported shall be fitted with gooseneck vents and flame screens unless such tanks are vented by pressure-vacuum relief valves or a venting system of branch vent lines and a vent header.

§ 32.55-30 *Venting of cargo tanks of tank vessels constructed between November 10, 1936, and July 1, 1951—TB/ALL—(a) Venting required.* On all tank ships, the construction or alteration of which is started on or after November 10, 1936, and prior to July 1, 1951, each cargo tank shall be equipped with a vent. The diameter of a vent shall be not less than 2½ inches.

(b) *Grade A liquids.* (1) Cargo tanks in which Grade A liquids are to be transported shall be fitted with a venting system consisting of branch vent line from each cargo tank connected to a vent header which shall extend to a reasonable height above the weather deck and be fitted with a flame arrester or pressure-vacuum relief valve. Each branch vent line may be provided with a manually operated control valve, provided it is bypassed with a pressure-vacuum relief valve or each cargo tank to which such a branch vent line is connected is fitted with an independent pressure-vacuum relief valve. The vent header system shall be provided with suitable connections for flushing and draining.

(2) In barges with independent tanks carrying Grade A liquids, separate discharge pipes may be fitted to each pressure-vacuum relief valve, or the pressure-vacuum relief valve may be elevated, so that in either case the discharge from such valve will not be less than 7 feet above the deck where practicable.

(c) *Grade B or C liquids.* Cargo tanks in which Grade B or C liquids are to be transported shall be fitted with individual pressure-vacuum relief valves or shall be fitted with a venting system consisting of branch vent lines connected to a vent header which shall extend to a reasonable height above the weather deck and be fitted with a flame arrester or a pressure-vacuum relief valve at the outlet to the atmosphere.

(d) *Grade D or E liquids.* Cargo tanks in which Grade D or E liquids only are to be transported shall be fitted with gooseneck vents and flame screens unless such tanks are vented by pressure-vacuum relief valves or a venting system of branch vent lines and a vent header.

§ 32.55-35 *Venting of cargo tanks on tank vessels constructed prior to November 10, 1936—TB/ALL.* The venting of cargo tanks of tank vessels, the construction or alteration of which was started prior to November 10, 1936, shall be made to equal the requirements of tank vessels constructed before July 1, 1951, where the changes are, in the opinion of the Officer in Charge, Marine Inspection, necessary in the interests of safety: *Provided, That* on such vessels

carrying Grade A cargo the requirements in § 32.55-30 (b) shall be met.

§ 32.55-40 *Venting of cargo tanks fitted with inert-gas system—TB/ALL.* A tank vessel equipped with an approved system for maintaining all cargo tank vapor spaces nonflammable shall be accepted in lieu of the requirements of §§ 32.55-20, 32.55-25, 32.55-30 or 32.55-35.

§ 32.55-45 *Venting of cofferdams of tank vessels constructed on or after November 10, 1936—TB/ALL.* On all tank vessels, the construction or conversion of which was started on or after November 10, 1936, cofferdams shall be provided with gooseneck vents fitted with screen or pressure vacuum relief valves. The diameter of a vent shall be not less than 2½ inches.

**SUBPART 32.60—HULL REQUIREMENTS FOR TANK VESSELS CONSTRUCTED ON OR AFTER JULY 1, 1951**

§ 32.60-1 *Scantlings, material, and workmanship—TB/ALL.* All tank vessels, the construction or conversion of which is started on or after July 1, 1951, shall conform to the requirements in this subpart in construction of hulls. The hull and deck houses shall be of steel or iron construction except that the pilot-house and decks over quarters may be constructed of wood. Scantlings, material, and workmanship, subdivision of cargo spaces, fitting of cofferdams, and testing of tanks shall be at least equivalent to the requirements of the American Bureau of Shipping or other recognized classification society.

§ 32.60-5 *Subdivision of cargo space—TB/ALL.* The cargo space shall be divided into tight compartments as necessary to avoid excessive stresses and to provide stability.

§ 32.60-10 *Segregation of cargo; Grade A, B, C, or D—TB/ALL—(a) General.* The galleys, living quarters, navigation spaces, general cargo spaces, boiler rooms, and enclosed spaces containing machinery, where sources of vapor ignition are normally present, shall be segregated from cargo tanks by cofferdams or pump rooms or tanks, either empty or used to carry liquid having a flash point of 150° F. or above, or deck spaces enclosed or open.

(b) *Cargo tank spaces.* Cargo tank spaces shall extend to the main deck, with hatches and vents located on the weather deck. Liquids having a flash point of not less than 150° F. may be carried in the bulk tanks located beyond the segregating cofferdams and/or pump rooms.

(c) *Enclosed spaces.* (1) Enclosed spaces immediately above the bulk cargo tanks shall contain no electrical circuit interrupting or power devices. Through runs of electrical cable are permitted. Lighting shall be effected by means of approved explosion-proof or magazine type lighting fixtures.

(2) When the vessel is not gas free no portable lighting equipment shall be used except explosion-proof, self-contained, battery-fed lamps.

(3) Cargo and vent piping passing through enclosed spaces immediately

above the bulk cargo tanks shall be continuous except that flanged joints connecting pipe sections will be permitted.

(4) No openings to cargo tank shall be permitted other than stuffing boxes through which valve control rods or permanently installed gage tapes extend and openings for use of tank cleaning machines. Openings for tank cleaning machines, when not in use, shall be kept closed by means of gastight bolted plates and when in use shall be made essentially gas and watertight by covers through which hose or pipe to the tank cleaning machines extend.

(5) The overhead in way of quarters shall be gastight.

(d) *Stowage spaces.* The spaces described in paragraph (c) of this section may be used for stowage purposes and for general cargo: *Provided, That* adequate ventilation is furnished.

§ 32.60-15 *Segregation of cargo; Grade E—TB/ALL—(a) General.* The galleys, living quarters, navigation spaces, general cargo spaces, boiler rooms, and enclosed spaces containing machinery, where sources of vapor ignition are normally present, shall be segregated from the cargo tanks by tight bulkheads and intervening spaces are not required.

(b) *Cargo tank spaces.* Cargo tank spaces can be terminated at any deck with hatches on the same deck, but the vent lines shall be extended to the weather deck. Butterworth openings and extension rods may be located on the tank top.

(c) *General cargo spaces.* General cargo spaces, regardless of location, shall have no special restrictions in regard to electrical installations.

§ 32.60-20 *Pump rooms on tank vessels carrying Grade A, B, C, or D, liquid cargo—TB/ALL—(a) Cargo pumps.* Cargo pumps shall be isolated from sources of vapor ignition by gastight bulkheads. A gastight bulkhead between the pump room and the pump engine room may be pierced for drive shaft and pump engine control rods provided such openings are fitted with stuffing boxes or other approved gland arrangement. A steam driven pump shall not be considered a source of vapor ignition provided the steam temperature does not exceed 500° F.

(b) *Electrical installations—(1) Equipment.* No electric lighting or power circuit interrupting or power devices shall be installed in pump rooms. Through runs of electrical cable are permitted in pump rooms.

(2) *Lighting.* Lighting of pump rooms shall be effected by means of approved explosion-proof or magazine-type lighting fixtures. When the vessel is not gas free no portable lighting equipment shall be used except approved explosion proof, self-contained, battery-fed lamps.

(c) *Ventilation.* Pump rooms of all tank vessels shall be ventilated in such a way as to remove vapors from points near the floor level or bilges. Pump rooms on tank ships handling Grade A, B, or C liquid cargo, with machinery located below the freeboard deck, shall be equipped with power ventilation. Pump rooms equipped with power ven-

tilation shall have the ventilation outlets terminate more than six feet from any opening to the interior part of the vessel which normally contains sources of vapor ignition.

(d) Access. The access to a cargo pump room shall be from the open deck.

§ 32.60-25 *Living quarters—TB/ALL.* For living quarters the partitions and sheathing shall be of an approved fire resistive construction. The specification for incombustible materials is in Subchapter Q (Specifications) of this chapter.

§ 32.60-30 *Tank vessels with independent tanks—TB/ALL.* (a) The independent cargo tanks may be located in hold spaces or in other cargo tanks, but in all cases a working space of at least 15 inches shall be provided around each independent tank or else provision shall be made for moving such tanks to provide such a working space.

(b) When an independent cargo tank is located in an enclosed space other than a cargo tank, such enclosed space shall be considered as equivalent to a pump room and shall be safeguarded as such as required by this subpart.

§ 32.60-35 *Tank vessels carrying Grade A liquid cargo—TB/ALL.* Grade A liquids having a Reid vapor pressure in excess of 25 pounds per square inch shall be transported in cargo tanks which are independent of the hull.

§ 32.60-40 *Construction and testing of cargo tanks and bulkheads—TB/ALL.* (a) All cargo tanks to be vented at gage pressures of 4 pounds per square inch or less shall be constructed and tested in accordance with the requirements of the American Bureau of Shipping or other recognized classification society.

(b) All cargo tanks to be vented at gage pressures above 4 pounds per square inch shall be considered the same as unfired pressure vessels and shall meet the requirements for unfired pressure vessels regarding construction and testing as set forth in Parts 52 to 57 of Subchapter F (Marine Engineering) of this chapter.

(c) Gastight bulkheads shall be subjected to a thorough hose test.

SUBPART 32.65—HULL REQUIREMENTS FOR STEEL VESSELS CONSTRUCTED ON OR AFTER NOVEMBER 10, 1936, AND PRIOR TO JULY 1, 1951

§ 32.65-1 *Application—TB/ALL.* The requirements in this subpart apply to all tank vessels, the construction or conversion of which was started on or after November 10, 1936, and prior to July 1, 1951.

§ 32.65-5 *Scantlings, material, and workmanship—TB/ALL.* The hull and deck houses shall be of steel or iron construction except that the pilothouse and decks over quarters may be constructed of wood. Scantlings, material, and workmanship, subdivision of cargo spaces, fitting of cofferdams, and testing of tanks shall be at least equivalent to the requirements of the American Bureau of Shipping or other recognized classification society.

§ 32.65-10 *Subdivision of cargo space—TB/ALL.* The cargo space shall be divided into tight compartments as necessary to avoid excessive stresses and to provide stability.

§ 32.65-15 *Cofferdams—TB/ALL.* Tank vessels equipped to carry Grade A, B, C, or D liquids shall have their galleys, living quarters, general cargo spaces, boiler rooms, and enclosed spaces containing propelling machinery or other machinery where sources of vapor ignition are normally present, segregated from their cargo tanks by cofferdams or equivalent pump rooms, tanks, or air spaces.

§ 32.65-20 *Pump rooms—TB/ALL.* (a) Tank vessels handling Grade A, B, C, or D liquids shall have their cargo pumps isolated from all sources of vapor ignition by gastight bulkheads. Totally enclosed motors of the "explosion proof" type, motors ventilated on both the intake and exhaust by ducts to atmosphere, and engines driven by steam shall not be considered to be sources of vapor ignition. The gastight bulkhead between the pump room and the pump-engine compartment may be pierced by fixed lights, drive shaft and pump-engine control rods, provided that the shafts and rods are fitted with stuffing boxes where they pass through the gastight bulkheads. The access to a cargo pump room handling such liquids shall be from the open deck. (See § 32.60-20.)

(b) The electrical installation in a cargo pump room or in any enclosed space immediately adjoining cargo tanks on a tank vessel shall meet requirements in this section.

(c) Wiring is to be leaded and armored and shall be run through approved gastight fittings having stuffing glands at inlets and outlets.

(d) Joints in wiring shall be made only in wiring appliances, such as junction boxes, outlet boxes, etc., and such boxes shall be completely metallic and shall be gastight.

(e) Lighting fixtures shall be of approved type.

(f) Electric motors shall be of approved type either totally enclosed or ventilated to the atmosphere by suction and discharge air ducts. Separately ventilated motors are to have pressure type ventilation and shall be arranged with an automatic shut-off to open the circuit when the ventilating fan motor stops. The system is to be so interlocked that the pump motor cannot be started prior to a circulation of air. The air ducts are to lead to and from the atmosphere outside the pump room and are to terminate not less than 3 feet above the deck and not less than 6 feet from any cargo tank vent. (See § 32.60-20.)

§ 32.65-25 *Living quarters—TB/ALL.* Partitions and sheathing shall be of approved fire-resistive construction.

§ 32.65-30 *Tank vessels with independent tanks—TB/ALL.* Independent cargo tanks may be located in hold spaces or in other cargo tanks but in all cases a working space of at least 15 inches shall be provided around such in-

dependent tanks, or else provisions shall be made for moving them to secure such space. When independent cargo tanks are located in an enclosed space other than a cargo tank, such enclosed space shall be considered as equivalent to a pump room, and shall be safeguarded as such, as required in the regulations in this subchapter.

§ 32.65-35 *Tank vessels carrying Grade A liquids—TB/ALL.* Cargo tanks for Grade A liquids having a Reid vapor pressure in excess of 25 pounds shall be independent of the hull.

§ 32.65-40 *Construction and testing of cargo tanks and bulkheads—TB/ALL.* (a) All cargo tanks to be vented at gage pressures of 4 pounds per square inch or less shall be constructed and tested as required by the requirements of the American Bureau of Shipping or other recognized classification society.

(b) All cargo tanks to be vented at gage pressures above 4 pounds per square inch shall be considered as unfired pressure vessels and shall meet the requirements for such vessels as to construction and testing, as set forth in Parts 52 to 57, inclusive, of Subchapter F (Marine Engineering) of this chapter.

(c) Gastight bulkheads shall be subjected to a thorough hose test.

SUBPART 32.70—HULL REQUIREMENTS FOR STEEL HULL TANK VESSELS CONSTRUCTED PRIOR TO NOVEMBER 10, 1936

§ 32.70-1 *Application—TB/ALL.* All steel hull tank vessels, the construction or conversion of which was started prior to November 10, 1936, shall conform to the requirements in this subpart.

§ 32.70-5 *Hull requirements; general—TB/ALL.* The scantlings, material, and workmanship, the subdivision of cargo spaces, the arrangement of cofferdams, the testing of tanks and cofferdams, shall be at least equivalent to the requirements of a recognized classification society for the particular service specified in the application for the certificate of inspection and permit for the transportation of liquid inflammable cargoes in bulk as of the date when the tank vessel was built or as of the date when the vessel was converted into a tank vessel. In the absence of such classification requirements, the Officer in Charge, Marine Inspection, shall satisfy himself that the vessel's structure as specified in this section is safe for the service to be specified in its certificate of inspection.

§ 32.70-10 *Cofferdams—TB/ALL.* Tank vessels carrying Grade A, B, or C liquids shall be required to conform to the construction requirements in regard to vertical cofferdams in § 32.65-15, except that a dry cargo compartment shall be considered to be equivalent to a cofferdam, and except as provided for in § 32.70-20.

§ 32.70-15 *Pump rooms—TB/ALL.* (a) Tank vessels handling Grade A, B, C, or D products shall meet the requirements for tank vessels in § 32.65-20.

(b) The electrical installations in the pump rooms and enclosed spaces immediately adjoining cargo tanks (except

in pump engine rooms as provided in § 32.70-20) shall be made to comply with Subpart 32.45 and § 32.65-20 to the extent that the changes required are, in the opinion of the Officer in Charge, Maritime Inspection, necessary in the interest of safety.

§ 32.70-20 *Pump-engine compartment—TB/ALL.* No cofferdam will be required between a cargo tank and a compartment containing pumping engines and their auxiliaries which are used exclusively during pumping operations, provided the pumping engine compartment contains no cargo valves and is well ventilated and provided further that internal combustion exhausts within the compartment are completely water jacketed or insulated and that gasoline engine intakes are fitted with effective flame arresters.

§ 32.70-25 *Cargo tanks—TB/ALL.* Cargo tanks shall comply with the conditions specified in §§ 32.65-30 and 32.65-35, and shall pass the tests required in § 32.65-40 (a), (b), (c): *Provided, however,* That less than 15 inches around such tanks may be accepted if in the judgment of the Officer in Charge, Marine Inspection, making the inspection, a satisfactory inspection of the cargo tanks and hull structure can be made.

SUBPART 32.75—HULL REQUIREMENTS FOR WOOD HULL TANK VESSELS CONSTRUCTED PRIOR TO NOVEMBER 10, 1936

§ 32.75-1 *Application—TB/ALL.* All wood hull tank vessels, the construction or conversion of which was started prior to November 10, 1936, shall conform to the requirements in this subpart.

§ 32.75-5 *Hull requirements; general—TB/ALL.* The scantlings, material, and workmanship, and the fitting and fastening of parts shall be at least equivalent to the requirements of a recognized classification society for the particular service specified in the application for certificate of inspection and permit for the transportation of liquid inflammable cargoes in bulk as of the date when the tank vessel was built, or as of the date when the vessel was converted into a tank vessel. In the absence of such classification requirements, the Officer in Charge, Marine Inspection, shall satisfy himself that the vessel's structure as specified in this section is safe for the service to be specified in its certificate of inspection.

§ 32.75-10 *Cargo tanks—TB/ALL.* Cargo tanks shall be independent of the wood hull, shall be made of steel or iron, and shall pass the tests required in § 32.65-40 (a), (b). Where cargo tanks in wood hulls are not arranged to provide working space around them they shall be so constructed as to allow inspection of the hull, tanks, and bilges, and they shall be so installed that they can be moved to allow repairs to the hull structure and to themselves.

§ 32.75-15 *Electric bonding and grounding of tanks—TB/ALL.* All independent cargo tanks in wood hull tank vessels shall be electrically bonded together with stranded copper cable of not less than No. 4 B and S gage and one end

of this cable shall be grounded to a copper or brass plate of not less than 2 square feet in area and one-sixteenth inch in thickness and this plate shall be securely fastened to the hull, on the outside, at a point where it shall be covered by water when the tank vessel is unloaded.

§ 32.75-20 *Hold spaces and bulkheads—TB/ALL.* In wood hull tank vessels containing independent cargo tanks for the transportation of Grade A, B, C, or D liquids, the hold spaces shall be considered as equivalent to a pump room and shall be safeguarded and ventilated as such as required by § 32.65-20. Where the hold spaces contain equipment or operations which are sources of vapor ignition, such equipment or operations shall be isolated from other spaces by gastight bulkhead or, if it is impracticable to construct a gastight bulkhead, two structurally tight bulkheads without openings, separated by a well-ventilated air space 24 inches wide, where possible may be used.

SUBPART 32.80—TANK BARGES CONSTRUCTED OF MATERIALS OTHER THAN STEEL OR IRON

§ 32.80-1 *General requirements—B/ALL.* All tank barges with hulls constructed of materials other than iron or steel, the construction or conversion of which was started prior to September 2, 1945, and to which certificates of inspection were issued prior to March 2, 1946, shall be considered the same as tank barges constructed prior to November 10, 1936.

### PART 33—LIFESAVING APPLIANCES

SUBPART 33.01—GENERAL LIFESAVING REQUIREMENTS

Sec.  
33.01-1 Inspection of lifesaving appliances—TB/ALL.  
33.01-5 Construction of lifesaving equipment—TB/ALL.  
33.01-15 Responsibility of master regarding lifesaving equipment—TB/ALL.  
33.01-20 Approval for repairs and alterations—TB/ALL.  
33.01-25 Factory inspection of lifesaving equipment—TB/ALL.  
33.01-30 Approval of lifesaving appliances—TB/ALL.  
33.01-35 Magazine chests for pyrotechnic equipment—T/ALL.

SUBPART 33.05—LIFEBOATS, LIFE RAFTS, AND BUOYANT APPARATUS REQUIRED

33.05-1 Lifeboats for tank ships; ocean—T/O.  
33.05-5 Lifeboats for barges; ocean—B/O.  
33.05-10 Lifeboats for tank ships; coastwise—T/C.  
33.05-15 Lifeboats for barges; coastwise—B/C.  
33.05-20 Lifeboats and life rafts for tank vessels; Great Lakes—TB/L.  
33.05-25 Lifeboats, life rafts, or buoyant apparatus for tank vessels; bays, sounds, lakes other than Great Lakes, and rivers—TB/BR.  
33.05-30 Equipment for tank vessels on short voyages beyond certificated waters—TB/LB.  
33.05-35 Wooden lifeboats prohibited on tank vessels—TB/ALL.

SUBPART 33.10—LIFEBOAT HANDLING EQUIPMENT REQUIREMENTS

33.10-1 Lifeboat davits—TB/ALL.  
33.10-5 Mechanical means for lowering—TB/ALL.

Sec.  
33.10-10 Blocks and falls—TB/ALL.  
33.10-15 Disengaging apparatus—T/OC.  
33.10-20 Disengaging apparatus—T/LBR and B/ALL.

SUBPART 33.15—EQUIPMENT FOR LIFEBOATS, LIFE RAFTS, OR BUOYANT APPARATUS

33.15-1 Tank ship lifeboat equipment; ocean and coastwise—T/OC.  
33.15-5 Tank ship lifeboat equipment; Great Lakes—T/L.  
33.15-10 Tank ship lifeboat equipment; bays, sounds, lakes other than Great Lakes, and rivers—T/BR.  
33.15-15 Tank barge lifeboat equipment; all waters—B/ALL.  
33.15-20 Tank ship life raft equipment; Great Lakes—T/L.  
33.15-25 Tank vessel life raft equipment; bays, sounds, lakes other than Great Lakes, and rivers—TB/BR.  
33.15-30 Tank vessel buoyant apparatus equipment; all waters—TB/ALL.

SUBPART 33.20—STOWAGE OF LIFEBOATS, LIFE RAFTS, AND BUOYANT APPARATUS

33.20-1 Davits and launching devices—TB/ALL.  
33.20-5 Lifeboat davit falls—T/ALL.  
33.20-10 Lifeboats and life rafts kept clear for launching—TB/ALL.  
33.20-15 Stowage of lifeboats and life rafts—TB/ALL.

SUBPART 33.25—MARKINGS, CARE, AND INSPECTION

33.25-1 Preparation for voyage—TB/ALL.  
33.25-5 Numbering and marking of lifeboats—TB/ALL.  
33.25-10 Marking of life rafts—TB/ALL.  
33.25-15 Overhaul—TB/ALL.  
33.25-20 Maintenance—TB/ALL.

SUBPART 33.30—MANNING OF LIFEBOATS

33.30-1 Person in charge of each lifeboat—TB/OCLB.  
33.30-5 Certificated lifeboatmen in each lifeboat—TB/OCLB.

SUBPART 33.35—LIFE PRESERVERS

33.35-1 Number required—TB/ALL.  
33.35-5 Distribution and stowage—TB/ALL.  
33.35-10 Shipboard inspections—TB/ALL.  
33.35-15 Specifications for manufacturing life preservers—TB/ALL.

SUBPART 33.40—LIFE BUOYS

33.40-1 Number required on tank ships—T/ALL.  
33.40-5 Number required on tank barges—B/ALL.  
33.40-10 Location, distribution, and securing of life buoys—TB/ALL.

SUBPART 33.45—DISTRESS LIGHTS

33.45-1 Distress signals—T/ALL and B/OC.

SUBPART 33.50—SIGNALLING LAMP

33.50-1 Signaling lamp—T/OC.

SUBPART 33.55—LINE-THROWING APPLIANCES

33.55-1 Line-throwing appliances required—T/OC.  
33.55-5 Accessibility—T/OC.  
33.55-10 Equipment for line-throwing appliances—T/OC.  
33.55-15 Service recommendations—T/OC.

AUTHORITY: §§ 33.01-1 to 33.55-15 issued under R. S. 4405, as amended, 4417a, as amended, sec. 5, 55 Stat. 244, as amended; 46 U. S. C. 375, 391a, 50 U. S. C., App., 1275.

SUBPART 33.01—GENERAL LIFESAVING REQUIREMENTS

§ 33.01-1 *Inspection of lifesaving appliances—TB/ALL.* At each annual inspection and at any other time as required in the judgment of the Officer

in Charge, Marine Inspection, all lifesaving appliances on the tank vessels shall be inspected.

§ 33.01-5 *Construction of lifesaving equipment—TB/ALL.* All tank vessels subject to the regulations in this subchapter shall have lifeboats, disengaging apparatus, life rafts, life preservers, and all other lifesaving apparatus constructed in accordance with the regulations contained in the applicable subparts of Subchapter Q (Specifications) of this chapter: *Provided, however,* That all lifesaving apparatus which is of the character that complied with the rules and regulations of the Commandant, on vessels in existence at the time that the regulations in this subchapter are promulgated and have been in use on such vessels, may be continued in use so long as such existing lifesaving equipment and apparatus are found to be in good and workable condition. Where lifesaving equipment and apparatus are not found to be in good and workable condition, they shall be repaired or else replaced by lifesaving equipment and apparatus of the latest approved type, as required by the regulations in this subchapter and Subchapter Q (Specifications) of this chapter. Where lifesaving equipment and apparatus are found to be in good and workable condition but deficient as to quantity or numbers, the additional quantity or numbers required by the regulations in this subchapter shall be of the latest approved type.

§ 33.01-15 *Responsibility of master regarding lifesaving equipment—TB/ALL.* It shall be the duty of the master or officer in charge to see that the lifeboats, life rafts, davits, falls, life preservers, and other lifesaving appliances are at all times ready for use.

§ 33.01-20 *Approval for repairs and alterations—TB/ALL.* No extensive repairs or alterations, except in emergency, shall be made to any lifeboat, lifeboat disengaging apparatus, life preserver, life raft, or other appliance subject to inspection, without advance notice to the Officer in Charge, Marine Inspection. Such repairs and alterations shall so far as is practicable be made with materials and tested in the manner specified in this subchapter and applicable requirements in Subchapter Q (Specifications) of this chapter for new construction. Emergency repairs or alterations shall be reported as soon as practicable to the Officer in Charge, Marine Inspection, where the vessel may call after such repairs are made; nor shall any lifeboat or life raft be reconditioned or used on a tank vessel other than that for which it was built, without notice to and supervision by the Officer in Charge, Marine Inspection, where such reconditioning or repairs are to be made.

§ 33.01-25 *Factory inspection of lifesaving equipment—TB/ALL.* The Coast Guard District Commander where lifesaving apparatus is built shall detail an inspector to any place where lifeboats, life rafts, or buoyant apparatus are being built, who will inspect and examine carefully their construction and he shall satisfy himself that such lifeboats, life rafts, or buoyant apparatus are con-

structed in accordance with the drawings, or blueprints, and specifications furnished by the builders to the Coast Guard. When the inspector approves the construction of the lifeboat, life raft, or buoyant apparatus, he will stamp his initials, together with the letters "U. S. C. G." on a blank space on the plate required to be affixed to the unit by the builder. The initials of the inspector shall be satisfactory evidence to all parties interested that the unit has been constructed in accordance with the drawings, or blueprints, and specifications on file with the Coast Guard.

§ 33.01-30 *Approval of lifesaving appliances—TB/ALL.* (a) Any type of lifeboat or life raft approved by the Commandant shall be considered as equivalent to the standard lifeboat or life raft.

(b) Lifeboats shall be of an approved type and constructed in accordance with Subpart 160.035 of Subchapter Q (Specifications) of this chapter.

(c) Life rafts shall be of an approved type and constructed in accordance with Subpart 160.018 of Subchapter Q (Specifications) of this chapter.

(d) Buoyant apparatus shall be of an approved type and constructed in accordance with Subpart 160.010 of Subchapter Q (Specifications) of this chapter.

§ 33.01-35 *Magazine chests for pyrotechnic equipment—T/ALL.* Tank ships required to carry pyrotechnic distress signals or line-throwing appliances shall be provided with a portable magazine chest. (See Subpart 160.038, portable magazine chests, of Subchapter Q (Specifications) of this chapter.) Magazine chests shall be secured above the freeboard deck away from heat. Stowage in enclosed spaces or adjacent to cargo tanks is prohibited.

#### SUBPART 33.05—LIFEBOATS, LIFE RAFTS, AND BUOYANT APPARATUS REQUIRED

§ 33.05-1 *Lifeboats for tank ships; ocean—T/O.* (a) All tank ships which normally operate more than 20 miles offshore shall carry a sufficient number of lifeboats on each side to accommodate all persons on board: *Provided,* That such tank ships of 350 feet in length or over, having superstructure amidships and propelling machinery aft, shall be provided with at least four lifeboats, one on each side in way of the after accommodations, and one on each side in way of amidships accommodations.

(b) No lifeboat shall be of less than 180 cubic feet measurement.

§ 33.05-5 *Lifeboats for barges; ocean—B/O.* (a) All tank barges which normally operate more than 20 miles offshore shall carry a sufficient number of lifeboats to accommodate all persons on board.

(b) No lifeboat shall be of less than 125 cubic feet measurement.

§ 33.05-10 *Lifeboats for tank ships; coastwise—T/C.* (a) All tank ships which normally operate 20 miles or less offshore shall carry a sufficient number of lifeboats on each side to accommodate all persons on board.

(b) No lifeboat shall be of less than 180 cubic feet measurement, except by approval of the Commandant.

§ 33.05-15 *Lifeboats for barges; coastwise—B/C.* (a) All tank barges which normally operate 20 miles or less offshore shall carry a sufficient number of lifeboats to accommodate all persons on board.

(b) No lifeboat on a tank barge of 100 gross tons or over shall be of less than 125 cubic feet measurement, except by approval of the Commandant. No lifeboat on a tank barge of less than 100 gross tons shall be of less than 90 cubic feet measurement, except by approval of the Commandant.

§ 33.05-20 *Lifeboats and life rafts for tank vessels; Great Lakes—TB/L.* (a) All tank vessels operating on the waters of the Great Lakes shall carry a sufficient number of lifeboats to accommodate all persons on board.

(b) No lifeboat on a tank vessel of 100 gross tons or over shall be of less than 90 cubic feet measurement, except by approval of the Commandant. No lifeboat on a tank vessel of less than 100 gross tons shall be of less than 60 cubic feet measurement.

(c) All tank ships of 300 gross tons and over, operating on the waters of the Great Lakes, shall carry in addition to their lifeboat equipment, one approved and fully equipped life raft of suitable size, with one electric water light; the raft to be stowed in a manner to allow same to float clear in the event of sinking of the vessel: *Provided, however,* That all tank ships of 300 gross tons or over operating on the waters of the Great Lakes which are equipped with lifeboats in accordance with § 33.05-1 or § 35.05-10 shall be exempt from this requirement. The electric water light need not be attached to the raft, but when the electric water light is not attached to the raft, a snap hook shall be provided for this purpose.

§ 33.05-25 *Lifeboats, life rafts, or buoyant apparatus for tank vessels; bays, sounds, lakes other than Great Lakes, and rivers—TB/BR.* (a) All tank vessels operating exclusively on bays, sounds, lakes (other than the Great Lakes), rivers, harbors, or inland waters tributary to the Gulf of Mexico, shall carry lifeboats, life rafts, or buoyant apparatus of sufficient number to accommodate all persons on board.

(b) No lifeboat shall be of less than 60 cubic feet measurement.

(c) The minimum size of any piece of buoyant apparatus shall be such as to accommodate at least five persons.

§ 33.05-30 *Equipment for tank vessels on short voyages beyond certificated waters—TB/LB.* (a) The Officer in Charge, Marine Inspection, may issue permits to tank vessels of less than 100 gross tons which are certificated for lake, bay, and sound routes, to engage on short voyages to points beyond such waters, but not more than 15 miles from the port of refuge: *Provided,* That such vessels are equipped with a sufficient number of lifeboats, life rafts, or buoyant apparatus to accommodate all persons on board.

(b) No lifeboat shall be of less than 60 cubic feet measurement. The minimum size of any life raft or piece of buoyant apparatus shall be such as to accommodate at least five persons.

§ 33.05-35 *Wooden lifeboats prohibited on tank vessels—TB/ALL.* Lifeboats installed on tank vessels after September 1, 1943, shall be constructed of metal.

**SUBPART 33.10—LIFEBOAT HANDLING EQUIPMENT REQUIREMENTS**

§ 33.10-1 *Lifeboat davits—TB/ALL.* (a) No type or make of mechanical or gravity davit shall be used unless it has first been approved by the Commandant. For construction of davits see Subpart 160.032 of Subchapter Q (Specifications) of this chapter.

(b) No mechanical davits of a character which require manual or other power to turn the lifeboats out to the position for lowering into the water shall be fitted to any vessel the keel of which is laid after September 1, 1941, if such davits are to handle a lifeboat which, without its complement of persons on board, but having on board all air tanks and other lifeboat equipment, exceeds 5,000 pounds total weight; i. e., 2,500 pounds for a single davit arm.

(c) Davits, which are capable of swinging the boats into the lowering position without the application of any effort or external force other than that necessary to operate the releasing mechanism, allowing the lifeboat to move from the stowed position to the lowering position by the force of gravity, shall be provided to handle all lifeboats the total weight of which, including air tanks and lifeboat equipment, but without the complement of persons on board, exceeds 5,000 pounds.

(d) No davit arm or frame comprising mechanical or gravity davits shall be placed on board any vessel until all the requirements of this section and Subpart 160.032 of Subchapter Q (Specifications) of this chapter have been met.

(e) Whenever mechanical or gravity davits or parts of davits, such as davit arms, or frames, are installed on vessels, to take the place of davits, davit arms, or frames which have been damaged or broken, such davits or frames shall have the manufacturer's name plate affixed thereto.

§ 33.10-5 *Mechanical means for lowering—TB/ALL.* (a) When mechanical means for lowering lifeboats are installed on tank vessels where the height of a boat deck exceeds 20 feet from the lightest seagoing draft, wire falls and mechanical means for lowering shall be provided for each set of davits.

(b) Winches proposed for use in new installations shall be of an approved type and constructed in accordance with Subpart 160.015 of Subchapter Q (Specifications) of this chapter.

(c) Suitable fabric covers shall be provided, so fitted over exposed mechanisms, that ice formations may be readily broken adrift when necessary to operate the winch.

(d) Installation and tests: Mechanical means for lowering shall be so located

that the operator can observe the movement of the lifeboat during the lowering operation. The lead of the falls to the winch shall be such that the distance from the centerline of the winch drum to the center of the nearest block is not less than 8 feet. Upon the completion of the installation of all mechanical means for lowering lifeboats, and before the vessel is certificated for service, the following tests and examinations shall be made in the presence of an inspector:

(1) Swing lifeboat out from chocks and lower to level for loading, at which point lifeboat shall be loaded with dead weight equivalent to the number of persons allowed (165 pounds per person) together with weight of equipment, plus 10 percent of the total load. The boat should then be lowered to water, stopping at approximately 6-foot intervals by action of the counterweight alone. During this test the following observations should be made:

(i) Brake action shall be smooth, but positive. Brakes exposed to the weather shall also be tested under the load lowering condition with the braking surface wetted.

(ii) Counterweight shall be capable of stopping and holding boat when released.

(iii) Winch shall be capable of controlling the speed of lowering. This should not in general exceed 100 feet per minute.

(iv) No part of lowering gear shall show any distress under load.

(v) Deck under winch and davits must be of sufficient strength to prevent any undue stress of the deck under load.

(vi) Mechanical davits shall swing to extreme outboard position without slacking winch brake.

(vii) Action of governor brake and lowering speed permitted by same should be noted.

(viii) Determine that falls are of sufficient length to lower lifeboats to light load line with vessel listed to 15° either way.

(2) If nested boats are used, the hand operated quick recovery mechanism shall be tested and the action must be easy enough to permit one man to recover falls.

(3) A report of the results of the installation tests covering all the above points shall be recorded.

§ 33.10-10 *Blocks and falls—TB/ALL.* Blocks and falls installed after May 1, 1942, shall conform to the following requirements:

(a) All blocks, falls, fairleads, pad-eyes, fastenings, etc., used in connection with lifeboat gear shall be designed with a minimum factor of safety of six, based on the maximum working load.

(b) Where mechanical means for lowering are required, not more than two-part falls shall be used, except in specific cases where three-part falls may be accepted.

(c) Wire rope falls of 6 x 19 regular lay filler wire construction prelubricated at the factory with suitable neutral wire rope lubricant shall be accepted as standard. Any other type of wire superior or equally as good as the minimum standard specified may be used.

(d) Falls shall be of such length that the lifeboat may be lowered to the water at the lightest seagoing draft with the vessel listed to 15°.

(e) All ocean and coastwise vessels and all other vessels of over 1,000 gross tons, not fitted with mechanical means for lowering, shall be provided with covered tubs, boxes, or reels for stowage of falls and with suitable lowering bits in easily accessible positions; except that all ocean and coastwise, self-propelled vessels of over 1,000 gross tons, not fitted with mechanical means for lowering for which contracts for construction are let on or after September 2, 1945, shall be fitted with cruciform bits in such position as will render lowering practicable.

(f) Where more than one lifeboat is served by the same set of davits, if the falls are of manila rope, separate falls shall be provided to serve each lifeboat.

(g) Such blocks as are necessary to allow the falls to lead fair in all positions of the davit shall be fitted. Where mechanical means for lowering are provided, there shall be at least 8 feet between the center of the drum and the center of the nearest sheave. Sheaves for wire rope shall have a diameter at the base of the groove at least equal to 12 times the diameter of the rope.

(h) There shall be ample clearance between the cheeks of blocks in which manila rope is used. The width between the cheeks shall be half an inch greater than the diameter of new ropes when those ropes are 3/4 inches in circumference or greater; blocks for smaller ropes shall be designed with clearance in the same proportion.

(i) Means for lubrication shall be provided for all moving parts of blocks.

§ 33.10-15 *Disengaging apparatus—T/OC.* (a) Lifeboats on ocean and coastwise tank ships shall be fitted with suitable disengaging apparatus. Mechanical disengaging apparatus, if fitted, shall be of an approved type and constructed in accordance with subpart 160.033 of Subchapter Q (Specifications) of this chapter.

(b) Where lifeboats on ocean or coastwise tank ships of over 3,000 gross tons, the construction or conversion of which is started on or after July 1, 1951, are fitted with mechanical disengaging apparatus, such apparatus shall be so arranged as to make it possible for the lifeboats to be launched while such vessels are under way or stopped, and for both ends of the lifeboat to be released simultaneously, under tension, by one person. The gears shall be capable of being released from one position in the lifeboat while the boat is fully loaded with allowed persons and equipment. Simultaneous release shall be effected by partially rotating a shaft which shall be continuous and extend from point of contact with the hocks.

(c) Replacements to equipment on ocean or coastwise tank ships of over 3,000 gross tons, the construction or conversion of which was started prior to July 1, 1951, shall comply with the requirements of paragraph (b) of this section if the lifeboat being replaced is fitted with mechanical disengaging apparatus.

§ 33.10-20 *Disengaging apparatus—T/LBR and B/ALL.* Lifeboats shall be fitted with suitable disengaging apparatus. Mechanical disengaging apparatus shall be of a type approved by the Commandant. Not more than one type of releasing gear shall be fitted in the lifeboats of a particular vessel unless otherwise approved by the Commandant.

SUBPART 33.15—EQUIPMENT FOR LIFEBOATS, LIFE RAFTS, OR BUOYANT APPARATUS

§ 33.15-1 *Tank ship lifeboat equipment; ocean and coastwise—T/OC.* All lifeboats on tank ships operating on ocean or coastwise routes shall be equipped as follows:

(a) *Bailer.* One bailer of sufficient size and suitable for bailing, with lanyard attached.

(b) *Boathooks.* Two boathooks of clear-grained white ash of suitable length, but not less than 8 feet by 1½ inches in diameter.

(c) *Bucket.* One galvanized iron bucket of about 2 gallons capacity, with lanyard attached.

(d) *Compass and mounting.* One efficient liquid compass with not less than a 2-inch card. On and after January 1, 1946, all compasses and mountings for new installations or replacements shall be of an approved type. The Coast Guard specification for such approved type, which requires a card of not less than 3¾ inches in diameter, will be made available upon request.

(e) *Distress signals.* Twelve approved hand red flare distress signals in a watertight container, and 4 approved floating orange smoke distress signals; or 12 approved hand red flare distress signals in a watertight container, and 12 approved hand orange smoke distress signals in a watertight container; or 12 approved hand combination flare and smoke distress signals in a watertight container. Service use shall be limited to a period of 3 years from date of manufacture. Distress signals not bearing date of manufacture shall not be carried. For specifications for the above signals, see Subparts 160.021, 160.022, 160.023, and 160.037 in Subchapter Q (Specifications) of this chapter.

(f) *Ditty bag.* One canvas bag containing sailmaker's palm, needles, sail twine, marline, and marlinspike.

(g) *Drinking cups.* Two enameled drinking cups.

(h) *Flashlight.* One approved type I, size No. 3, flashlight. A flashlight which obtains its source of energy from other than dry cells may be used provided such flashlight has been approved by the Commandant. For specifications for flashlights, see subpart 161.008 of Subchapter Q (Specifications) of this chapter. No battery cell shall remain in the flashlight beyond the serviceability date appearing on the cell or its jacket. Approved flashlights not conforming to the requirements in subpart 161.008 of Subchapter Q (Specifications) of this chapter may be continued in service so long as they are in good and serviceable condition.

(i) *Hatchets.* Two hatchets attached to the lifeboat by individual lanyards and readily available for use, one at each

end of the lifeboat. All hatchets provided for use on tank ships shall be of an approved type. For specifications for hatchets, see subpart 160.013 in Subchapter Q (Specifications) of this chapter. Hatchets provided prior to December 1, 1944, may be continued in service so long as they are in good and serviceable condition.

(j) *Illuminating oil.* One gallon illuminating oil in metal container.

(k) *Lantern.* One lantern containing sufficient oil to burn at least 9 hours and ready for immediate use.

(l) *Life line.* A life line, or grab line, properly secured the entire length of each side festooned in bights not longer than 3 feet, with a seine float in each bight. The life line shall be of a size and strength not less than 12-thread manila rope, and the seine float in each bight shall hang to within 12 inches of the surface of the water when the lifeboat is light.

(m) *Life preservers.* Two life preservers of an approved type. These life preservers are in addition to the vessel's equipment of life preservers.

(n) *Locker.* A suitable locker or box for the storage and preservation of the small items of equipment.

(o) *Mast and sails.* A mast or masts with at least 1 good sail, and proper gear for each, the sail and gear to be protected by a suitable canvas cover.

(p) *Matches.* One box of safety matches in a watertight container, and carried in a box secured to the underside of the stern thwart, or stowed in locker.

(q) *Oars.* (1) A single banked complement of oars, two spare oars, and a steering oar with a rowlock or becket, conforming to the requirements in Table 33.15-1 (q).

(2) Motor lifeboats and lifeboats fitted with propellers operated by hand shall be equipped with 4 oars and 1 steering oar.

TABLE 33.15-1 (q)—MINIMUM NUMBER AND LENGTH OF OARS

Length of boat (feet)	Number of oars	Spare oars	Total, including steering oar	Rowing oars (feet)	Steering oars (feet)
16 and under 18..	4	2	7	10	12
18 and under 20..	4	2	7	11	13
20 and under 24..	4	2	7	13	14
24 and under 28..	6	2	9	14	15
28 and over.....	6	2	9	15	16

(r) *Painter.* One painter of manila rope not less than 2¾ inches in circumference and a length not less than 3 times the distance between the boat deck and the light draft.

(s) *Parachute flare distress signals.* (1) Twelve approved parachute red flare distress signals and an approved means of projecting them, all contained in a portable watertight case. Service use of the signals shall be limited to a period of three years from date of manufacture. For specifications for the above equipment, see Subparts 160.024 and 160.036 in Subchapter Q (Specifications) of this chapter.

(2) The stowage of this equipment is discretionary with the master.

(3) On ocean tank ships parachute red flare distress signal outfits need not be provided for more than two lifeboats.

(4) On coastwise tank ships parachute red flare distress signal outfits need not be provided for more than one lifeboat.

(t) *Plugs and pumps.* Each drain hole, fitted with an automatic plug, shall be provided with two caps attached by chains to the lifeboat or with one cap attached by chain to the lifeboat if the cap is fitted with a setscrew to prevent its being taken off without removing the setscrew. Where an automatic plug is not provided, there shall be two plugs to each drain hole attached to the lifeboat by separate chains. Decked lifeboats shall have no plug hole but shall be provided with at least two bilge pumps.

(u) *Propellers (hand-operated).* Lifeboats may be fitted with a hand-operated propeller of an approved type, but all lifeboats, except motor lifeboats, having a capacity of 60 or more persons shall be fitted with a hand-operated propeller of an approved type. For construction of hand-propelling gear see subpart 160.034 of Subchapter Q (Specifications) of this chapter. The hand-propelling gear shall be required in all such lifeboats fitted on new tank ships or as replacements of such lifeboats.

(v) *Provisions.* Two pounds of provisions for each person consisting of hard bread or its equivalent in any approved emergency ration of cereal or vegetable compound packaged in hermetically sealed containers of an approved type and stowed in provision lockers or other compartments providing suitable protection. No meat or other ration requiring saline preservative shall be allowed.

(w) *Rowlocks.* One set and a half of rowlocks or thole pins attached to the lifeboat by separate chains.

(x) *Rudder.* One rudder and tiller. For construction of rudder and tiller see § 160.035-3 (t) of subpart 160.035 of Subchapter Q (Specifications) of this chapter.

(y) *Sea anchor.* One sea anchor of an approved type. Sea anchors installed prior to January 1, 1944, meeting the requirements of regulations effective at the time of installation may be continued in use so long as they are in good and serviceable condition.

(z) *Signaling mirrors.* Two signaling mirrors of an approved type.

(aa) *Storm oil.* One container holding 1 gallon of vegetable or animal oil, so constructed that the oil can be easily distributed on the water and so arranged that it can be attached to the sea anchor.

(bb) *Drinking water.* For each person at least 1 quart of drinking water contained in hermetically sealed cans of an approved type and stowed in the drinking water tanks, lockers, or other compartments providing suitable protection.

§ 33.15-5 *Tank ship lifeboat equipment; Great Lakes—T/L.* All lifeboats on tank ships operating on the Great Lakes shall carry the following equipment:

(a) *Bailer.* One bailer with lanyard attached.

(b) *Boathook*. One boathook attached to a staff of suitable length.

(c) *Bucket*. One galvanized iron bucket with lanyard attached.

(d) *Compass*. One efficient liquid compass with not less than a 2-inch card.

(e) *Distress signals*. (1) Twelve approved hand red flare distress signals in a watertight container, or twelve approved hand combination flare and smoke distress signals in a watertight container. Service use shall be limited to a period of three years from date of manufacture. Distress signals not bearing date of manufacture shall not be carried. For specifications for the above signals, see Subparts 160.021 and 160.023 of Subchapter Q (Specifications) of this chapter.

(2) Either an approved flashlight or twelve approved parachute red flare distress signals, and an approved means of projecting them, all contained in a portable watertight case, may be substituted for six of the above distress signals, but at least six of the above hand red flare distress signals or hand combination flare and smoke distress signals shall be carried. Service use of the signals shall be limited to a period of three years from date of manufacture. For specifications for the parachute red flare distress signal equipment, see Subparts 160.024 and 160.036 of Subchapter Q (Specifications) of this chapter.

(f) *Flashlight*. One approved type I, size No. 3, flashlight. A flashlight which obtains its source of energy from other than dry cells may be used provided such flashlight has been approved by the Commandant. For specifications for flashlights see Subpart 161.008 of Subchapter Q (Specifications) of this chapter. No battery cell shall remain in the flashlight beyond the serviceability date appearing on the cell or its jacket. Approved flashlights not conforming to the requirements in Subpart 161.008 of Subchapter Q (Specifications) of this chapter may be continued in service so long as they are in good and serviceable condition.

(g) *Hatchets*. Two hatchets attached to the lifeboat by individual lanyards and readily available for use, one at each end of the lifeboat. All hatchets provided for use on tank ships shall be of an approved type. For specification for hatchets see Subpart 160.013 of Subchapter Q (Specifications) of this chapter. Hatchets provided prior to December 1, 1944, may be continued in service so long as they are in good and serviceable condition.

(h) *Illuminating oil*. One can containing 1 gallon of illuminating oil.

(i) *Lantern*. One lantern containing sufficient oil to burn at least 9 hours, and ready for immediate use.

(j) *Life line*. A properly secured life line the entire length of each side, festooned in bights not longer than 3 feet, with a seine float in each bight. The life line shall be of a size and strength not less than 12-thread manila rope, and the seine float in each bight shall hang to within 12 inches of the surface of the water when the lifeboat is light.

(k) *Life preservers*. Two life preservers of an approved type.

(l) *Matches*. One box of safety matches wrapped in a waterproof pack-

age and carried in a box secured to the underside of the stern thwart.

(m) *Oars*. A full complement of oars and two spare oars, and a steering oar with rowlocks or becket.

(n) *Painter*. One painter or manila rope of not less than 2 $\frac{3}{4}$  inches in circumference and of suitable length.

(o) *Parachute flare distress signals*. Optional, see distress signals (paragraph (e) of this section).

(p) *Plugs*. Each drain hole, fitted with an automatic plug, shall be provided with two caps attached by chains to the lifeboat or with one cap attached by chain to the lifeboat if the cap is fitted with a setscrew to prevent its being taken off without removing the setscrew. Where an automatic plug is not provided, there shall be two plugs to each drain hole attached to the lifeboat by separate chains.

(q) *Propellers (hand-operated)*. Lifeboats may be fitted with a hand-operated propeller of an approved type, but all lifeboats, except motor lifeboats, having a capacity of 60 or more persons, shall be fitted with a hand-operated propeller of an approved type. For construction of hand-propelling gear see Subpart 160.034 of Subchapter Q (Specifications) of this chapter.

(r) *Rowlocks*. One set and a half of rowlocks or thole pins, attached to the lifeboat by separate chains.

(s) *Rudder*. One rudder and tiller. For construction of rudder and tiller, see § 160.035-3 (t) of Subpart 160.035 of Subchapter Q (Specifications) of this chapter.

(t) *Sea anchor*. One sea anchor of an approved type. Sea anchors installed prior to January 1, 1944, meeting the requirements of the regulations effective at the time of installation may be continued in use so long as they are in good and serviceable condition.

(u) *Storm oil*. A vessel containing 1 gallon of vegetable or animal oil so constructed that the oil can be easily distributed on the water and so arranged that it can be attached to the sea anchor.

(v) *Stowage of equipment*. All loose equipment shall be securely attached to the lifeboat to which it belongs. The stowage of parachute flare distress signals is discretionary with the master.

§ 33.15-10 *Tank ship lifeboat equipment; bays, sounds, lakes other than Great Lakes, and rivers—T/BR*. All lifeboats on tank vessels operating lakes, bays, sounds, and rivers, shall carry the following equipment:

(a) *Boathook*. One boathook attached to staff of suitable length.

(b) *Bucket*. One bucket with lanyard attached.

(c) *Hatchets*. Two hatchets attached to the lifeboat by individual lanyards and readily available for use, one at each end of the lifeboat. All hatchets provided for use on tank ships shall be of an approved type. For specifications for hatchets see Subpart 160.013 of Subchapter Q (Specifications) of this chapter. Hatchets provided prior to December 1, 1944, may be continued in service so long as they are in good and serviceable condition.

(d) *Lantern*. One lantern containing sufficient oil to burn at least 9 hours and ready for immediate use.

(e) *Life line*. A properly secured life line the entire length on each side, such line to be festooned in bights not longer than 3 feet, with a seine float in each bight. The life line shall be of a size and strength not less than 12-thread manila rope, and the seine float in each bight shall hang to within 12 inches of the surface of the water when the boat is light.

(f) *Life preservers*. At least two life preservers of an approved type except on tank vessels operating exclusively on rivers flowing into the Gulf of Mexico, where one only is required. Wooden floats may be substituted where the same are allowed by law.

(g) *Matches*. One box of safety matches wrapped in a waterproof package and carried in a box secured to the underside of the stern thwart.

(h) *Oars*. (1) A full complement of single bank oars and two spare oars of suitable length except on tank ships operating exclusively on rivers flowing into the Gulf of Mexico, where a total of five oars only is required.

(2) One steering oar with rowlock or becket except on tank ships operating exclusively on rivers.

(i) *Painter*. One painter of manila rope of not less than 2 $\frac{3}{4}$  inches in circumference, properly attached, and of suitable length.

(j) *Plugs*. Each drain hole, fitted with an automatic plug, shall be provided with two caps attached by chains to the lifeboat or with one cap attached by chain to the lifeboat if the cap is fitted with a setscrew to prevent its being taken off without removing the setscrew. Where an automatic plug is not provided there shall be two plugs to each drain hole attached to the lifeboat by separate chains.

(k) *Rudder*. One rudder and tiller, except for tank ships operating exclusively on rivers. For construction of rudder and tiller, see § 160.035-3 (t), in Subpart 160.035 in Subchapter Q (Specifications) of this chapter.

(l) *Rowlocks*. A full complement of rowlocks and two spare rowlocks, each rowlock to be attached to the boat with a separate chain.

(m) *Stowage of equipment*. All loose equipment shall be securely attached to the lifeboat to which it belongs.

§ 33.15-15 *Tank barge lifeboat equipment; all waters—B/ALL*. Lifeboats on barges shall be equipped as follows:

(a) *Boathooks*. Two boathooks of suitable length.

(b) *Bucket*. One galvanized iron bucket of about 2-gallon capacity with lanyard attached.

(c) *Lantern*. One lantern containing sufficient oil to burn at least 9 hours and ready for immediate use.

(d) *Life line*. One life line properly secured the entire length on each side, festooned in bights not longer than 3 feet with a seine float in each bight.

(e) *Life preservers*. Two life preservers of an approved type in addition to the vessel's complement of life preservers.

(f) *Matches.* One box of safety matches wrapped in a waterproofed package, in a watertight container secured to the underside of the stern thwart.

(g) *Oars.* Four oars and one steering oar with rowlock or becket.

(h) *Painter.* One painter of manila rope not less than 2¼ inches in circumference, and of a suitable length.

(i) *Plugs.* Each drain hole, fitted with an automatic plug, shall be provided with two caps attached by chains to the lifeboat or with one cap attached by chain to the lifeboat if the cap is fitted with a setscrew to prevent its being taken off without removing the setscrew. Where an automatic plug is not provided, there shall be two plugs to each drain hole attached to the lifeboat by separate chains.

(j) *Rowlocks.* Not less than four rowlocks attached to the lifeboat by separate chains.

(k) *Stowage of equipment.* All loose equipment shall be securely attached to the lifeboat to which it belongs.

§ 33.15-20 *Tank ship life raft equipment; Great Lakes—T/L.* Life rafts shall be equipped as follows:

(a) *Boathook.* One boathook on a suitable staff.

(b) *Distress signals.* Twelve approved hand red flare distress signals in a watertight container, or twelve approved hand combination flare and smoke distress signals in a watertight container. Service use shall be limited to a period of three years from date of manufacture. Distress signals not bearing date of manufacture shall not be carried. For specifications for the above signals, see Subparts 160.021 and 160.023 in Subchapter Q (Specifications) of this chapter.

(c) *Life line.* One life line properly secured entirely around the sides and ends of the raft, festooned in bights not longer than 3 feet with seine floats in each bight.

(d) *Matches.* One box of safety matches in a watertight container.

(e) *Oars.* Four oars.

(f) *Painter.* One painter of manila rope not less than 2¼ inches in circumference, and of a length not less than three times the distance between the boat deck and the light draft.

(g) *Rowlocks.* Five rowlocks attached by separate chains.

(h) *Sea anchor.* One sea anchor constructed of good quality canvas or other satisfactory material; and, if of circular pattern, to be not less than 2 feet in diameter.

(i) *Water light.* One automatic electric water light of an approved type. For specification for water lights see Subpart 161.001 of Subchapter Q (Specifications) of this chapter.

(j) *Storm oil.* One container holding 1 gallon of vegetable or animal oil so constructed that the oil can be easily distributed on the water, and so arranged that it can be attached to the sea anchor.

§ 33.15-25 *Tank vessel life raft equipment; bays, sounds, lakes other than Great Lakes, and rivers—TB/BR.* Life rafts shall be equipped as follows:

(a) *Boathook.* One boathook on a suitable staff.

(b) *Life line.* One life line properly secured entirely around the sides and ends of the life raft, festooned in bights not longer than 3 feet with seine floats in each bight.

(c) *Oars.* Four oars.

(d) *Painter.* One painter of manila rope not less than 2¼ inches in circumference, and of a length not less than three times the distance between the boat deck and the light draft.

(e) *Rowlocks.* Five rowlocks attached by separate chains.

§ 33.15-30 *Tank vessel buoyant apparatus equipment; all waters—TB/ALL.* Buoyant apparatus shall be fitted and equipped as follows:

(a) *Life line.* One life line properly secured entirely around the sides and ends of the buoyant apparatus, festooned in bights not longer than 3 feet with seine float in each bight.

(b) *Painter.* (1) One painter of sufficient strength properly secured to the buoyant apparatus so that the buoyant apparatus may be lowered from the deck where stored to the water. It shall be of good quality manila rope not less than 2 inches in circumference and at least equal in length to the height of the boat deck where stored to the vessel's light seagoing draft plus 6 feet.

(2) Buoyant apparatus weighing less than 75 pounds shall not be required to have a painter for lowering.

(c) *Water light.* One automatic electric water light of an approved type. Buoyant apparatus designed to accommodate less than 25 persons shall not be required to be equipped with an automatic electric water light.

SUBPART 33.20—STOWAGE OF LIFEBOATS, LIFE RAFTS, AND BUOYANT APPARATUS

§ 33.20-1 *Davits and launching devices—TB/ALL.* (a) Tank ships of 100 gross tons or more shall be equipped with davits for each lifeboat carried on the tank ship.

(b) Tank ships of less than 100 gross tons and tank barges where lifeboats are carried shall provide means for the launching of such lifeboats by davits or crane or, where the freeboard is less than 6 feet when the vessel has no cargo aboard, by slide.

§ 33.20-5 *Lifeboat davit falls—T/ALL.* All tank ships over 1,000 gross tons shall be provided with covered tubs, boxes, or reels, in which to stow the running part of the lifeboat davit falls. Lifeboat falls shall not be painted.

§ 33.20-10 *Lifeboats and life rafts kept clear for launching—TB/ALL.* The decks on which lifeboats or life rafts are carried shall be kept clear of freight or any other obstruction that would interfere with the immediate launching of the lifeboats or life rafts.

§ 33.20-15 *Stowage of lifeboats and life rafts—TB/ALL.* (a) All lifeboats and life rafts shall be stowed in such a way that they can be launched in the shortest possible time, and that, even under unfavorable conditions of list and trim from the point of view of the handling of the lifeboats and life rafts, it

may be possible to embark in them as large a number of persons as possible.

(b) For tank ships, arrangements shall be such that it may be possible to launch on either side of the vessel as large a number of lifeboats and life rafts as possible.

(c) Where practicable, lifeboat chocks shall be so fitted that the lifeboats they serve shall not require lifting before launching.

SUBPART 33.25—MARKINGS, CARE AND INSPECTION

§ 33.25-1 *Preparation for voyage—TB/ALL.* (a) Lifeboats, life rafts, and buoyant apparatus shall be fully equipped before the vessel leaves port, and the equipment shall remain in the lifeboat, life raft, or buoyant apparatus throughout the voyage. Tank vessels having a sufficient number of lifeboats on each side to accommodate all persons on board may have the lifeboats cared for, as required by § 33.25-15, at sea: *Provided,* That a number of lifeboats sufficient to accommodate all persons on board are fully equipped and ready for use at all times. It shall be unlawful to stow in any lifeboat, life raft, or buoyant apparatus any articles not required by this chapter unless such articles can be properly stowed so as not to reduce the seating capacity or space available to occupants and so as not to adversely affect the seaworthiness of such lifeboats, life rafts, or buoyant apparatus.

(b) Loose equipment shall be securely attached to the lifeboat, life raft or buoyant apparatus to which it belongs.

(c) Articles of equipment shall be of good quality, efficient for the purpose they are intended to serve, and shall be kept in good condition.

§ 33.25-5 *Numbering and marking of lifeboats—TB/ALL.* (a) The number of each lifeboat shall be plainly marked or painted on each side of the bow in figures 3 inches high; and, where lifeboats are carried on both sides of a vessel, the odd-numbered boats shall be stowed on the starboard side, and the even-numbered boats on the port side; i. e., lifeboat No. 1 shall be forward on the starboard side, and lifeboat No. 3 next abaft lifeboat No. 1; lifeboat No. 2 shall be forward on the port side and lifeboat No. 4 next abaft lifeboat No. 2, etc.

(b) The cubical contents and number of persons allowed to be carried on each lifeboat shall be plainly marked or painted on each side of the bow in letters and numbers 1½ inches high. In addition, the number of persons allowed shall be plainly marked or painted on the top of at least two of the thwarts in letters and numbers 3 inches high.

(c) Such letters and numbers shall be dark on a light ground or light on a dark ground.

§ 33.25-10 *Marking of life rafts—TB/ALL.* There shall be stenciled in a conspicuous place on each life raft the number of persons the life raft can carry.

§ 33.25-15 *Overhaul—TB/ALL.* (a) Lifeboats and life rafts shall be stripped, cleaned, painted, and thoroughly over-

hauled at least once in every year. If any deterioration has begun, it shall be corrected even to the extent of renewing that part of the lifeboat or life raft.

(b) The lifeboat davit and falls shall be overhauled at least once in every year.

§ 33.25-20 *Maintenance—TB/ALL.* (a) Every lifeboat, life raft, or piece of buoyant apparatus together with its equipment shall be kept in every respect in good condition and ready for immediate use.

(b) The material that may support the platform of a life raft or buoyant apparatus shall be examined to determine that its strength is maintained.

(c) Air tanks shall be examined to see that they are in good condition but pressure need not be applied unless the inspector so desires to assure himself as to their condition.

(d) Disengaging apparatus, blocks and falls, if used, shall be determined to be in good condition.

(e) Disengaging apparatus, if used shall be shown on the annual inspection report and if the inspector is unable to identify it by name he shall take the matter up with the Coast Guard District Commander in order that such apparatus may be traced for identification and approval record.

#### SUBPART 33.30—MANNING OF LIFEBOATS

§ 33.30-1 *Person in charge of each lifeboat—TB/OCLB.* A licensed deck officer, an able seaman, or a certificated lifeboatman shall be placed in charge of each lifeboat or life raft. He shall have a list of its lifeboatmen and other members of its crew which shall be sufficient for her safe management, and shall see that the men placed under his orders are acquainted with their several duties and stations.

§ 33.30-5 *Certificated lifeboatmen in each lifeboat—TB/OCLB.* (a) There shall be for each lifeboat or life raft a number of lifeboatmen at least equal to that specified as follows: If the lifeboat or life raft carries 25 persons or less, the minimum number of certificated lifeboatmen shall be 1; if the lifeboat or life raft carries 26 persons and less than 41 persons the minimum number of certificated lifeboatmen shall be 2; if the lifeboat or life raft carries 41 persons and less than 61 persons the minimum number of certificated lifeboatmen shall be 3.

(b) The allocation of the certificated lifeboatmen to each lifeboat and life raft remains within the discretion of the master, according to the circumstances.

#### SUBPART 33.35—LIFE PRESERVERS

§ 33.35-1 *Number required—TB/ALL.* All tank vessels shall be provided with one approved life preserver for each person carried.

§ 33.35-5 *Distribution and stowage—TB/ALL.* Life preservers shall be distributed throughout the cabins, staterooms, berths, and other places convenient for each person on such tank vessels.

§ 33.35-10 *Shipboard inspections—TB/ALL.* At each annual inspection of

any vessel, or oftener if deemed necessary, the life preservers shall be examined by an inspector to determine serviceability. When life preservers are found to be in accordance with the requirements, the inspector shall stamp them with the word "Passed," his initials, port, and date. Life preservers found not to be in a serviceable condition shall be removed from the vessel's equipment and, if beyond repair, shall be destroyed in the presence of the inspector.

§ 33.35-15 *Specifications for manufacturing life preservers—TB/ALL.* The specifications regarding life preservers and buoyant materials are in Subparts 160.001, 160.002, 160.003, 160.004, 160.006, 164.001, 164.002, and 164.003 of Subchapter Q (Specifications) of this chapter.

#### SUBPART 33.40—LIFE BUOYS

§ 33.40-1 *Number required on tank ships—T/ALL.* The minimum number of approved 30-inch life buoys and the minimum number to which approved automatic water lights shall be attached is fixed by the Table 33.40-1.

TABLE 33.40-1—LIFE BUOYS REQUIRED

Length of tank vessel	Minimum number of approved 30-inch life buoys	Minimum number of approved 30-inch life buoys with approved automatic water lights attached
Under 100 feet	2	0
100 feet and under 200 feet	4	2
200 feet and under 300 feet	6	2
300 feet and under 400 feet	12	4
400 feet and under 600 feet	16	9
600 feet and under 800 feet	24	12
800 feet and over	30	15

§ 33.40-5 *Number required on tank barges—B/ALL.* All tank barges regardless of size shall have at least two life buoys on board: *Provided, however,* That unmanned barges are exempt from this section.

§ 33.40-10 *Location, distribution, and securing of life buoys—TB/ALL.* All life buoys shall be distributed and secured as follows:

(a) All life buoys shall be so placed as to be readily accessible to the persons on board, and their positions plainly indicated so as to be known to the persons concerned. The buoys shall always be capable of being cast loose, and shall not be permanently secured in any way.

(b) One life buoy on each side of a vessel shall have an attached line at least 15 fathoms in length.

#### SUBPART 33.45—DISTRESS LIGHTS

§ 33.45-1 *Distress signals—T/ALL and B/OC.* On every tank vessel of 150 gross tons and over there shall be carried within the pilothouse or upon the navigator's bridge twelve approved hand red flare distress signals in a watertight container, or twelve approved hand combination flare and smoke distress signals in a watertight container. Service use shall be limited to a period of three years from date of manufacture. Distress signals not bearing date of manufacture shall not be carried. For specifications for the above signals, see Subparts

160.021 and 160.023 in Subchapter Q (Specifications) of this chapter.

#### SUBPART 33.50—SIGNALLING LAMP

§ 33.50-1 *Signaling lamp—T/OC.* Ocean and coastwise tank ships over 150 gross tons shall be equipped with an efficient signaling lamp. This lamp shall be permanently fixed above the bridge and equipped with a Fresnel lens and high speed bulb, operated by a weatherproof key, fitted with a suitable condenser. The lamp shall be so connected that it can be operated from the normal source of ship's current, the emergency source, and other emergency batteries, if provided.

#### SUBPART 33.55—LINE-THROWING APPLIANCES

§ 33.55-1 *Line-throwing appliances required—T/OC.* (a) All ocean and coastwise tank ships of 150 gross tons and over shall be equipped with an approved line-throwing appliance and equipment auxiliary thereto, as specified in this subpart.

(b) Tank ships of 500 gross tons or more shall be equipped with an approved line-throwing appliance and equipment auxiliary thereto, of the impulse-projected rocket type, the requirements for which are set forth in Subpart 160.040 of Subchapter Q (Specifications) of this chapter. Lyle gun type line-throwing appliances in service on or before July 1, 1951, may be continued in use so long as in good and serviceable condition: *Provided,* That any replacements shall be made with a line-throwing appliance of the impulse-projected rocket type.

(c) Tank ships of 150 gross tons and over and less than 500 gross tons shall be equipped with an approved line-throwing appliance and equipment auxiliary thereto, of the shoulder gun type or the impulse-projected rocket type, the requirements for which are set forth in Subparts 160.031 and 160.040, respectively, of Subchapter Q (Specifications) of this chapter. Lyle gun type line-throwing appliances in service on or before July 1, 1951, may be continued in use so long as in good and serviceable condition: *Provided,* That any replacements shall be made with a line-throwing appliance of the shoulder gun type or the impulse-projected rocket type.

(d) Service use of rockets shall be within four years from date of manufacture.

§ 33.55-5 *Accessibility—T/OC.* The line-throwing appliance and its equipment shall be kept always easily and immediately accessible and ready for use. No part of this equipment shall be used for any other purpose.

§ 33.55-10 *Equipment for line-throwing appliances—T/OC.* The equipment enumerated below is required to be carried with the various types of line-throwing appliances:

(a) *Impulse-projected rocket type.* Four (4) rockets (2 of which shall be of the buoyant type), 4 primer-ejector cartridges, 4 service lines (each 1,000 feet of  $\frac{7}{32}$ -inch to  $\frac{9}{32}$ -inch diameter flax or manila, having not less than 500 pounds breaking strength, in faking boxes or reels), 1 can of oil, 1 cleaning brush, 12

wiping patches, and 1 set of instructions furnished by the manufacturer, all in a suitable case or box with the appliance, with the auxiliary line (1,500 feet of 3-inch circumference manila) accessible for use either in the case or nearby.

(b) *Shoulder gun type.* Ten (10) service projectiles, 4 service lines (each 400 feet of 3/8-inch circumference flax or cotton line, having not less than 250 pounds breaking strength, in faking boxes or reels), 25 cartridges, 1 cleaning rod with brush, 1 can of oil, 12 wiping patches, and 1 set of instructions, all in a suitable case or box with the gun, with an auxiliary line (500 feet of 3-inch circumference manila) accessible for use.

(c) *Lyle gun type on existing tank vessels.* Six (6) service projectiles, 4 service lines (each 1,700 feet of 7/32-inch to 1/2-inch diameter flax or manila, having not less than 500 pounds breaking strength, in faking boxes or reels), 1 auxiliary line (1,500 feet of 3-inch circumference manila), 1 approved firing attachment (with accessories consisting of lanyard, wrench, washer to fit between barrel and shoulder of firing attachment, blank plug for screwing into gun when firing attachment is not in place, cartridge extractor, and 25 primers in watertight metal box), 18 bags (2 1/2 ounces each) of black powder marked "One-half normal charge for Lyle gun, 2 1/2 ounces black powder" in nonferrous metal screw top container, 25 paper wads, 1 ram rod, 1 wire brush, 1 can light petrolatum, 12 wiping patches, 1 tapered wooden plug for muzzle of gun when not in use, and 1 set of instructions furnished by the manufacturer of the gun, all in a suitable box or chest with the gun.

§ 3.55-15 *Service recommendations—T/OC.* The following precautions and procedure are recommended for the use of line-throwing appliances and equipment:

(a) *Impulse-projected rocket type.* Follow the operating instructions and safety precautions furnished by the manufacturer.

(b) *Shoulder gun type.* Follow the operating instructions and safety precautions furnished by the manufacturer.

(c) *Lyle gun type on existing tank vessels.* (1) Service powder charge should be about 5 ounces of black powder, and the powder bags should be furnished to the vessel containing 2 1/2 ounces of black powder and marked "one-half normal charge." Under extraordinary circumstances, 7 1/2 ounces (three 2 1/2-ounce bags) of black powder may be used.

(2) In making the line fast to the shank, pass it through the eye and take three or more half-hitches around its own part, leaving a loop of about 10 to 12 inches and taking the hitches about 6 inches apart. This will allow the line to slip slightly through the eye of the shank before the hitches fetch up, thus easing the strain on the line at the loop during the initial acceleration.

(3) A considerable bight led over the side is recommended wherever possible, as it will tend to lessen the jerk on the line at initial acceleration.

(4) At least a fathom of the line from the shank should be thoroughly wet before using to prevent burning.

(5) The faking box or reel should always be faced in the direction of the line of fire and placed abreast of the gun and as close to ship's side as possible. It is not advisable to place the line too close to the muzzle of the gun, as the concussion may lift several layers or coils from the top, causing a snarl which in turn may cause the line to part.

(6) Care should be taken in placing the equipment to prevent fouling of the line in rigging, ridge ropes, etc., which have a tendency to rise or jump up when the gun is fired.

(7) Having made the gun and equipment ready for use, the following procedure in firing is recommended: select a place where the gun may recoil without striking anything, or where it may be securely lashed down. Note the position of the vessel to be relieved, and the direction and approximate force of the wind, and then place the gun in position, making allowance for the drift of the line. Place the line on the windward side of the gun and about 3 feet from it. Make the line fast in the eye of the shank and insert the powder charge, projectile, and primer. In loading, make sure that the projectile is seated against the wad.

(8) After using, the line should be thoroughly dried before rewinding or faking.

PART 34—FIRE-FIGHTING EQUIPMENT

SUBPART 34.01—GENERAL FIRE-FIGHTING REQUIREMENTS

- Sec. 34.01-1 Fire equipment for tank vessels—TB/ALL.
- 34.01-5 Repairs and alterations to fire-fighting equipment—TB/ALL.
- 34.01-10 Special types of fire apparatus may be used—TB/ALL.
- 34.01-15 Shutting down of boilers and machinery—T/ALL.

SUBPART 34.05—INSPECTIONS

- 34.05-1 Inspection of fire-fighting equipment; general—TB/ALL.
- 34.05-5 All fire-fighting equipment may be tested—TB/ALL.
- 34.05-10 Testing of fire hose and pumps—TB/ALL.
- 34.05-15 Inspection of bilges—TB/ALL.

SUBPART 34.10—FIRE PUMPS, MAINS, HYDRANTS, AND FIRE HOSE FOR TANK SHIPS

- 34.10-1 Fire pumps required—T/ALL.
- 34.10-5 Capacity of fire pumps; tank ships of more than 500 gross tons—T/ALL.
- 34.10-10 Type of fire pumps—T/ALL.
- 34.10-15 Location of fire pumps—T/ALL.
- 34.10-20 Fire pump relief valves and piping—T/ALL.
- 34.10-25 Fire hydrants—T/ALL.
- 34.10-30 Fire hose—T/ALL.
- 34.10-35 All purpose nozzles—T/ALL.
- 34.10-40 Spray nozzles—T/ALL.

SUBPART 34.15—CARGO SPACES ON TANK SHIPS

- 34.15-1 General requirements for cargo spaces—T/ALL.
- 34.15-5 Systems which may be substituted for steam in cargo spaces—T/ALL.
- 34.15-10 Minimum capacity of fire-extinguishing systems for cargo spaces—T/ALL.
- 34.15-15 Basic requirements of fire-extinguishing systems for cargo spaces—T/ALL.
- 34.15-20 Steam fire-extinguishing system for cargo spaces—T/ALL.

Sec. 34.15-25 Inert-gas or vapor fire-extinguishing system for cargo spaces—T/ALL.

34.15-30 Foam fire-extinguishing system for cargo spaces—T/ALL.

34.15-35 Flue gas fire-extinguishing systems for cargo spaces—T/ALL.

34.15-40 Fire-extinguishing systems for dry cargo spaces, lamp and paint rooms, pump rooms, etc., on tank ships constructed on or after July 1, 1951—T/ALL.

34.15-45 Fire-extinguishing systems for dry cargo spaces, lamp and paint rooms, etc., on tank ships constructed before July 1, 1951—T/ALL.

34.15-50 Fireproofing of lamp, oil, and paint rooms—T/ALL.

34.15-55 Interconnection between fixed carbon dioxide systems—T/ALL.

SUBPART 34.20—PUMP ROOM, BOILER ROOM, AND MACHINERY SPACES ON TANK SHIPS

34.20-1 Fixed fire-extinguishing systems for boiler room and machinery spaces—T/ALL.

34.20-5 Interconnection between fixed carbon dioxide systems—T/ALL.

34.20-10 Fire-extinguishing equipment, other than fixed, for boiler room and machinery spaces—T/ALL.

34.20-15 Fire-extinguishing system for pump rooms—T/ALL.

SUBPART 34.25—HAND FIRE EXTINGUISHERS

34.25-1 Hand fire extinguishers; test and approval—TB/ALL.

34.25-5 Hand fire extinguishers; marking—TB/ALL.

34.25-10 Hand fire extinguishers; location—TB/ALL.

34.25-15 Hand fire extinguishers; inspection—TB/ALL.

34.25-20 Hand fire extinguishers; spare charges and parts—TB/ALL.

34.25-25 Hand fire extinguishers; number required on tank ships—T/ALL.

34.25-30 Hand fire extinguishers required on tank vessels of over 15 gross tons using oil as fuel—TB/ALL.

SUBPART 34.30—FIRE AXES

34.30-1 Fire axes required—T/ALL.

34.30-5 Location and use of fire axes—T/ALL.

SUBPART 34.35—SAND BOXES

34.35-1 Sand boxes required on tank vessels using oil as fuel under boilers—TB/ALL.

SUBPART 34.40—FIRE-FIGHTING EQUIPMENT FOR TANK BARGES

34.40-1 Portable extinguishing equipment for cargo spaces—B/ALL.

34.40-5 Hand fire extinguishers for quarters, pump room, and machinery spaces—B/ALL.

AUTHORITY: §§ 34.01-1 to 34.40-5 issued under R. S. 4405, as amended, 4417a, as amended, sec. 2, 54 Stat. 1028, as amended, sec. 5, 55 Stat. 244, as amended; 46 U. S. C. 375, 391a, 463a, 50 U. S. C., App., 1275.

SUBPART 34.01—GENERAL FIRE-FIGHTING REQUIREMENTS

§ 34.01-1 *Fire equipment for tank vessels—TB/ALL.* All tank vessels subject to the regulations in this subchapter shall have fire extinguishers and fire-fighting apparatus in accordance with the regulations in this subchapter, and where required, the equipment shall be constructed in accordance with the regulations contained in the applicable subparts of subchapter Q (Specifications) of this chapter: *Provided, however, That all*

fire extinguishers and fire-fighting apparatus which is of the character that complied with the rules and regulations of the Commandant on vessels in existence at the time the regulations in this subchapter are promulgated, and have been in use on such vessels, may be continued in use so long as such fire extinguishers and such fire-fighting apparatus are found to be in good and workable condition. Where fire extinguishers and fire-fighting apparatus are not found to be in good and workable condition, they shall be repaired or else replaced by fire extinguishers or fire-fighting apparatus of the latest approved type, as required by the regulations in this subchapter and Subchapter Q (Specifications) of this chapter. Where fire extinguishers or fire-fighting apparatus are found to be in good and workable condition, but deficient as to quantity or numbers, the additional quantity or numbers required by the regulations in this subchapter shall be of the latest approved type. Fixed systems which are included in the fire-fighting equipment for tank vessels and which have been in the past approved by the Commandant shall be deemed to comply with the regulations in this subchapter both as to character and quantity, provided such systems are in good and workable condition.

§ 34.01-5 *Repairs and alterations to fire-fighting equipment—TB/ALL.* (a) No extensive repairs or alterations, except in emergency, shall be made to any fire-extinguishing apparatus, or other appliance subject to inspection, without advance notice to the Officer in Charge, Marine Inspection. Such repairs or alterations shall so far as is practicable be made with materials and tested in the manner specified within the regulations in this subchapter and Subchapter Q (Specifications) of this chapter for new construction.

(b) Emergency repairs or alterations shall be reported as soon as practicable to the Officer in Charge, Marine Inspection, where the vessel may call after such repairs are made.

§ 34.01-10 *Special types of fire apparatus may be used—TB/ALL.* Any special type of appliance, fire-extinguishing medium, or arrangement approved by the Commandant, may be used.

§ 34.01-15 *Shutting down of boilers and machinery—T/ALL.* The fire-extinguishing systems provided for in this part which depend for their operation on the ship's boilers or machinery, shall not be required to be immediately available at docks or at anchorages.

#### SUBPART 34.05—INSPECTIONS

§ 34.05-1 *Inspection of fire-fighting equipment; general—TB/ALL.* (a) At each annual inspection, and at any other time as required in the judgment of the Officer in Charge, Marine Inspection, all fire-fighting equipment on tank vessels shall be inspected.

(b) The examination of the fire-fighting equipment shall be made by inspectors. This applies to fire pumps, hose, chemical fire extinguishers, axes, and

steam or gas smothering lines to cargo holds and compartments.

(c) The inspectors shall examine the fire-fighting equipment provided for the fireroom and engine room to ascertain if it conforms to the regulations in this subchapter and that it is in good condition for immediate use.

(d) At the annual inspection or at any other time as required, the inspectors shall examine the water-sprinkling system, when fitted, to ascertain if it is in good condition and ready for immediate use.

§ 34.05-5 *All fire-fighting equipment may be tested—TB/ALL.* During the inspection of fire-fighting equipment, the Officer in Charge, Marine Inspection, may require fire apparatus to be tested; and used, except as provided under §§ 34.15-25 and 34.25-15.

§ 34.05-10 *Testing of fire hose and pumps—TB/ALL.* The inspectors shall examine all pumps, hose, and other fire apparatus and shall see that the hose is subjected to a pressure of 100 pounds to the square inch, and that the hose couplings are securely fastened in accordance with the regulations in this subchapter.

§ 34.05-15 *Inspection of bilges—TB/ALL.* When inspecting oil-burning vessels, either internal-combustion type or steam-driven type, the inspector shall examine the tank tops and bilges in the fireroom and engine room to see that there is no accumulation of oil which might create a fire hazard.

#### SUBPART 34.10—FIRE PUMPS, MAINS, HYDRANTS, AND FIRE HOSE FOR TANK SHIPS

§ 34.10-1 *Fire pumps required—T/ALL.* All tank ships shall be provided with pumps available for use as fire pumps, as follows:

(a) Tank ships of 500 gross tons and under shall be equipped with an efficient hand pump capable of delivering 50 gallons per minute or a power-driven pump of equivalent capacity: *Provided,* That on tank ships of 20 gross tons or under where it is impracticable to install a hand or power-operated fire pump, or on tank ships with only one man in the crew, at least one additional 15-pound CO<sub>2</sub> or the equivalent fire extinguisher may be accepted in lieu of a fire pump.

(b) Tank ships of more than 500 gross tons shall be provided with independently driven power pumps as follows:

Over 500 and not over 1,000 gross tons.....	1 pump.
Over 1,000 gross tons.....	2 pumps.

§ 34.10-5 *Capacity of fire pumps; tank ships of more than 500 gross tons—T/ALL.* (a) The capacity of the combined fire pump installation shall be one-fifth gallon per minute per gross ton of the tank ship. The maximum total fire pump capacity required for any tank ship shall be 800 gallons per minute.

(b) Fire pumps on tank ships of more than 500 gross tons shall be capable of delivering two powerful jets of water simultaneously from the highest outlets on the fire main at a Pitot tube pressure of approximately 50 pounds per square inch through nozzle, each having an ori-

fice of not less than  $\frac{7}{8}$  inch diameter, where the internal diameter of the hose exceeds 1½ inches, and not less than  $\frac{3}{4}$  inch diameter, where the internal diameter of the hose does not exceed 1½ inches.

(c) While arranged with permanent connections to the fire main the pumps may be utilized also for other purposes, provided that one of the required pumps is kept available for immediate use on the fire system. In no case, however, shall a pump having connection to oil lines be used as a fire pump.

§ 34.10-10 *Type of fire pumps—T/ALL.* Tank ships are not restricted to any particular type or proportions for fire pumps.

§ 34.10-15 *Location of fire pumps—T/ALL.* On oil-burning tank ships, provided with two fire pumps, where the engine and firerooms are not entirely separated by iron or steel bulkheads, or if fuel can drain from fireroom bilges into the engine room, one of the fire pumps shall be located in an accessible space separate from the machinery compartment.

§ 34.10-20 *Fire pump relief valves and piping—T/ALL.* (a) Fire pumps shall be fitted on the discharge side with a relief valve and a pressure gage to indicate the pressure on the fire main. Except when the fire pumps are being used in tank cleaning operations, the relief valves shall be set to relieve at 25 pounds higher than the pressure necessary to maintain the requirements of § 34.10-5 (b) of this part. If the fire pumps operating under shut-off conditions are not capable of producing a pressure exceeding 125 pounds per square inch, the relief valves may be omitted.

(b) Suction pipes for all fire pumps shall be so arranged as to have an area of opening sufficiently large to supply water when the pumps are working at full capacity.

(c) The size of the discharge pipe leading from fire pumps shall in no case be less than that of the discharge opening of the pump, and in no case shall it be less than 1½ inches in internal diameter.

(d) The pipe, valves, fittings, and construction of fire lines shall conform to the rules and regulations contained in Part 55 of Subchapter F (Marine Engineering) of this chapter.

§ 34.10-25 *Fire hydrants—T/ALL.* (a) Fire hydrants shall be of sufficient number and so arranged that any part of the living quarters, weather decks, machinery spaces and any parts of cargo decks accessible to the crew while at sea may be reached with a single 50 foot length of hose.

(b) Hose connections shall be brass or composition material.

(c) Outlet openings shall have a diameter of not less than 1½ inches.

(d) All fire hydrants shall be equipped with hose spanners.

(e) The arrangement of the fire hydrant shall be limited to any position from the horizontal to the vertical pointing downward, so that the hose will lead downward or horizontally, in order to minimize the possibility of kinking. In

no case will a hydrant arranged in a vertical position with the outlet pointing upward be accepted.

§ 34.10-30 *Fire hose—T/ALL.* (a) Fire hose shall be connected to the outlet at all times except on open decks, where the location of the fire hydrants is such that no protection is afforded for the hose in heavy weather.

(b) The fire hose may be temporarily removed when it will interfere with the landing of cargo.

(c) Each fire hose shall be provided with a suitable nozzle.

(d) Fire hose, when part of the fire equipment, shall not be used for any other purpose than fire extinguishing, fire drills, and testing.

(e) Fire hose shall be drained and stowed in its proper place immediately after being used.

§ 34.10-35 *All purpose nozzles.—T/ALL.* At least twenty-five percent of the hydrants shall be fitted with approved combination nozzles which can project a solid stream or a fog spray or can be shut off. Each such nozzle shall be equipped with a high velocity fog spray tip, a fitting for projecting a low velocity fog spray, and a self-cleaning strainer attached to the fire hydrant either directly or by means of a short length of hose or a self-cleaning strainer contained within the nozzle. The all-purpose nozzles shall be located about the vessel to best cover areas where oil fires would most likely occur.

§ 34.10-40 *Spray nozzles—T/ALL.* (a) Fire hose lines in boiler and machinery spaces of vessels of 3,000 gross tons or over, except vessels driven by electric motors, shall be provided with at least two suitable nozzles of an approved type which are capable of effectively extinguishing oil fires. This equipment shall be kept in efficient condition and ready for use at all times.

(b) The use of approved all purpose nozzles, as described in § 34.10-35 is acceptable in boiler and machinery spaces provided the nozzle is equipped with an applicator having an approved low velocity water fog spray head attached. For any installation where the use of the fog nozzle and auxiliary applicator is contemplated, the standard portable self-cleaning hose strainer shall be included in the equipment.

#### SUBPART 34.15—CARGO SPACES ON TANK SHIPS

§ 34.15-1 *General requirements for cargo spaces—T/ALL.* (a) Every tank ship shall be provided with suitable pipes and valves attached to the boiler to convey steam into the hold and into the different compartments thereof, and into the fuel tanks, to extinguish fire, or equipped with other suitable apparatus as provided by the regulations in this subchapter.

(b) The valves on steam and carbon dioxide fire-extinguishing systems shall be plainly marked to indicate the compartment into which they discharge. Such smothering pipes shall enter the tank at a point above the highest liquid level at which cargo is carried.

§ 34.15-5 *Systems which may be substituted for steam in cargo spaces—T/ALL.* On tank ships, foam, gases, or vapors, or any other effective fire-extinguishing system may be substituted for steam, provided such system, if fixed, is completely installed in accordance with approved drawings and specifications. Such systems may be portable, semiportable, or fixed, and may be of more than one type, provided its total capacity equals the requirements of the regulations in this subchapter; *Provided, however,* That carbon tetrachloride may be used for fighting fire in cargo spaces allowing 1 quart of carbon tetrachloride for each 225 cubic feet of space, upon approval of the Commandant only. In no case will carbon tetrachloride be allowed for fighting fire in cargo spaces on tank ships where the volume of the largest cargo compartment exceeds 6,300 cubic feet.

§ 34.15-10 *Minimum capacity of fire-extinguishing systems for cargo spaces—T/ALL—(a) Steam, inert-gas or vapor system.* The minimum capacity of a fire system for cargo spaces shall be based upon the volume of the largest cargo compartments, in cubic feet, which shall be determined by measurements taken between fire-retarding boundaries such as decks, shells, tank bottoms, and bulkheads.

(b) *Foam system.* The minimum capacity of a fire system for cargo spaces shall be based upon the largest superficial liquid area obtainable in any tank within the range of usual trim.

§ 34.15-15 *Basic requirements of fire-extinguishing systems for cargo spaces—T/ALL—(a) Steam system.* Steam for fire-extinguishing systems shall be available from the main boilers or from a donkey or auxiliary boiler or from a shore source having a minimum capacity equivalent to 1 square foot of heating surface for each 300 cubic feet of the largest compartment in which cargo is carried. This requirement shall be based upon a rate of evaporation of 6 pounds of steam per hour per square foot of heating surface from and at 212° F. medium steaming. Equivalent values of heating surface will be permitted for boilers having rates of evaporation differing from that herein specified.

(b) *Inert-gas or vapor system.* At least one pound of carbon dioxide or its equivalent of other inert gas or vapor for each 30 cubic feet of gross volume of the largest cargo compartment as defined in § 34.15-10 (a), discharged at the rate of 1 pound of carbon dioxide or its equivalent of other inert gas per minute for each 150 cubic feet of cargo space.

(c) *Foam system.* At least a 6-inch layer of foam delivered uniformly over the largest superficial liquid area as defined in § 34.15-10 (b); discharged at the rate of not less than 10 cubic feet of foam per minute per 100 square feet of surface to be covered.

(d) *Provision against freezing.* Provision shall be made for draining the manifold and individual lines of fire-extinguishing systems for cargo spaces to protect them against freezing.

§ 34.15-20 *Steam fire-extinguishing system for cargo spaces—T/ALL.* (a) A steam pressure of at least 100 pounds per square inch shall be maintained for fire-extinguishing purposes. Where the maximum allowable boiler working pressure will not permit of this, or where steam from a shore plant is being used, the maximum steam pressure permitted by the operating boiler pressure limitations shall be provided for this purpose.

(b) Where steam fire-extinguishing systems are fitted on tank ships, the master valve control mechanism shall be located in an easily accessible place above the freeboard deck as defined in § 43.1 (g) of Subchapter E (Load Lines) of this chapter. The main lines shall have sufficient area to supply all the individual lines to the largest tank and the tanks adjacent thereto, and the valves on the branch lines to the tanks shall be left open at all times so that, in case of fire, it will be necessary only to open the master valve to insure a flow of steam into each hold or tank, after which the valves leading to tanks which are not on fire may be closed; *Provided,* That where the opening of such branch line valve may cause contamination of cargo or cause the passage of gases or vapors between tanks or compartments, they may be kept closed.

(c) Steam smothering lines shall be tested with at least 50 pounds of air pressure or by blowing steam through the lines and a survey made for detecting corrosion and defects using hammer test or such other means as may be necessary.

(d) The minimum diameter of any steam fire-extinguishing pipe to any fuel oil tank shall be 1 inch.

§ 34.15-25 *Inert-gas or vapor fire-extinguishing system for cargo spaces—T/ALL.* (a) The piping for inert-gas or vapor fire-extinguishing system shall comply with the requirements of Part 55 of Subchapter F (Marine Engineering) of this chapter.

(b) At annual inspections, all carbon dioxide (CO<sub>2</sub>) cylinders, whether fixed or portable, shall be examined externally and replaced if any corrosion is found; and they shall also be checked by weighing to determine their contents, and if found to be more than 10 percent under the required contents of carbon dioxide, they shall be recharged.

§ 34.15-30 *Foam fire-extinguishing system for cargo spaces—T/ALL.* (a) The piping for a foam fire-extinguishing system shall comply with the requirements in Part 55 of Subchapter F (Marine Engineering) of this chapter.

(b) If the foam system is of the fixed type, the apparatus and chemicals shall be contained in a fire-resistant compartment protected from the weather and where the operator will be shielded from fire and smoke.

(c) If the foam system is of the portable type the apparatus and chemicals shall be stowed in a readily accessible place protected from the weather.

§ 34.15-35 *Flue gas fire-extinguishing systems for cargo spaces—T/ALL.* Inert-gas system for extinguishing fires in cargo spaces, where the source of the

inert gas is the stack or a furnace for producing such inert gas shall be considered as complying with the regulations in this subchapter, provided such system shall have the approval of the Commandant as required in § 34.15-5.

§ 34.15-40 *Fire-extinguishing systems for dry cargo spaces, lamp and paint rooms, pump rooms, etc., on tank ships constructed on or after July 1, 1951—T/ALL.* On tank ships, the construction or conversion of which is started on or after July 1, 1951, steam, inert-gas, foam, or vapor systems shall be provided for extinguishing fires in dry cargo spaces, lamp and paint rooms, pump rooms, or similar compartments, and should, where practicable, be run independent of the extinguishing systems for the main bulk cargo tanks. In cases where vessel arrangements make this requirement impracticable, valves shall be installed between the main bulk tank extinguishing system and the other compartments served. These valves are to be marked: "This valve to be kept closed except in case of fire."

§ 34.15-45 *Fire-extinguishing systems for dry cargo spaces, lamp and paint rooms, etc., on tank ships constructed before July 1, 1951—T/ALL.* On tank ships, the construction or conversion of which is started before July 1, 1951, steam, inert-gas, foam, or vapor systems shall be provided for extinguishing fires in dry cargo spaces, lamp and paint rooms, or similar compartments, and should, where practicable, be run independent of the extinguishing systems for the main bulk cargo tanks. In cases where vessel arrangements make this requirement impracticable, valves shall be installed between the main bulk tank extinguishing system and the other compartments served. These valves are to be marked: "This valve to be kept closed except in case of fire."

§ 34.15-50 *Fireproofing of lamp, oil, and paint rooms—T/ALL.* Lamp, oil, and paint rooms in all classes of vessels shall be wholly and tightly lined with metal.

§ 34.15-55 *Interconnection between fixed carbon dioxide systems—T/ALL.* When carbon dioxide equipment is provided for cargo spaces and also for boiler and machinery spaces, it shall be so interconnected that the entire equipment may be used for fighting fire in any one of such spaces.

SUBPART 34.20—PUMP ROOM, BOILER ROOM, AND MACHINERY SPACES ON TANK SHIPS

§ 34.20-1 *Fixed fire-extinguishing systems for boiler room and machinery spaces—T/ALL.* Fixed fire-extinguishing systems, when installed in boiler rooms or machinery spaces of tank ships, shall be fitted with equipment of the type and character specified as follows:

(a) *Carbon dioxide system requirements.* (1) When a carbon dioxide smothering system is installed in the boiler room of steam-propelled tank ships, the quantity of carbon dioxide

carried shall not be less than that determined by the following formula:

$$W = \frac{L \times B \times D}{36} \quad (1)$$

where:

W=weight of CO<sub>2</sub> required, in pounds.  
L=length of the boiler room, in feet.  
B=breadth of the boiler room, in feet.  
D=distance in feet from tank top to highest point of shell of fire tube boilers, or top of drum or casing, whichever is highest on water tube boilers.

(2) When a carbon dioxide smothering system is installed in the machinery space of vessels which are propelled by internal-combustion engines, the quantity of carbon dioxide carried shall not be less than that determined by the following formula:

$$W = \frac{L \times B \times D}{22} \quad (2)$$

where:

W=weight of CO<sub>2</sub> required, in pounds.  
L=length of the machinery space, in feet.  
B=breadth of the machinery space, in feet.  
D=distance in feet from tank top to top of engine.

(3) All tank ships propelled by internal-combustion engines using gasoline as fuel shall be fitted with a fixed carbon dioxide smothering system in the engine room space.

(4) The whole charge of gas shall be capable of being released simultaneously by operating one valve and control; such valve or control shall be adequately protected to avoid the accidental discharge of gas. All cylinders shall be completely discharged in not more than 2 minutes. The arrangement of the piping shall be such as to give a general and fairly uniform distribution over the entire area protected. A suitable alarm shall be provided to operate automatically when the control valve is operated, and shall be located in the area protected. Provision shall be made to prevent the admission of air into the lower parts of the area protected when the system is in operation.

(b) *Foam smothering system requirements.* (1) When a foam type system is fitted, its capacity shall be such as to discharge rapidly over the entire area of the bilge (tank top) of the largest boiler room a volume of foam 6 inches deep. The arrangement of piping shall be such as to give a uniform distribution over the entire area protected.

(2) The foregoing system may be of a type employing either two-solution tanks or one or more generators using an approved dry chemical mixture. All containers and valves by which they are operated shall be easily accessible and so placed that they will not readily be cut off from use by an outbreak of fires.

(3) When a semiportable foam generator using a dry chemical mixture in conjunction with the fire line is provided, stop valves, which may be closed in case of a rupture of the fire line, shall be installed in such line, and a connection for at least two fire hoses shall be provided aft of the after stop valve: *Provided, however,* That foam generators will not be allowed on any tank vessels unless at least one fire pump of suitable capacity is located or can be controlled outside of the space to be protected.

(c) *Combined boiler room and machinery space.* Where the boiler room is not entirely separated from the machinery space by a fire-resistive bulkhead, both compartments shall be considered to be one space for the purpose of determining the amount of foam or inert gas necessary.

§ 34.20-5 *Interconnection between fixed carbon dioxide systems—T/ALL.* Where fixed carbon dioxide equipment is provided for boiler and machinery spaces and also for cargo spaces, it shall be so interconnected that the entire equipment may be used for fighting fire in any one of such spaces.

§ 34.20-10 *Fire-extinguishing equipment, other than fixed, for boiler room and machinery spaces—T/ALL.* The minimum requirements for fire-fighting equipment on all tank ships which are not fitted with fixed fire-extinguishing systems in boiler room and machinery spaces shall be of the type and character specified as follows:

(a) Steam tank ships of more than 750 gross tons: One foam type fire extinguisher of not less than 40-gallon capacity, or not less than 100 pounds of carbon dioxide, for each boiler room,

(b) Steam tank ships of 750 gross tons and under: One foam type fire extinguisher of not less than 20-gallon capacity, or not less than 50 pounds of carbon dioxide, for each boiler room.

(c) Internal-combustion engine-driven tank ships of 50 gross tons and upward: One foam type fire extinguisher of not less than 12-gallon capacity, or not less than 30 pounds of carbon dioxide, for each 1,000 B. H. P. or fraction thereof.

(d) When donkey boilers using oil as fuel are located in the machinery space on tank ships propelled by internal-combustion engines, there shall be substituted for one of the 12-gallon foam type, or 30-pound carbon dioxide fire extinguishers, one foam type fire extinguisher of not less than 40-gallon capacity, or at least 100 pounds of carbon dioxide.

(e) All of the above extinguishers shall be fitted with suitable hose attachments or other approved methods of distributing the foam or carbon dioxide in any part of the spaces to be protected.

§ 34.20-15 *Fire-extinguishing system for pump rooms—T/ALL.* Where a steam smothering system is installed in pump rooms, the outlet shall terminate in the lower pump room, just above the floor plates. Control valves for smothering system shall be located adjacent to the pump room exit and marked as follows: "Steam smothering valve to pump room."

SUBPART 34.25—HAND FIRE EXTINGUISHERS

§ 34.25-1 *Hand fire extinguishers; test and approval—TB/ALL.* Every type of fire extinguisher provided for and required by this part shall be tested by the Bureau of Standards, Department of Commerce, and a report made by that bureau to the Commandant, who shall then determine whether the said extinguisher shall be approved for use on vessels subject to inspection.

§ 34.25-5 *Hand fire extinguishers; marking—TB/ALL.* Every fire extinguisher approved after May 31, 1921, for use on vessels under the jurisdiction of the Coast Guard shall have affixed thereto a metallic name plate having plainly stamped thereon the name of the fire extinguisher, the rated capacity in gallons, quarts, or pounds, and the name and address of the person or firm for whom approved.

§ 34.25-10 *Hand fire extinguishers; location—TB/ALL.* Hand fire extinguishers shall be located in such parts of the tank vessel as in the judgment of the Officer in Charge, Marine Inspection, will be most convenient and serviceable in case of emergency and so arranged that they may be easily removed from their fastenings.

§ 34.25-15 *Hand fire extinguishers; inspection—TB/ALL.* Every fire extinguisher shall be discharged and examined at each annual inspection: *Provided,* That carbon tetrachloride fire extinguishers shall be tested for their pumping efficiency and the liquid discharged with proper care so that it may be replaced in the extinguishers. Carbon dioxide fire extinguishers shall be checked by weighing to determine contents, and, if found to be more than 10 percent under required contents of carbon dioxide, they shall be recharged.

§ 34.25-20 *Hand fire extinguishers; spare charges and parts—TB/ALL.* (a) Extra charges shall be carried on board for 50 percent of each class of fire extinguishers required. If 50 percent of each class of fire extinguishers carried gives a fractional result, extra charges and extra safety valve units shall be provided for the next largest whole number: *Provided,* That extra charges for carbon dioxide type fire extinguishers shall be considered either an additional carbon dioxide extinguisher or a 2½-gallon foam extinguisher, and for this 2½-gallon foam extinguisher no extra charge will be required.

(b) Recharges, particularly the acid used in charging soda-and-acid type of fire extinguisher, shall be packed in such manner that the filling operation (i. e., in recharging the extinguisher) can be performed without subjecting the person doing the recharging to undue risk of acid burns and shall be contained in Crown stopper type of bottle.

(c) Extra safety valve units shall be carried on board for 50 percent of all hand fire extinguishers of the foam type.

§ 34.25-25 *Hand fire extinguishers; number required on tank ships—T/ALL.* (a) Tank ships shall be provided with chemical fire extinguishers as follows:

Size of tank ship, gross tons:	Minimum number of fire extinguishers
Not over 100.....	2
Over 100 and not over 500.....	3
Over 500 and not over 1,000.....	6
Over 1,000.....	8

(b) The number of fire extinguishers required by paragraph (a) is based on the ordinary 2½-gallon foam type fire extinguisher and other types of fire extinguishers may be substituted according to the following schedule: One 2½-

gallon foam type fire extinguisher is equivalent to one 15-pound carbon dioxide (CO<sub>2</sub>) type, or two 1-quart carbon tetrachloride type, or one 12-pound dry chemical type.

(c) No fire extinguisher of a capacity greater than 2½ gallons (or equivalent sizes of other types) shall be allowed a greater rating than the ordinary 2½-gallon size, but fire extinguishers of less capacity are allowable under the above tables when their total contents equal the required quantity on tank ships.

§ 34.25-30 *Hand fire extinguishers required on tank vessels of over 15 gross tons using oil as fuel—TB/ALL.* (a) In boiler rooms, and machinery spaces which contain internal-combustion engines, there shall be provided at least two 2½-gallon foam type fire extinguishers or their equivalents as provided in § 34.25-25. On tank ships these fire extinguishers shall be in addition to those provided in § 34.25-25.

(b) Where gasoline is carried in a separate storage tank for use in an auxiliary lighting or wireless unit or work boats, at least two 2½-gallon foam type extinguishers or their equivalent, as required in § 34.25-25, shall be provided, and such fire extinguishers shall be located within a reasonable distance of the gasoline storage tank.

SUBPART 34.30—FIRE AXES

§ 34.30-1 *Fire axes required—T/ALL.* All tank ships shall be provided with fire axes as follows:

Size of tank ship, gross tons:	Minimum number of fire axes
Not over 50.....	1
Over 50 and not over 200.....	2
Over 200 and not over 500.....	3
Over 500 and not over 1,000.....	4
Over 1,000.....	5

§ 34.30-5 *Location and use of fire axes—T/ALL.* All fire axes shall be located so as to be readily found in time of need, shall not be used for general purposes, and shall be kept in good condition.

SUBPART 34.35—SAND BOXES

§ 34.35-1 *Sand boxes required on tank vessels using oil as fuel under boilers—TB/ALL.* (a) Tank vessels of 500 gross tons and under, using oil as fuel under boilers, shall be fitted with metal tanks in the space where such oil is used, containing 5 cubic feet of sand and a scoop or shaker for distributing the same, and such tank, sand, and scoop, when so provided may be considered as replacing one of the fire extinguishers required under § 34.25-30 (a).

(b) Tank vessels of over 500 gross tons, using oil as fuel, under boilers, shall be fitted with metal tanks in the space where such oil is used, containing 10 cubic feet of sand and a scoop or shaker.

SUBPART 34.40—FIRE-FIGHTING EQUIPMENT FOR TANK BARGES

§ 34.40-1 *Portable extinguishing equipment for cargo spaces—B/ALL.* (a) All tank barges of 100 gross tons and over, whose certificate requires that they be manned, and which are not equipped with a steam fire-extinguishing system as required on a tank ship, shall be

equipped with approved chemical, inert gas, or foam in the following quantities:

- 33 gallons of foam; or,
- 200 pounds of carbon dioxide; or,
- 7 gallons of carbon tetrachloride.

This is in addition to the hand extinguishers required in § 34.40-5.

(b) The above equipment may be either portable or equipped with sufficient lengths of hose or piping to deliver the extinguishing agent to any point on deck or in the crew's accommodation. If portable extinguishers are used, each unit must weigh less than 55 pounds. Extinguishers shall be located in protected and accessible places but not immediately adjacent to cargo tank hatches and openings.

§ 34.40-5 *Hand fire extinguishers for quarters, pump room, and machinery spaces—B/ALL.* (a) Each tank barge whose certificate requires that it be manned and each unmanned tank barge with pump room shall be provided with approved hand extinguishers located in or adjacent to the entrance of spaces, as follows:

- (1) Living accommodations.
- (2) Galley.
- (3) Pump room.
- (4) Pump engine room.
- (5) Fireroom.

(b) The fire extinguishers at each location shall be not less than one of the equivalent amounts as follows:

- (1) 2½ gallons of foam; or,
- (2) 15 pounds of carbon dioxide; or,
- (3) 2 quarts of carbon tetrachloride; or,
- (4) 12 pounds dry chemical.

(c) In no event shall a manned tank barge or an unmanned tank barge with a pump room be provided with less than one of the equivalent quantities, as follows:

- (1) 5 gallons of foam; or,
- (2) 30 pounds of carbon dioxide; or,
- (3) 4 quarts of carbon tetrachloride.

(d) Each unmanned tank barge not provided with a cargo pump room shall be equipped with at least one 2½-gallon foam-type fire extinguisher or the equivalent, which may be carried aboard the barge or the towing vessel while under way. When the barge is moored to the dock, such equipment shall be accessible, or equivalent equipment may be supplied by the terminal.

PART 35—OPERATIONS

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SUBPART 35.01—SPECIAL OPERATING  
REQUIREMENTS

§ 35.01-1 *Inspection prior to making  
repairs involving riveting, welding, burn-  
ing, etc.—TB/ALL.* (a) Riveting, weld-  
ing, burning or like fire-producing op-  
erations shall not be undertaken within  
or on the boundaries of bulk cargo spaces  
or in spaces adjacent thereto, until an  
inspection has been made to determine  
that such operations can be undertaken  
with safety.

(b) Such inspection shall be made and  
evidenced as follows:

(1) When in a port in the continental  
United States, this inspection shall be  
made by a gas chemist certificated by  
the American Bureau of Shipping; how-  
ever, if the services of such certified gas  
chemist are not reasonably available, the  
marine inspector, upon recommendation  
of the vessel owner and his contractor,  
or their representatives, shall select a  
person who, in the case of an individual  
vessel, shall be authorized to make the  
inspection. If the inspection indicates  
that such operations can be undertaken  
with safety, a certificate setting forth  
that fact in writing and qualified as may  
be required shall be issued by the certi-  
fied gas chemist or the authorized per-  
son before the work is started.

(2) When not in such a port, this in-  
spection shall be made by the senior  
officer present, who shall make an ap-  
propriate entry in the tank vessel's log  
book.

§ 35.01-5 *Sanitary condition and crew  
quarters—T/ALL.* (a) It shall be the  
duty of the master and chief engineer  
of every tank ship to see that such ves-  
sel and crew's quarters are kept in a  
sanitary condition.

(b) Crew quarters shall be kept in  
sanitary condition by daily cleaning and  
removal of rubbish, and by painting at  
regular intervals as needed. Floors shall  
be maintained in good condition to fa-  
cilitate cleaning. Lighting, heating, and  
ventilation in quarters shall be main-  
tained in satisfactory condition: *Pro-  
vided, however,* That forced ventilation  
when installed may be closed down dur-  
ing transfer of cargo.

(c) Repairs or changes in electric wir-  
ing shall only be made with the approval  
of the chief engineer.

§ 35.01-10 *Shipping papers—TB/ALL.*  
Each loaded tank vessel shall have on  
board a bill of lading, manifest, or ship-  
ping document giving the name of the  
consignee and the location of the delivery  
point, the kind, grades, and approximate  
quantity of each kind and grade of cargo,  
and for whose account the cargo is being  
handled. The tank vessel shall not be  
delayed in order to secure exact quan-  
tities of cargo. Such manifests or bills  
of lading may be made out by the master,  
master of the towing vessel, owner, or  
agent of the owner: *Provided, however,*  
That in the case of unmanned barges  
where shipping papers are not available,  
an entry in the logbook of the towing  
vessel giving the name of the shipper and  
location of shipping point, the name of  
the consignee and location of delivery  
point, the approximate kind, grade, and  
quantity of cargo in each barge of the  
tow, and for whose account the cargo is  
being handled, shall be considered as  
complying with the requirements of this  
section.

§ 35.01-15 *Carriage of persons other  
than crew—TB/ALL.* No person not  
connected with the operation of a tank  
ship or tank barge or not having legiti-  
mate business with said vessel, shall be  
permitted aboard while vessel is under  
way unless specifically allowed by its cer-  
tificate.

SUBPART 35.05—OFFICERS AND CREWS

§ 35.05-1 *Licensed officers and crews  
of tank ships—T/ALL.* No tank ship of  
the United States shall be navigated un-  
less she shall have in her service and  
on board such complement of licensed  
officers and crew, including certificated  
lifeboatmen and certificated tankermen  
where required by the regulations in this  
subchapter, separately stated, as called  
for in her certificate of inspection.

§ 35.05-5 *Master required on tank  
ships—T/ALL.* There shall be a duly  
licensed master on board every tank ship  
of more than 150 gross tons, whenever  
such tank ship is under way.

§ 35.05-10 *Pilot required on tank  
ships—T/LBR.* (a) No tank ship shall  
be navigated unless she shall have in  
her service and on board either a licensed  
master or pilot as called for in her cer-  
tificate of inspection.

(b) The navigation of every tank ship  
above 150 gross tons shall be under the  
control of a first-class pilot, and every  
such pilot shall be limited in his license  
to the particular service for which he is  
adapted.

(c) A first-class pilot or a second-class  
pilot who has reached the age of 21  
years may act as master or pilot in charge  
of the navigation of a tank ship not ex-  
ceeding 150 gross tons. A second-class  
pilot is authorized to act as pilot in  
charge of a watch on any tank ship  
within the tonnage specified in his  
license.

§ 35.05-15 *Watchman for a tank  
barge—B/ALL—(a) Manned barge.* At  
least one member of the crew of a

manned tank barge shall be on board at all times except when the vessel is gas free or is moored at a dock or terminal at which watchman service is provided.

(b) *Unmanned barge.* On each normally unmanned barge in tow a strict watch shall be kept at all times from the towing vessel while the vessel is under way, and the same shall apply at all times while the barge is moored at a dock unless the barge is gas free or watchman service is provided or unless reasonable precaution is taken to prevent unauthorized persons from boarding the barge. These watchmen may be members of the regular complement of the towing vessel.

§ 35.05-20 *Physical condition of crew—TB/ALL.* No person shall be engaged as a member of the crew on a tank vessel if he is known by the employer to be physically or mentally incapable of performing the duties assigned him.

§ 35.05-25 *Illness, alcohol, drugs—TB/ALL.* (a) No person, known by the individual in charge of a tank vessel to be under the influence of liquor or other stimulant, or to be ill to such an extent as to unfit him for any particular service on the tank vessel, shall be allowed to perform such service while in such condition.

(b) When a member of the crew of a tank vessel which is loading bulk cargo of Grade A, B, or C arrives at the gangway and is observed to be in an intoxicated condition, he shall not be permitted to board the vessel without escort.

#### SUBPART 35.10—FIRE AND EMERGENCY REQUIREMENTS

§ 35.10-1 *Station bills, muster lists, and line-throwing appliance drills—T/ALL.* (a) It shall be the duty of the master of every tank ship over 500 gross tons to cause station bills and muster lists to be prepared before the vessel sails, which shall be signed by the master, who shall be responsible for their preparation. The station bills and muster lists shall be posted in conspicuous places in several parts of the tank ship, particularly in the crew's quarters, and must contain full particulars of the signals which will be used for calling the crew to their stations for emergency duties. Special duties shall be allotted to each member of the crew and the muster list shall show all these special duties and indicate the station to which each man must go and the duties he has to perform. The special duties should, as far as possible, be comparable to the regular work of the individual.

(b) The duties provided for by the muster lists should include:

(1) The closing of airports, watertight doors, fire doors, and fire screens, the covers and all valves of all scuppers, sanitary and other discharges which lead through the ship's hull below the margin line, and stopping the fans and ventilating systems.

(2) The extinction of fire.

(3) The equipment of lifeboats, life rafts, and buoyant apparatus and their preparation for launching.

(c) The master of a tank ship equipped with a line-carrying gun shall drill his crew in its use every 3 months,

but the actual firing of the gun on the tank ship shall be discretionary with the master. Each drill shall be recorded in the ship's log book.

§ 35.10-5 *Emergency signals; fire and lifeboat drills—T/ALL.* (a) The general fire-alarm signal shall be continuous rapid ringing of the ship's bell for a period not less than 10 seconds supplemented by the continuous ringing of the general alarm bells for not less than 10 seconds. For dismissal from fire-alarm stations, the general alarm bells should be sounded three times, supplemented by three short blasts of the whistle. The signal for lifeboat drill or lifeboat stations shall be more than six short blasts and one long blast of the whistle, supplemented by the same signal on the general alarm bells. Where whistle signals are used to direct the handling of lifeboats they shall be as follows:

(1) To lower lifeboats, one short blast of the whistle.

(2) To stop lowering the lifeboats, two short blasts of the whistle.

(3) For dismissal from lifeboat stations, three short blasts of the whistle: *Provided,* That on river tank ships the whistle signals specified herein may be made on the ship's bell.

(b) The master of any tank ship may establish such other emergency signal, in addition to the above, as will provide that all the officers and all the crew of the tank ship will have positive and certain notice of the existing emergency.

(c) The master may organize a squad to be used for emergency duties (other than a general emergency), or crew practices, and the nature of the signals or other means for assembling the squad remains within the discretion of the master. Such signals should not conflict with the navigational signals or the signals used for a general alarm.

(d) It shall be the duty of the master, or the mate, or officer next in command, once at least in each week, to call all hands to quarters and exercise them in discipline, and (weather permitting), in the unlashing and swinging out of the lifeboats, the closing of all hand- or power-operated watertight doors which are in use at sea, closing all fire doors and fire screens, the use of fire pumps, and all other apparatus for the safety of life on board of such vessels with special regard for the drill of the crew in the method of adjusting life preservers, and to see that all the equipments required by law are in complete working order for immediate use. The fact of exercise of the crew as herein contemplated, shall be entered upon the ship's log book.

(e) This section relating to fire and lifeboat drills contemplates that such drills shall be conducted precisely as though an emergency existed. To accomplish the purpose of this section, lifeboat covers and strongbacks shall be removed, plugs or caps put in place, boat ladders secured in position for use, painters carried forward and tended so as to provide a good lead and slack to hold the boat in position under the davits when in the water. The person in charge of each lifeboat or life raft should have a list of its crew and should see that the

men under his orders are acquainted with their several duties. The motor and the hand-operated propeller gear of each lifeboat shall be operated for a period of not less than 5 minutes once at least in every 7 days, in order that it may be ready for service at any time. Such operation shall be made a part of the report of such drill. The hand pumps and fire pump shall be operated long enough and a sufficient number of outlets used to insure that such equipment is in order and effectual. When oxygen-breathing apparatus, gas masks, or other special equipment is carried, certain members of the crew shall be trained in the use of the equipment.

(f) The entries in the ship's log book relating to the exercise of the crew in fire and lifeboat drills shall state the day of the month and the hour when so exercised, length of time of the drill, number of the lifeboats swung out, number of lengths of fire hose used, and a statement of the condition of all fire and lifesaving apparatus.

(g) Any neglect or omission on the part of the officer in command of such vessels to strictly enforce the provisions of this section shall be deemed cause for proceedings under the provisions of R. S. 4450, as amended (46 U. S. C. 239), looking to a suspension or revocation of the license of such officer.

(h) It shall be the duty of the master to require the officers and crew of all tank ships to perform the aforesaid drills and discipline in the presence of marine inspectors at intervals sufficiently frequent to assure the said inspectors, by actual observance, that the foregoing requirements of this section are complied with by the officers and the crew.

(i) A copy of this section shall be furnished to each tank ship to which it applies. This placard form shall be framed under glass and posted in a conspicuous place.

§ 35.10-10 *Posting placard containing instructions regarding use of breeches buoy—T/OCL.* A placard, Form CG 811, containing instructions for the use of breeches buoy gear shall be posted in the pilothouse, engine room, and seamen's, firemen's and steward's departments of every tank ship of 150 gross tons or over navigating ocean or coastwise routes or the Great Lakes.

#### SUBPART 35.15—CASUALTY OR ACCIDENT REPORTS

§ 35.15-1 *Notice of casualty and voyage records—TB/ALL.* (a) The owner, agent, master, or person in charge of a vessel involved in a marine casualty shall give notice as soon as possible to the nearest marine inspection office of the United States Coast Guard whenever the casualty results in any of the following:

(1) Damage to property in excess of \$1,500.00.

(2) Material damage affecting the seaworthiness or efficiency of a vessel.

(3) Stranding or grounding.

(4) Loss of life.

(5) Injury causing any person to remain incapacitated for a period in excess of 72 hours.

(b) The notice required by paragraph (a) of this section shall show the name

and official number of the vessel involved, the owner or agent thereof, the nature and probable cause of the casualty, the locality in which it occurred, the nature and extent of injury to persons and the damage to property.

(c) In addition to the notice required by paragraph (a) of this section, the person in charge of the vessel shall, as soon as possible, report in writing and in person to the Officer in Charge, Marine Inspection, at the port in which the casualty occurred or nearest the port of first arrival: *Provided*, That when from distance it may be inconvenient to report in person it may be done in writing only. The written report required herein for personal accident not involving death shall be made on Form CG 924E and for all other marine casualties or accidents the written report shall be made on Form CG 2692.

**NOTE:** If filed without delay these forms may also provide the notice required by paragraph (a) of this section.

(d) The owner, agent, master, or other person in charge of any vessel involved in a marine casualty shall retain such voyage records of the vessel as are maintained by the vessel, such as both rough and smooth deck and engine room logs, bell books, navigation charts, navigation work books, compass deviation cards, gyrocompass records, stowage plans, record of draft, aids to mariners, radiograms sent and received, the radio log and crew and passenger lists. The owner, agent, master, or other officer in charge, shall make those records available to a duly authorized Coast Guard officer or employee for examination upon request.

(e) Whenever a vessel collides with a lightship, buoy, or other aid to navigation under the jurisdiction of the Coast Guard, or is connected with any such collision, it shall be the duty of the person in charge of such vessel to report the accident to the nearest Officer in Charge, Marine Inspection. No report on Form CG 2692 is required unless one or more of the results listed in paragraph (a) of this section occurs.

§ 35.15-5 *Reports by engineers of accidents involving boilers or machinery—T/ALL.* It shall be the duty of the engineer in charge when an accident occurs to the boilers or machinery tending to render the further use of such boilers and machinery unsafe until repairs are made to report the same to the Officer in Charge, Marine Inspection, at the port in which the accident occurred or nearest the port of first arrival, immediately upon the arrival of the tank ship at the first port reached subsequent to the accident.

§ 35.15-10 *Reports when a state of war exists—T/ALL.* During the period when a state of war exists between the United States and any foreign nation, communications in regard to casualties or accidents shall be handled with caution and the reports shall not be made by radio or by telegram.

#### SUBPART 35.20—NAVIGATION

§ 35.20-1 *Notice to mariners; aids to navigation—T/ALL.* (a) Licensed offi-

cers are required to acquaint themselves with the latest information published by the United States Coast Guard and the United States Navy regarding aids to navigation, and neglect to do so is evidence of neglect of duty. It is desirable that vessels navigating oceans and coastwise and Great Lakes waters shall have available in the pilothouse for convenient reference at all times a file of the applicable Notice to Mariners. All vessels shall have charts of the waters on which they operate for convenient reference at all times.

(b) Notice to Mariners, published weekly by the United States Coast Guard, which contains announcements and information regarding aids to navigation and charts of waters of the United States, is available for free distribution at the following places: Field offices of the U. S. Coast Guard; U. S. Coast and Geodetic Survey field stations; and the Marine Division, Custom House. Notice to Mariners, published weekly by the U. S. Navy for the correction of charts, sailing directions, light lists, and other publications, and which includes foreign waters and certain waters of the United States, is available for free distribution at the Hydrographic Office, Branch Hydrographic Offices, or any other agencies of seaboard ports, and is also on file in the United States consulates, where it may be inspected.

§ 35.20-5 *Draft of tank ships—T/OC.* The master of every tank ship shall, whenever leaving port, enter the maximum draft of his vessel in the log book.

§ 35.20-10 *Steering gear test—T/ALL.* On all tank ships making voyages of more than 48 hours' duration, the entire steering gear, the whistle, the means of communication, and the signaling appliances between the bridge or pilothouse and engine room shall be examined and tested by a licensed officer of the vessel within a period of not more than 12 hours before leaving port. All such vessels making voyages of less than 48 hours' duration or operating on lakes, bays, sounds, and rivers shall be so examined and tested at least once in every week. The fact and time of such examination and test shall be recorded in the ship's log book.

§ 35.20-15 *Steering orders—TB/ALL.* (a) For all tank vessels fitted with rudders, the following steering orders shall be given in the direct sense as follows:

(1) "Right rudder" shall be given only when it is intended that the wheel, the rudder blade, and the head of the ship should go to the right.

(2) "Left rudder" shall be given only when it is intended that the wheel, the rudder blade, and the head of the ship should go to the left.

(b) Where rudder indicators are provided, they shall be installed consistent with the requirements in paragraph (a) of this section.

§ 35.20-20 *Lookouts—T/OC.* All tank ships navigating the ocean during the nighttime shall have a lookout at all times at or near the bow. Nothing in this section shall exonerate any master or officer in command from the consequences of any neglect to keep a proper

lookout or the neglect of any precaution which may be required by the ordinary practice of seamen or by the special circumstances of the case.

§ 35.20-25 *Unauthorized lights—T/ALL.* Any master or pilot of any vessel who shall authorize or permit the carrying of any light, electric or otherwise, not required by law that in any way will interfere with distinguishing the signal lights may be proceeded against in accordance with the provisions of R. S. 4450 (46 U. S. C. 239), as amended, looking to a revocation or suspension of his license.

§ 35.20-30 *Flashing the rays of a searchlight or other blinding light—T/ALL.* Flashing the rays of a searchlight or other blinding light onto the bridge or into the pilothouse of any vessel under way is prohibited. Any person who shall flash or cause to be flashed the rays of a blinding light in violation of the above may be proceeded against in accordance with the provision of R. S. 4450, as amended (46 U. S. C. 239), looking to the revocation or suspension of his license or certificate.

§ 35.20-35 *Whistling—T/ALL.* Unnecessary sounding of vessel's whistle is prohibited within any harbor limits of the United States. Whenever any licensed officer in charge of any tank ship shall authorize or permit such unnecessary whistling, such officer may be proceeded against in accordance with the provisions of R. S. 4450, as amended (46 U. S. C. 239), looking to a revocation or suspension of his license.

#### SUBPART 35.25—ENGINE DEPARTMENT

§ 35.25-1 *Examination of boilers and machinery by engineer—T/ALL.* It shall be the duty of an engineer when he assumes charge of the boilers and machinery of a vessel to examine the same forthwith and thoroughly. If he finds any part thereof in bad condition, he shall immediately report the facts to the master, owner, or agent, and to the nearest Officer in Charge, Marine Inspection, who shall thereupon investigate the matter, and if the former engineer has been wilfully negligent in the performance of his duties, he may be proceeded against under the provisions of R. S. 4450, as amended (46 U. S. C. 239), looking to a suspension or revocation of his license.

§ 35.25-5 *Reports of repairs, and unsafe boilers and machinery by engineers—T/ALL.* (a) Before making repairs to a boiler of a tank ship, the engineer in charge of such tank ship shall report, in writing, the nature of such repairs to the Officer in Charge, Marine Inspection, of the district wherein such repairs are to be made.

(b) It shall be the duty of the engineer in charge when the boilers or machinery, by reason of ordinary wear, have become unsafe, to report the same to the Officer in Charge, Marine Inspection, immediately upon the arrival of the vessel at the first port reached subsequent to the discovery of such unsafe condition by said engineer.

§ 35.25-10 *Requirements for fuel oil—T/ALL.* (a) Oil to be used as fuel to be burned under boilers on tank ships shall

have a flash point of not less than 150° F. (closed cup test).

(b) It shall be the duty of the chief engineer to make an entry in the log of each supply of fuel oil received on board, stating the quantity received, the name of the vendor, and the flash point (closed cup test) for which it is certified by the vendor.

(c) It shall be the further duty of the chief engineer to draw and seal at the time the supply is received on board, a half-pint sample of each lot of fuel oil, such sample to be preserved until that particular supply of oil is exhausted.

#### SUBPART 35.30—GENERAL SAFETY RULES

§ 35.30-1 *Warning signals and signs—TB/ALL.*—(a) *Red warning signals.* During transfer of bulk cargo while fast to a dock, a red signal (flag by day and electric lantern at night) shall be so placed that it will be visible on all sides. While transferring bulk cargo at anchor, a red flag only shall be displayed.

(b) *Warning sign at gangway.* (1) Warning placards should be kept at hand for display while a vessel is fast to a dock during transfer of cargo, to warn persons approaching the gangway. The placard shall state in letters not less than 2 inches high substantially as follows:

#### WARNING

No open lights.  
No smoking.  
No visitors.

(2) Where poisonous cargoes are being transferred the warning sign shall also include the word "Poison" to indicate the nature of the liquid being handled. (See Part 39 of this subchapter.)

(c) *Warning sign in radio room.* A sign shall be placed in radio room warning against the use of radio equipment during transfer of Grade A, B, or C liquids, except by permission of senior deck officer.

§ 35.30-5 *Fires, matches, and smoking—TB/ALL.*—(a) *General.* In making the determinations required under paragraphs (b), (c) and (d) of this section the senior deck officer on duty, who shall be a licensed officer or certificated tankerman, shall exercise his skill and experience with due regard to attendant conditions and circumstances, including consideration for location of shore side facilities, maintenance of mobility, provision for fire protection, state or change of winds, tides, sea, weather conditions, forces of nature and other circumstances generally beyond human control.

(b) *Boiler fires.* Boiler fires are normally permitted during cargo transfer operations: *Provided*, That prior to loading Grades A, B, and C cargoes, the senior deck officer on duty, who shall be a licensed officer or certificated tankerman, shall make an inspection to determine whether in his judgment boiler fires may be maintained with reasonable safety during the loading operation.

(c) *Galley fires.* Galley fires are normally permitted during cargo transfer operations: *Provided*, That prior to loading Grades A, B, and C cargoes the senior deck officer on duty, who shall be a licensed officer or certificated tank-

erman, shall make an inspection to determine whether in his judgment galley fires may be maintained with reasonable safety during the loading operation.

(d) *Smoking.* Smoking is prohibited on the weather decks of tank vessels when they are not gas free or are alongside docks. At other times and places the senior deck officer on duty, who shall be a licensed officer or certificated tankerman, shall designate when and where the crew may smoke: *Provided*, That prior to loading Grade A, B, or C cargo the master or senior deck officer on duty shall make an inspection to determine if and where, in his judgment, smoking may be permitted with reasonable safety during the loading operation.

(e) *Matches.* The use of other than safety matches is forbidden aboard tank vessels at all times.

§ 35.30-10 *Cargo tank hatches, ullage holes, and Butterworth plates—TB/ALL.* No cargo tank hatches, ullage holes, or Butterworth plates shall be opened or shall remain open without flame screens, except under the supervision of the senior members of the crew on duty, unless the tank opened is gas free.

§ 35.30-15 *Nonsparking tools—TB/ALL.* Nonsparking tools shall be provided for opening and closing cargo hatch covers.

§ 35.30-20 *Fresh air breathing apparatus—TB/ALL.* All manned tank vessels having cargo tanks which exceed 15 feet in depth, measured from the deck to the lowest point at which cargo is carried, shall be provided with fresh air breathing apparatus, including belt and life lines.

§ 35.30-25 *Explosives—TB/ALL.* Fulminates or other detonating compounds in bulk in dry condition; explosive compositions that ignite spontaneously or undergo marked decomposition when subjected for forty-eight consecutive hours to a temperature of 167° F. or more; compositions containing an ammonium salt and a chlorate; and other like explosives shall not be accepted, stored, stowed or transported on board tank vessels.

#### SUBPART 35.35—CARGO HANDLING

§ 35.35-1 *Men on duty—TB/ALL.* A sufficient number of the crew shall be on duty to perform transfer operations. In the case of unmanned barges, a licensed deck officer or certificated tankerman may be supplied by a terminal.

§ 35.35-5 *Electric bonding—T/ALL.* A tank vessel may be electrically connected to the shore piping, through which the cargo is to be transferred, prior to the connecting of a cargo hose. This electrical connection, if made, shall be maintained until after the cargo hose has been disconnected and any spillage has been removed.

§ 35.35-10 *Closing of scuppers and sea valves—TB/ALL.* Deck officer in charge shall see that all scuppers are properly plugged during transfer operations except on tank vessels using water for deck cooling. Sea valves shall be closed and lashed, or sealed to indicate that they should not be open during all cargo

loading operations. Under no circumstances shall such valves be secured by locks.

§ 35.35-15 *Connecting cargo hose—TB/ALL.* (a) Sufficient hose shall be used to provide for movement of the tank vessel. Gaskets shall be used in every hose joint and in couplings to pipelines; and where bolted flanged joints are used a sufficient number of bolts shall be used to secure a tight connection. Under no circumstances, shall less than three bolts be used in a bolted flanged coupling. When cargo hose is supported by ship's tackle, the senior deck officer on duty shall see that sufficient tackles are used.

(b) Pans or buckets shall be placed under cargo hose connections on the tank vessel.

§ 35.35-20 *Inspection prior to transfer of cargo—TB/ALL.* Prior to the transfer of cargo, the senior deck officer on duty, who shall be a licensed officer or certificated tankerman, shall inspect the vessel to assure himself that the following conditions exist:

(a) Warnings are displayed as required.

(b) No repair work in way of cargo spaces is being carried on without his permission.

(c) Cargo hose is connected and cargo valves are set.

(d) All cargo connections for the loading of Grades A, B, and C cargoes have been made to the vessel's pipelines and not through open end hose in a hatch.

(e) In loading Grades A, B, and C cargoes, there are no fires or open flames present on the deck, or in any compartment which is located on, facing, open, and adjacent to that part of the deck on which cargo hose is connected.

(f) The shore terminal or the other tank vessel concerned has reported itself in readiness for transfer of cargo.

(g) All sea valves connected to the cargo piping system are closed.

(h) In loading Grades A, B, and C cargoes, that an inspection has been made to determine whether boiler fires can be maintained with reasonable safety.

(i) In loading Grades A, B, and C cargoes, that an inspection has been made to determine whether galley fires can be maintained with reasonable safety.

(j) In loading Grades A, B, and C cargoes, that an inspection has been made to determine whether smoking may be permitted with reasonable safety.

(k) On tank ships the construction or conversion of which is started on or after July 1, 1951, which are to load or discharge Grade A cargo, all openings in the top of the tanks, except the branch vent lines and covers to ullage hole sounding pipes, are tightly closed. (See §§ 32.20-20 and 32.55-20 of this subchapter.)

(l) On tank ships the construction or conversion of which is started on or after July 1, 1951, which are to load or discharge Grade A cargo, the method for determining the liquid level in the tank without opening ullage holes, cargo hatches or Butterworth plates is in proper order. (See § 32.20-20 of this subchapter.)

§ 35.35-25 *Approval to start transfer of cargo—TB/ALL.* When the senior deck officer on duty has assured himself that the requirements of §§ 35.35-20 and 35.35-30 have been met, he may give his approval to start operations.

§ 35.35-30 *"Declaration of Inspection" for tank ships—T/ALL.* After completing the inspection required by § 35.35-20 and prior to giving his approval to start the cargo transfer operation, the master or senior deck officer on duty shall fill in the following Declaration of Inspection in duplicate. The original of the Declaration of Inspection shall be kept aboard for the information of authorized persons. The duplicate, where required, shall be handed to the terminal superintendent or his representative, who shall on demand be given the opportunity to satisfy himself that the condition of the vessel is as stated in the Declaration of Inspection.

DECLARATION OF INSPECTION PRIOR TO BULK CARGO TRANSFER

Date -----

S ----- Port of -----

I, -----, being the master or senior deck officer in charge of the transfer of bulk inflammable and combustible cargo about to be undertaken, do certify that I have personally inspected this vessel with reference to the following requirements set forth in § 35.35-20 and that opposite each of them I have indicated that the regulations have been complied with.

- (1) Are warnings displayed as required?
- (2) Is there any repair work in way of cargo spaces being carried on for which permission has not been given?
- (3) Is cargo hose of sufficient length properly connected and supported and are cargo valves properly set?
- (4) Have all cargo hose connections for loading Grades A, B, and C cargoes been made to the vessel's pipelines?
- (5) Are there any fires or open flames present on the deck or in any compartment which is located on, facing, open and adjacent to that part of the deck on which the cargo hose is connected?
- (6) Has the shore terminal or other tank vessel concerned reported itself in readiness for transfer of cargo?
- (7) Are sea valves connected to the cargo system closed?
- (8) If Grades A, B, and C cargoes are to be loaded and boiler fires are lighted, has an inspection been made to determine that they may be operated with reasonable safety?
- (9) If Grades A, B, and C cargoes are to be loaded and galley fires are lighted, has an inspection been made to determine that they may be operated with reasonable safety?
- (10) If Grades A, B, and C cargoes are to be loaded, has an inspection been made to determine whether smoking is to be permitted?
- (11) If smoking is to be permitted, have spaces been designated for this purpose?

§ 35.35-35 *Duties of senior deck officer during transfer operations—TB/ALL.* The senior deck officer on duty shall control the operations as follows:

- (a) Supervise the operations of cargo system valves.
- (b) Start transfer of cargo slowly.
- (c) Observe hose and connections for leakage.
- (d) Observe operating pressure on cargo system.
- (e) Observe rate of loading for the purpose of avoiding overflow of tanks.

§ 35.35-40 *Conditions under which transfer operations shall not be com-*

*menced or if started shall be discontinued—TB/ALL.* Cargo transfer operations shall not be started or, if started, shall be discontinued under the following conditions:

- (a) During severe electrical storms.
- (b) If a fire occurs on the wharf or on the tanker or in the vicinity.

§ 35.35-42 *Restrictions on vessel coming alongside a tank vessel while loading Grade A, B or C cargo—TB/ALL.*

(a) No vessel shall come alongside or remain alongside a tank vessel in way of its cargo tanks while it is loading Grade A, B or C cargo without having the permission of the officer-in-charge of the vessel which is loading.

(b) No vessel shall come alongside or remain alongside a tank vessel in way of its cargo tanks while it is loading Grade A, B or C cargo unless the conditions then prevailing are mutually acceptable to the officers-in-charge of cargo handling on both vessels.

§ 35.35-45 *Auxiliary steam, air, or electric current—B/ALL.* When discharging cargo from one or more barges, the towing vessel may furnish steam, air, or electric current for pumps on barges or dock, but in no case shall the cargo pass through or over the towing vessel.

§ 35.35-50 *Termination of transfer operations—TB/ALL.* When transfer operations are completed the valves on hose connections on vessels shall be closed. The cargo hose shall be drained of cargo.

§ 35.35-55 *Transfer of other cargo or stores on tank vessels—TB/ALL.* (a) Package goods, freight, and ships' stores shall not be loaded or discharged during the loading of Grade A, B, or C products except by permission of the senior deck officer on duty. Explosives as cargo shall not be loaded or carried on any tank vessel containing Grade A, B, or C cargo.

(b) Where package and general cargo is carried directly over bulk cargo tanks, it shall be properly dunnaged to prevent chafing of metal parts and securely lashed or stowed.

§ 35.35-60 *Transfer of other cargo or stores on tank barges—B/ALL.* (a)

Tank barges may be permitted to transport deck cargoes directly over bulk cargo spaces when the nature of such deck cargoes, and the method of loading and unloading same does not create an undue hazard. Such vessels shall have their decks properly dunnaged to prevent chafing between the steel parts of the vessel and the deck cargo.

(b) Vents on cargo tanks of tank barges which transport general cargo directly over bulk cargo spaces shall be extended to an elevation above that at which the general cargo over such spaces is stowed.

§ 35.35-65 *Cargo handling on unmanned tank barges—B/R.* The duties prescribed for officers and crew in this subpart shall, in the case of unmanned barges operating on inland waters tributary to the Gulf of Mexico, devolve upon the person or persons who in fact accomplish the operations described and who may not be members of the crew of the towing vessel.

§ 35.35-70 *Maintenance of cargo handling equipment—TB/ALL.* The cargo handling equipment shall be maintained by the tank vessel's personnel in accordance with the regulations in this subchapter, including the following:

(a) Cargo hose shall not be used in transfer operations in which the pressures are such that leakage of cargo occurs through the body of the hose.

(b) Cargo pump relief valves shall be tested at least once each year to determine that they function satisfactorily at the pressure at which they are set to open.

(c) Cargo pump pressure gage shall be tested at least once a year for accuracy.

(d) The cargo discharge piping of all tank vessels shall be tested at least once each year for tightness, at the maximum working pressure.

§ 35.35-75 *Emergencies—TB/ALL.* In case of emergencies nothing in the regulations in this subchapter shall be construed as preventing the senior officer present from pursuing the most effective action in his judgment for rectifying the conditions causing the emergency.

SUBPART 35.40—MARKING OF FIRE AND EMERGENCY EQUIPMENT

§ 35.40-1 *General alarm bell switch—TB/ALL.* The general alarm bell switch in the pilothouse or fire-control station shall be clearly marked with lettering on a brass plate or with a sign in red letters on suitable background: "General Alarm."

§ 35.40-5 *General alarm bells—TB/ALL.* General alarm bells shall be marked in not less than ½-inch red letters: "General Alarm—When Bell Rings Go to Your Station."

§ 35.40-10 *Steam, foam, or CO<sub>2</sub> fire smothering apparatus—TB/ALL.* Steam, foam or CO<sub>2</sub> fire smothering apparatus shall be marked "Steam Fire Apparatus" or "Foam Fire Apparatus" or "CO<sub>2</sub> Fire Apparatus," as appropriate, in not less than 2-inch red letters. The valves of all branch pipes leading to the several compartments shall be distinctly marked to indicate the compartments or parts of the vessel to which they lead.

§ 35.40-15 *Fire hose stations—TB/ALL.* At each fire hose valve there shall be marked in not less than 2-inch red letters and figures "FIRE STATION 1," 2, 3, etc.

§ 35.40-20 *Emergency breathing equipment—TB/ALL.* Lockers or spaces where oxygen or fresh-air breathing apparatus is stowed shall be marked "Oxygen Breathing Apparatus" or "Fresh Air Breathing Apparatus" as appropriate.

§ 35.40-25 *Fire extinguishers—TB/ALL.* Each fire extinguisher shall be marked with a number and the location where stowed shall be marked in corresponding numbers in 1-inch figures.

§ 35.40-30 *Instructions for changing steering gear—TB/ALL.* Instructions in at least 1-inch letters and figures shall be posted at each emergency steering station and in the steering engine room, relating in order, the different steps to be

taken in changing to the emergency steering gear. Each clutch, gear, wheel, lever, valve or switch which is used during the changeover shall be numbered or lettered on a brass plate or painted so that the markings can be recognized at a reasonable distance. The instructions shall indicate each clutch or pin to be "in" or "out" and each valve or switch which is to be "opened" or "closed" in shifting to any means of steering for which the vessel is equipped. Instructions shall be included to line up all steering wheels and rudder amidship before changing gears.

§ 35.40-35 *Rudder orders*—TB/ALL. At all steering stations, there shall be installed a suitable notice on the wheel or device or in such other position as to be directly in the helmsman's line of vision, to indicate the direction in which the wheel or device must be turned for "right rudder" or "left rudder."

§ 35.40-40 *Vessel's name on equipment*—TB/ALL. The equipment of all tank vessels, such as fire hose, fire axes, lifeboats, life rafts, life preservers and buoyant apparatus, shall be painted or branded with the name of the vessel upon which they are used.

**PART 38—LIQUEFIED PETROLEUM GASES**

**SUBPART 38.01—GENERAL**

- Sec.
- 38.01-1 Scope of regulations—TB/ALL.
- 38.01-5 Certificate of inspection—TB/ALL.

**SUBPART 38.05—DESIGN AND INSTALLATION OF CARGO TANKS**

- 38.05-1 Design and construction—TB/ALL.
- 38.05-5 Markings—TB/ALL.
- 38.05-10 Installation—TB/ALL.
- 38.05-15 Cargo tanks on barges—B/ALL.
- 38.05-20 Lagging—TB/ALL.
- 38.05-25 Refrigerated systems—TB/ALL.

**SUBPART 38.10—PIPING, VALVES, FITTINGS AND ACCESSORY EQUIPMENT**

- 38.10-1 Valves and accessories—TB/ALL.
- 38.10-5 Installation of excess flow valves and back-pressure check valves—TB/ALL.
- 38.10-10 Piping and fittings—TB/ALL.
- 38.10-15 Safety relief valves—TB/ALL.
- 38.10-20 Liquid level gaging devices—TB/ALL.

**SUBPART 38.15—SPECIAL CARGO HANDLING REQUIREMENTS**

- 38.15-1 Filling densities—TB/ALL.
- 38.15-5 Cargo hose—TB/ALL.
- 38.15-10 Electrical bonding—TB/ALL.

**SUBPART 38.20—VENTING AND VENTILATION**

- 38.20-1 Venting—TB/ALL.

**SUBPART 38.25—PERIODIC INSPECTIONS AND TESTS**

- 38.25-1 Periodic inspections—TB/ALL.
- 38.25-5 Hydrostatic tests—TB/ALL.
- 38.25-10 Removal of defective tanks—TB/ALL.
- 38.25-15 Safety valves—TB/ALL.

**AUTHORITY:** §§ 38.01-1 to 38.25-15 issued under R. S. 4405, as amended, and 4417a, as amended, sec. 5, 55 Stat. 244, as amended; 46 U. S. C. 375, 391a, 50 U. S. C., App., 1275.

**SUBPART 38.01—GENERAL**

§ 38.01-1 *Scope of regulations*—TB/ALL. The regulations in this part contain requirements for the transportation in fixed independent cargo tanks of

liquefied petroleum gases in bulk. The regulations covering the transportation in portable tanks of liquefied petroleum gases are contained in Parts 146 and 147 of Subchapter N (Explosives or Other Dangerous Articles on Board Vessels) of this chapter.

§ 38.01-5 *Certificate of inspection*—TB/ALL. The certificate of inspection shall be endorsed for the carriage of liquefied petroleum gases as follows:

Inspected and approved for the carriage of liquefied petroleum gases having vapor pressures not exceeding \_\_\_\_\_ lbs. per square inch gage at 115° F.

**SUBPART 38.05—DESIGN AND INSTALLATION OF CARGO TANKS**

§ 38.05-1 *Design and construction*—TB/ALL. (a) Cargo tanks shall meet the requirements for Class II arc welded unfired pressure vessels, fabricated, inspected, and tested in accordance with the applicable requirements of Parts 50 to 57, inclusive, of Subchapter F (Marine Engineering) of this chapter, except as provided otherwise in this part.

(b) Each cargo tank shall be designed for a pressure of not less than the vapor pressure, in pounds per square inch gage, of the gas at 115° F., but for not less than 100 pounds per square inch gage, except as provided in § 38.05-25.

(c) The shell and head thickness of any tank shall not be less than ¼ inch.

(d) Each tank shall be provided with a 15-inch by 18-inch or an 18-inch diameter, minimum, manhole fitted with a cover located above the maximum liquid level and as close to the top of the tank as possible. Where access trunks or necks are fitted to tanks, the diameter of the trunks or necks shall be 30 inches minimum.

§ 38.05-5 *Markings*—TB/ALL. (a) Upon satisfactory completion of tests and inspection, the inspector shall require the following marking, at least ¾-inch high, to be stamped into the metal of the tank or stamped into a non-ferrous plate permanently attached to the tank by means of welding or brazing, using high melting point brazing metal.

Name and address of manufacturer	
----- p. s. i. -----	----- p. s. i. -----
Design pressure	Shop test pressure
-----	
Inspector's No.	Initials and C. G. Symbol
-----	
Mfg'r's Serial No.	Date of manufacture
-----	
Water capacity, U. S. gallons	

(b) In addition to the markings described in paragraph (a) of this section, the following inscription shall be placed on the tank or a corrosion-resistant plate containing these data shall be securely attached thereon:

This tank shall not contain a product having a vapor pressure in excess of \_\_\_\_\_ p. s. i. gage at 115° F.

(c) All tank inlet and outlet connections, except safety relief valves, liquid level gaging devices and pressure gages shall be labeled to designate whether they communicate with vapor or liquid space. Labels may be attached to valves.

(d) All tank markings shall be permanently and legibly stamped in a

readily visible position, and shall not be obscured by painting.

§ 38.05-10 *Installation*—TB/ALL. (a) Cargo tanks shall be independent of the hull and installed with a clearance of not less than 24 inches from the vessel's sides. A working space of not less than 15 inches shall be provided around and beneath each tank or else provision shall be made for moving such tanks to secure adequate space for the inspection and maintenance of the vessel's structure and tanks. See § 38.05-15 for additional requirements applicable only to tank barges.

(b) Tanks may be located in dry cargo holds or in other cargo tanks meeting the requirements for cofferdams as prescribed in § 32.60-10 (c) or § 32.65-15 and may be installed "on deck" or "under deck" with the tank protruding above deck. On installations where a portion of the tank extends above the weather deck, provision shall be made to maintain the weather tightness of the deck except that vessels operating on protected inland waters may have tanks located in the holds of hopper type barges without the watertightness of the deck being maintained.

(c) All tanks shall be installed with manhole openings and fittings located above the weather deck.

(d) Tanks shall be mounted on substantial steel saddles and securely fixed in place. Each tank shall be so supported as to prevent the concentration of excessive loads on the supporting portion of the shell.

(e) No strength welding employed in the attachment of supports, lugs, fittings, etc., shall be done on tanks that require and have been stress-relieved, except where specifically allowed by a marine inspector. The method to be employed in stress relieving strength field welds shall be approved by the Commandant.

§ 38.05-15 *Cargo tanks on barges*—B/ALL. Cargo tanks having a capacity of not more than 60,000 gallons may form part of the structure of a tank barge where adequate provision is made to prevent damage to tanks in the event of collision or grounding. Sides of all tank barges shall be fitted with suitable guards as an added precaution against the cargo tanks becoming damaged as a result of collision.

§ 38.05-20 *Lagging*—TB/ALL. (a) Lagged tanks shall be covered with an insulation material of a thickness so that the thermal conductance is not more than 0.075 B. t. u. per square foot, per degree Fahrenheit differential in temperature, per hour. The entire insulation above deck shall be covered with a sheet metal jacket sufficiently flashed around all openings so as to be weather-tight.

(b) Where unlagged tanks are installed in insulated holds or 'tween deck spaces, such tanks shall be considered lagged provided the thermal conductance of the insulation is not more than that required by paragraph (a) of this section. On installations where part of the tank is installed in insulated holds or 'tween deck spaces, the tank shall be considered lagged provided the exposed part above the weather deck is insulated

in accordance with paragraph (a) of this section.

(c) Where tanks are lagged only non-flammable lagging shall be employed.

§ 38.05-25 *Refrigerated systems—TB/ALL.* (a) Where a refrigerated system is installed to maintain the temperature of the liquid below atmospheric, the tanks shall be designed for a pressure which shall, at all times, be at least 25 pounds per square inch in excess of the vapor pressure (gage) corresponding to the temperature of the liquid at which the system is maintained.

(b) Auxiliary refrigeration equipment shall be provided, which shall be capable of maintaining the required temperature in the event of failure of the main refrigeration unit.

(c) The tank insulation shall be of sufficient thickness so that the thermal conductance is not more than 0.075 B. t. u. per sq. ft. per degree Fahrenheit differential in temperature, per hour. A steel insulation jacket of not less than 0.083" thickness shall be provided to cover the tank insulation above the weather deck.

SUBPART 38.10—PIPING, VALVES, FITTINGS AND ACCESSORY EQUIPMENT

§ 38.10-1 *Valves and accessories—TB/ALL.* (a) All shutoff valves and accessory equipment shall be of a type suitable for use with liquefied petroleum gases, and unless otherwise indicated herein, their pressure rating shall be not less than the maximum pressure for which the tank is designed.

(b) All connections to tanks, except safety relief valves and gaging devices, shall have shutoff valves located as close to the tank as practicable.

(c) Excess flow valves where required by these regulations shall close automatically at those rated flows of vapor or liquid as specified by the manufacturer. The piping, including valves, fittings and appurtenances, protected by an excess flow valve, shall have a greater capacity than the rated flow of the excess-flow valve.

(d) Liquid level gaging devices which are so constructed that outward flow of tank contents shall not exceed that passed by a No. 54 drill size opening, need not be equipped with excess flow valves.

(e) Pressure gage connections need not be equipped with excess flow valves if the openings are not larger than No. 54 drill size.

(f) Excess flow and back pressure check valves where required by the regulations in this part shall be located on the inside of the tank or outside where the piping enters the tank. In the latter case, installation shall be made in such manner that any undue strain will not cause breakage between the tank and the excess flow or back pressure check valve.

(g) Excess flow valves may be designed with a bypass, not to exceed a No. 60 drill size opening to allow equalization of pressure.

(h) Prior to disconnecting shore lines, the pressure in the liquid and vapor lines shall be relieved to atmosphere through suitable valves installed at the loading header.

(i) Relief valves shall be fitted in liquid lines which may be subject to excessive pressure caused by liquid full condition, and the escape piped to the venting system.

§ 38.10-5 *Installation of excess flow valves and back pressure check valves—TB/ALL.* (a) Filling connections shall be provided with a combination back pressure check valve and excess flow valve, two back pressure check valves, or a positive shutoff valve in conjunction with either a remote operating back pressure valve or an internal excess flow valve.

(b) All liquid and vapor connections to tanks except safety relief valves, liquid level gaging devices and pressure gages, described in § 38.10-1, shall be equipped with automatic excess flow valves, or in lieu thereof, may be fitted with quick closing stop valves, which, except during filling and discharge operations, shall remain closed. The control mechanism for such valves shall be provided with a secondary control which can be used to close the stop valves in case the liquid or vapor pipe is broken. In addition, such control mechanism shall be provided with a fusible plug, designed to melt between 208° F. and 220° F. which will cause the stop valve to close automatically in case of fire.

(c) Where the filling and discharge are made through a common nozzle at the tank, and the connection is fitted with a quick-closing stop valve as required in paragraph (b) of this section, the back-pressure check valve or excess-flow valve is not required, provided, however, a positive shut-off valve is installed in conjunction with the stop valve.

§ 38.10-10 *Piping and fittings—TB/ALL.* (a) All pipe connections shall be grouped in the smallest practicable space and shall be located near the highest point on the tank.

(b) All valves, fittings, accessories, safety devices, gaging devices, etc., which are directly attached to the tank shall be protected against mechanical damage.

(c) Valves, regulating, gaging, and other tank appurtenances on unmanned barges shall be protected against tampering.

(d) All piping, valves, and fittings shall be designed for a working pressure of not less than the vapor pressure (gage) of the gas at 115° F., or the maximum pressure to which the system may be subjected. In the case of piping on the discharge side of the liquid pumps or vapor compressors, the design pressure shall be not less than the pump or compressor discharge relief valve setting; or, provided the piping is not fitted with relief valves, the design pressure shall not be less than the total discharge head of the pump or compressor.

(e) Piping subject to tank pressure shall be either seamless drawn steel or electric resistance welded steel. All fittings shall be of not less than 300 pounds standard: *Provided*, That, in refrigerated tank systems designed for pressures lower than 150 p. s. i., 150-pound standard may be permitted.

(f) Cast iron shall not be employed in the construction of valves, flanges, or fittings.

(g) Valve seat material, packing, gaskets, etc., shall be resistant to the action of liquefied petroleum gas in the liquid phase.

(h) Where possible, provision shall be made for expansion and contraction of piping by means of seamless steel pipe expansion bends. Packless type bellows or corrugated expansion joints may be used, provided satisfactory evidence is shown that space limitations do not permit the use of expansion bends. Slip type expansion joints are prohibited. Suitable means shall be provided for controlling the expansion in the piping system.

(i) Piping shall be provided with means of support sufficient to take all the weight of the piping off the valves and fittings and to prevent excessive vibration.

§ 38.10-15 *Safety relief valves—TB/ALL.* (a) Each tank shall be fitted with one or more approved safety relief valves of either the internal or external spring loaded type.

(b) Each safety relief valve shall be set to start to discharge at a pressure not in excess of the design pressure of the tank.

(c) The safety relief valves shall have a relieving capacity sufficient to prevent a rise of pressure in the tank of more than 20 percent above the maximum design pressure when all the safety relief valves are blowing. The minimum required rates of discharge of safety relief valves shall not be less than that shown in table 38.10-15 (c).

TABLE 38.10-15 (c)—MINIMUM REQUIRED RELIEVING CAPACITIES FOR SAFETY RELIEF VALVES

[Discharge measured in cubic feet per minute of liquefied petroleum gas at 60° F. and atmospheric pressure (14.7 p. s. i. absolute)]

Tank size $D \times U^1$	Minimum tank design pressure, p. s. i. <sup>2</sup>			
	100	150	200	250 <sup>3</sup>
40.....	2,725	2,840	3,056	3,250
41.....	2,795	2,910	3,126	3,320
42.....	2,865	2,980	3,200	3,410
43.....	2,935	3,050	3,270	3,490
44.....	3,000	3,120	3,350	3,570
45.....	3,070	3,190	3,420	3,650
46.....	3,140	3,260	3,500	3,730
47.....	3,205	3,340	3,570	3,810
48.....	3,275	3,400	3,650	3,890
49.....	3,340	3,470	3,720	3,970
50.....	3,410	3,550	3,800	4,050
51.....	3,475	3,620	3,880	4,120
52.....	3,545	3,690	3,960	4,200
53.....	3,615	3,760	4,030	4,270
54.....	3,680	3,830	4,100	4,360
55.....	3,750	3,900	4,170	4,430
56.....	3,820	3,970	4,250	4,510
57.....	3,890	4,040	4,320	4,590
58.....	3,955	4,110	4,400	4,670
59.....	4,020	4,180	4,470	4,750
60.....	4,090	4,250	4,540	4,780
65.....	4,430	4,610	4,920	5,220
70.....	4,770	4,960	5,290	5,610
75.....	5,110	5,300	5,650	6,000
80.....	5,450	5,650	6,020	6,390
85.....	5,790	6,000	6,490	6,780
90.....	6,130	6,350	6,700	7,180
95.....	6,470	6,700	7,120	7,570
100.....	6,800	7,050	7,490	7,960
105.....	7,150	7,400	7,760	8,360
110.....	7,500	7,750	8,240	8,740
115.....	7,850	8,120	8,610	9,120
120.....	8,200	8,470	8,980	9,500
140.....	9,550	9,860	10,450	11,020
160.....	10,900	11,260	11,920	12,500
180.....	12,270	12,660	13,400	13,900
200.....	12,810	13,200	13,980	14,480
220.....	13,440	13,740	14,520	15,080
240.....	13,880	14,290	15,100	15,650
260.....	14,420	14,860	15,660	16,230

See footnotes at end of table.

TABLE 38.10-15 (c)—MINIMUM REQUIRED RELIEVING CAPACITIES FOR SAFETY RELIEF VALVES—CON.

[Discharge measured in cubic feet per minute of liquefied petroleum gas at 60° F. and atmospheric pressure (14.7 p. s. i. absolute)]

Tank size D×U <sup>1</sup>	Minimum tank design pressure, p. s. l. <sup>2</sup>			
	100	150	200	250 <sup>3</sup>
280.....	14,900	15,400	16,220	16,820
300.....	15,490	15,990	16,800	17,400
320.....	16,020	16,470	17,460	17,990
340.....	16,540	17,000	17,920	18,500
360.....	17,080	17,550	18,490	19,150
380.....	17,610	18,100	19,040	19,730
400.....	18,140	18,640	19,600	20,300
420.....	18,690	19,200	20,180	20,900
440.....	19,210	19,760	20,740	21,470
460.....	19,740	20,300	21,300	22,040
480.....	20,290	20,840	21,860	22,620
500.....	20,820	21,390	22,400	23,210
520.....	21,350	21,930	22,900	23,790
540.....	21,880	22,450	23,500	24,380
560.....	22,400	23,030	24,130	24,960
580.....	22,940	23,580	24,690	25,540
600.....	23,470	24,120	25,250	26,120
620 <sup>4</sup> .....	24,000	24,650	25,800	26,700

  

Air conversion factors <sup>5</sup>			
1.180	1.142	1.078	1.010

<sup>1</sup> D=Outside diameter of tank in feet and fractions thereof. U=Over-all length of tank in feet and fractions thereof.  
<sup>2</sup> For tank design pressures exceeding the minimum values shown in respective columns, use next higher figure.  
<sup>3</sup> On tanks with design pressures exceeding 250 p. s. l. the safety relief valve minimum requirements for 250 p. s. l. design pressure may be used.  
<sup>4</sup> For D x U over 620, discharge capacity shall be calculated in direct proportion to preceding values.  
<sup>5</sup> To obtain equivalent rates of discharge for air, multiply the discharge rates for liquefied gas petroleum by the factors indicated under each column.

(d) Prior to approval of safety relief valves by the Commandant, manufacturers shall have tests conducted or submit satisfactory evidence that such tests have been conducted by a testing laboratory acceptable to the Commandant relative to determining the relieving capacity, lift, popping pressure, and blow-down at three or more different popping pressures for each of three representative sizes of each design or type of safety relief valve. For each design the manufacturer shall submit for test at least 3 valves for each of three different sizes. The capacity rating for that design, size and test pressure shall be 90 percent of the average of the three test runs. The actual relieving capacity shall be determined by flow tests at a maximum flow pressure of 10 percent in excess of the pressure for which the safety relief valve is set to operate.

(e) The manufacturer shall submit a table of relieving capacities for each size of valve for which approval is desired, indicating the capacity in cubic feet per minute of liquefied petroleum gas as determined by the flow tests specified in paragraph (d) of this section. The relieving capacities shall be measured at or corrected to 60° F. and atmospheric pressure (14.7 p. s. i. absolute).

(f) Detailed drawings showing the valve construction and material specifications of the component parts shall be submitted in quadruplicate for approval.

(g) Safety relief valves shall be attached to the tank near the highest point of the vapor space. Shutoff valves shall not be installed between the tanks and safety relief valves, except manifolds for mounting multiple safety relief valves

may be fitted with acceptable interlocking shutoff valves so arranged at all times as to permit the required capacity discharge through the open safety relief valves.

(h) Each safety relief valve shall be marked with data as follows:

- (1) Name of manufacturer.
- (2) Manufacturer's design or type number.
- (3) Size of valve.
- (4) Pressure at which the valve is set to open.

(5) Actual rate of discharge in cubic feet per minute of the gas at 60° F. and atmospheric pressure (14.7 p. s. i. absolute).

(i) Each safety relief valve shall be tested in the presence of an inspector before being placed in service. The tests shall satisfactorily indicate that the safety relief valves will start to discharge at a pressure not in excess of the design pressure of the tank.

§ 38.10-20 Liquid level gaging devices—TB/ALL. (a) Each tank shall be fitted with a liquid level gaging device of approved design to indicate the maximum level to which the tank may be filled with liquid at temperatures between 20° F. and 130° F.

(b) Liquid level gaging devices may be of the following types: rotary tube, slip tube, fixed tube, magnetic, automatic float, or similar types approved by the Commandant.

(c) All gaging devices shall be arranged so that the maximum liquid level for butane, mixtures of butane and propane, or propane, to which the tank may be filled is readily determinable. The maximum gallonage capacity as required by § 38.15-1 shall be marked on the tank, system name plate, or gaging device.

(d) Gaging devices that require bleeding of the product to the atmosphere, such as the rotary tube, fixed tube and

slip tube, shall be so designed that the bleed valve maximum opening is not larger than a No. 54 drill size, unless provided with excess flow valve.

(e) Automatic float continuous reading tape gages, and similar types, shall be fitted with a shutoff valve located as close to the tank as practicable, which shall be designed to close automatically in the event of fracture of the external gage piping. An automatic float gage shall always be used in conjunction with a fixed tube device.

(f) Gaging devices shall have a design pressure of at least 250 pounds per square inch.

(g) Length of fixed tube device shall be designed to indicate the maximum level to which the tank may be filled, based on the volume of the product at 40° F. at its maximum permitted filling density for unlagged tanks and at 50° F. for lagged tanks. The maximum volume of the liquid at 60° F. may be obtained by determining the volume of the liquid at 40° F. or 50° F. for unlagged or lagged tanks, using the filling densities given in § 38.15-1 and correcting the liquid volumes at these temperatures to 60° F. by applying the volume correction factors in table 38.10-20 (g).

TABLE 38.10-20 (g)—VOLUME CORRECTION FACTORS

Specific Gravity	Unlagged tanks	Lagged tanks
0.500	1.033	1.017
.510	1.031	1.016
.520	1.029	1.015
.530	1.028	1.014
.540	1.026	1.013
.550	1.025	1.013
.560	1.024	1.012
.570	1.023	1.011
.580	1.021	1.011
.590	1.020	1.010

(h) The method for calculating length of fixed tubes shall be:

$$\frac{\text{Water capacity of container} \times \text{filling density}}{\text{Specific gravity} \times \text{volume correction factor}} = \text{Maximum volume for which fixed length tube shall be set}$$

(i) Gage glasses of the columnar type are prohibited.

(j) Flat sight glasses may be used in the design of automatic float continuous reading tape gages; *Provided*, That such glasses shall be made of heat-treated, high strength material of not less than 1/2 inch in thickness and adequately protected by a metal cover.

(k) Each tank shall be provided with a reliable pressure gage and thermometer well. The gage shall be located at the highest practicable point. The thermometer well shall be fitted in the liquid space, connected to the shell by means of screwed or flanged joint, and fitted with a gastight cap.

SUBPART 38.15—SPECIAL CARGO HANDLING REQUIREMENTS

§ 38.15-1 Filling densities—TB/ALL. The "filling density" is defined as the percent ratio of the weight of the gas in a tank to the weight of water the tank will hold at 60° F. The filling densities shall not exceed the ratios indicated in the table 38.15-1.

TABLE 38.15-1—MAXIMUM PERMISSIBLE FILLING DENSITIES

Specific gravity at 60° F.	Maximum permitted filling density		
	Unlagged tanks—water capacity		Lagged tanks— all capacities
	1,200 gal. and under	Over 1,200 gal.	
0.473-0.480.....	38	41	42
0.481-0.488.....	39	42	43
0.489-0.495.....	40	43	44
0.496-0.503.....	41	44	45
0.504-0.510.....	42	45	46
0.511-0.519.....	43	46	47
0.520-0.527.....	44	47	48
0.528-0.536.....	45	48	49
0.537-0.544.....	46	49	50
0.545-0.552.....	47	50	51
0.553-0.560.....	48	51	52
0.561-0.568.....	49	52	53
0.569-0.576.....	50	53	54
0.577-0.584.....	51	54	55
0.585-0.592.....	52	55	56
0.593-0.600.....	53	56	57
0.601-0.608.....	54	57	58
0.609-0.617.....	55	58	59
0.618-0.626.....	56	59	60
0.627-0.634.....	57	60	61

NOTE: Increase in filling densities to provide for seasonal changes and refrigeration

of cargo may be considered by the Commandant upon presentation of factual evidence that safe operation can be effected.

§ 38.15-5 *Cargo hose—TB/ALL.* (a) Flexible metal hose fabricated of seamless steel pipe and flexible joints of steel or bronze, or hose fabricated of other suitable material resistant to the action of liquefied petroleum gases shall be fitted to the liquid and vapor lines during filling and discharging of the tanks.

(b) Hose subject to tank pressure shall be designed for a bursting pressure of not less than five times the maximum safety relief valve setting of the tank.

(c) Hose subject to discharge pressure of pumps or vapor compressors shall be designed for a bursting pressure of not less than five times the pressure setting of the pump or compressor relief valve.

(d) Before being placed in service each new cargo hose, with all necessary fittings attached, shall be tested hydrostatically by the manufacturer to a pressure of not less than twice the maximum pressure to which it may be subjected. The hose shall be marked with the maximum pressure guaranteed by the manufacturer.

§ 38.15-10 *Electrical bonding—TB/ALL.* The tank vessel shall be electrically connected to the shore piping prior to connecting the cargo hose. This electrical connection shall be maintained until after the cargo hose has been disconnected and any spillage has been removed.

#### SUBPART 38.20—VENTING AND VENTILATION

§ 38.20-1 *Venting—TB/ALL.* (a) Each safety relief valve installed on a cargo tank shall be connected to a branch vent of a venting system which shall be constructed so that the discharge of gas will be directed vertically upward to a point at least 10 feet above the weather deck or the top of any tank or house located above the weather deck. Arrangements specially provided for venting cargo tanks forming a part of the hull on unmanned tank barges will be considered by the Commandant upon presentation of plans.

(b) The capacity of branch vents or vent headers shall depend upon the number of cargo tanks connected to such branch or header capacity as provided for in the table 38.20-1 (b), and upon the total safety relief valve discharge capacity.

TABLE 38.20-1 (b)—CAPACITY OF BRANCH VENTS OR VENT HEADERS

Number of cargo tanks:	Percent of total valve discharge
1 or 2	100
3	90
4	80
5	70
6 or more	60

(c) In addition to the requirements specified in paragraphs (a) and (b) of this section, the size of the branch vents or vent headers shall be such that the back pressure in the relief valve discharge lines shall not be more than 10 percent of the safety relief valve setting.

(d) Return bends and restrictive pipe fittings are not permitted.

(e) Vents and headers shall be so installed as to prevent excessive stresses on safety relief valve mountings.

(f) The vent discharge riser shall be so located as to provide protection against mechanical injury and such discharge pipes shall be fitted with loose raincaps or other suitable means to prevent entrance of rain or snow.

(g) No valve of any type shall be fitted in the vent pipe between the safety relief valve and the vent outlets.

(h) Suitable provision shall be made for draining condensate which may accumulate in the discharge pipe.

#### SUBPART 38.25—PERIODIC INSPECTIONS AND TESTS

§ 38.25-1 *Periodic inspections—TB/ALL.* Each tank shall be subjected to an internal examination biennially at the annual inspection period. Each lagged tank shall be subjected to an external inspection at least once every 8 years by having jacket and lagging removed.

§ 38.25-5 *Hydrostatic tests—TB/ALL.* Each tank shall be subjected to a hydrostatic test at the annual inspection period on the eighth year of the installation, and a like test shall be applied every fourth year thereafter. The hydrostatic test shall be equal to one and one-half times the allowable pressure as determined by the safety relief valve setting. If the jacket and lagging are not removed during the internal hydrostatic tests prescribed in this subpart, the tank shall hold the hydrostatic pressure for at least 20 minutes without pressure drop.

§ 38.25-10 *Removal of defective tanks—TB/ALL.* If a tank fails to pass the tests prescribed in this subpart, it shall be removed from service unless otherwise authorized by the Commandant.

§ 38.25-15 *Safety valves—TB/ALL.* The safety relief valve discs shall be lifted from their seats in the presence of an inspector by either liquid, gas or vapor pressure at least once every four years to determine the accuracy of adjustment and, if necessary, shall be reset.

#### PART 39—INFLAMMABLE OR COMBUSTIBLE LIQUIDS HAVING LETHAL CHARACTERISTICS

##### SUBPART 39.01—GENERAL

Sec.  
39.01-1 Scope of regulations—TB/ALL.  
39.01-5 Certificate of inspection—TB/ALL.

##### SUBPART 39.05—DESIGN AND INSTALLATION OF CARGO TANKS

39.05-1 Design and construction—TB/ALL.  
39.05-5 Markings—TB/ALL.  
39.05-10 Installation—TB/ALL.

##### SUBPART 39.10—PIPING, VALVES, FITTINGS AND ACCESSORY EQUIPMENT

39.10-1 Valves and accessories—TB/ALL.  
39.10-5 Piping and fittings—TB/ALL.  
39.10-10 Safety relief valves—TB/ALL.  
39.10-15 Gaging devices—TB/ALL.

##### SUBPART 39.15—SPECIAL CARGO HANDLING REQUIREMENTS

39.15-1 Warning sign at gangway—TB/ALL.

#### SUBPART 39.20—VENTING AND VENTILATION

Sec.  
39.20-1 Venting—TB/ALL.

#### SUBPART 39.25—PERIODIC INSPECTIONS AND TESTS

39.25-1 Periodic inspections—TB/ALL.  
39.25-5 Hydrostatic tests—TB/ALL.  
39.25-10 Removal of defective tanks—TB/ALL.  
39.25-15 Safety valves—TB/ALL.

AUTHORITY: §§ 39.01-1 to 39.25-15 Issued under R. S. 4405, as amended, 4417a, as amended, sec. 5, 55 Stat. 244, as amended; 46 U. S. C. 375, 391a, 50 U. S. C., App., 1275.

#### SUBPART 39.01—GENERAL

§ 39.01-1 *Scope of regulations—TB/ALL.* The regulations in this part contain requirements for the transportation in fixed independent tanks of inflammable or combustible liquids having lethal characteristics and defined as class "B" or "C" poisons in §§ 146.25-3 and 146.25-5 of Subchapter N (Explosives or Other Dangerous Articles on Board Vessels) of this chapter. The regulations covering the transportation in portable tanks of inflammable or combustible liquids having lethal characteristics and defined as class "B" or "C" poisons are contained in Part 146 of Subchapter N (Explosives or Other Dangerous Articles on Board Vessels) of this chapter.

§ 39.01-5 *Certificate of inspection—TB/ALL.* (a) Certificate of inspection shall be endorsed for the carriage of class "B" or "C" poisonous liquids as follows:

Inspected and approved for the carriage of inflammable or combustible Class "B" or "C" poisonous liquids having vapor pressure not exceeding — lbs. per square inch at 115° F.

#### SUBPART 39.05—DESIGN AND INSTALLATION OF CARGO TANKS

§ 39.05-1 *Design and construction—TB/ALL.* (a) Cargo tanks shall meet the requirements for class II or class III arc welded unfired pressure vessels, fabricated, inspected, and tested in accordance with the applicable requirements of Parts 50 to 57, inclusive, of Subchapter F (Marine Engineering) of this chapter, except as provided otherwise in this part.

(b) Each cargo tank shall be designed for a pressure of not less than the vapor pressure, in pounds per square inch gage, of the lading at 115° F., but for not less than 30 pounds per square inch. Where the vapor pressure of the lading at 115° F. exceeds 30 pounds per square inch gage the requirements for class II pressure vessels will apply.

(c) The shell and head thickness of any tank shall not be less than  $\frac{5}{16}$  inch. Dished heads shall be used in construction.

(d) Each tank shall be provided with a 15-inch by 18-inch or an 18-inch diameter minimum manhole, fitted with a cover located as close to the top of the tank as possible. Where access trunks or necks are fitted to tanks, the diameter of the trunks or necks shall be 30 inches minimum.

§ 39.05-5 *Markings—TB/ALL.* (a) Upon satisfactory completion of tests and inspection, the inspector shall require

the following marking at least  $\frac{3}{8}$  inch high, to be stamped on the tank or on a nonferrous plate which shall be permanently attached to the tank by means of welding or brazing, using high melting point brazing metal:

-----  
 Name and address of manufacturer  
 ----- p. s. i.  
 Design pressure  
 ----- p. s. i.  
 Shop test pressure  
 -----  
 Inspector's No., initials, and C. G. symbol  
 -----  
 Mfrs. Serial No.  
 -----  
 Date of manufacture  
 ----- U. S. gallons  
 Total capacity

(b) In addition to the aforementioned markings, the following inscription shall be stamped on the tank, or a corrosion-resistant plate containing this data shall be securely attached thereto:

This tank shall not contain a product having a vapor pressure in excess of ---- p. s. i. gage at 115° F.

(c) All tank markings shall be permanently and legibly stamped in a readily visible position, and shall not be obscured by painting.

§ 39.05-10 *Installation—TB/ALL.* (a) Cargo tanks shall be independent of the hull and installed with a clearance of not less than 24 inches from the vessel's sides. A working space of not less than 15 inches shall be provided around and beneath each tank, or else provision shall be made for moving such tank to secure adequate space for the inspection and maintenance of the vessel's structure and the tank.

(b) Tanks shall be mounted on substantial steel saddles and securely fixed in place. Each tank shall be so supported as to minimize the concentration of excessive loads on the supporting portion of the shell.

(c) Tanks may be located in dry cargo holds or in other cargo tanks meeting the requirements for cofferdams as prescribed in § 32.60-10 (c) or 32.65-15, and may be installed "on deck" or "under deck" with the tank protruding above deck. On installations where a portion of the tank extends above the weather deck, provision shall be made to maintain the weathertightness of the deck except that vessels operating on protected inland waters may have tanks located in the holds of hopper type barges without the watertightness of the deck being maintained.

(d) All tanks shall be installed with manhole openings and fittings located above the weather deck.

(e) No strength welding employed in the attachment of supports, lugs, fittings, etc., shall be done on tanks that require and have been stress-relieved, except where specifically allowed by a marine inspector. The method to be employed in stress relieving strength field welds shall be approved by the Commandant.

SUBPART 39.10—PIPING, VALVES, FITTINGS, AND ACCESSORY EQUIPMENT

§ 39.10-1 *Valves and accessories—TB/ALL.* (a) All shutoff valves and ac-

cessory equipment shall be of types suitable for use with the liquid cargo to be carried, and their pressure rating shall be not less than 150 p. s. i. Cast iron shall not be employed in the construction of valves, flanges or fittings.

(b) All connections to cargo tanks, except safety relief valves, shall have shutoff valves located as close to the tank as practicable.

§ 39.10-5 *Piping and fittings—TB/ALL.* (a) Piping shall be suitable for use with the liquid cargo to be carried and shall conform to the requirements of Part 55, Subchapter F (Marine Engineering) of this chapter. Piping shall be of seamless drawn material, except that electric resistance-welded steel piping will be acceptable.

(b) All pipe connections to the tank shall be grouped in the smallest practicable space and shall be located near the highest point on the tank. Alternate arrangements for piping installation may be submitted for consideration by the Commandant.

(c) Where possible provision shall be made for expansion and contraction of piping by means of seamless steel pipe expansion bends. Packless bellows or corrugated expansion joints may be used, provided satisfactory evidence is shown that space limitations do not permit the use of expansion bends. Slip type expansion joints are prohibited.

§ 39.10-10 *Safety relief valves—TB/ALL.* (a) Each tank shall be fitted with one or more safety relief valves.

(b) Each safety relief valve shall be set to start to discharge at a pressure not in excess of the design pressure of the tank. The total relieving capacity of the safety relief valves shall be sufficient to prevent a rise of pressure in the tank of more than 20 percent above the maximum design pressure.

(c) Relief valves shall be attached to the tank near the highest point of the vapor space.

§ 39.10-15 *Gaging devices—TB/ALL.* A closed gaging system for determining the level of the liquid in the cargo tank shall be provided.

SUBPART 39.15—SPECIAL CARGO HANDLING REQUIREMENTS

§ 39.15-1 *Warning sign at gangway—TB/ALL.* When transferring bulk cargo a warning sign as provided in § 35.30-1 (b) shall be displayed to warn persons on board or in the vicinity of the tanks.

SUBPART 39.20—VENTING AND VENTILATION

§ 39.20-1 *Venting—TB/ALL.* Vent pipes shall be connected to each safety relief valve. The vent pipes may be connected to a vent header system or each tank may be vented independently. The vent riser shall extend to a height above the weather deck equal to at least one-third the beam of the vessel and shall terminate at a comparable distance from any other living or working space, ventilator inlet, or source of vapor ignition. When special conditions prevent the vent outlets from being permanently installed at a height above the deck of one-third the beam of the vessel, an adjustable system shall be provided which, when

extended vertically, shall reach a height of one-third the beam of the vessel. The safety relief valve shall be fitted with a bypass having the full capacity of the relief valve and equipped with a manually operated stop valve to permit equalizing pressures during filling and discharging operations.

SUBPART 39.25—PERIODIC INSPECTIONS AND TESTS

§ 39.25-1 *Periodic inspections—TB/ALL.* Each tank shall be subjected to an internal examination biennially at the annual inspection period. Each lagged tank shall be subjected to an external inspection at least once every eight years by having jacket and lagging removed.

§ 39.25-5 *Hydrostatic tests—TB/ALL.* Each tank shall be subjected to a hydrostatic test at the annual inspection period on the eighth year after installation, and a like test shall be applied every fourth year thereafter. The hydrostatic test shall be equal to one and one-half times the design pressure. At hydrostatic tests at intermediate periods where jacket and lagging are not removed, the tank shall hold the hydrostatic pressure for at least 20 minutes without pressure drop.

§ 39.25-10 *Removal of defective tanks—TB/ALL.* If a tank fails to pass the tests prescribed in this subpart, it shall be removed from service unless otherwise authorized by the Commandant.

§ 39.25-15 *Safety valves—TB/ALL.* The safety relief valve discs shall be lifted from their seats in the presence of an inspector by either liquid, gas, or vapor pressure at least once every four years to determine accuracy of adjustment and, if necessary, shall be reset.

Dated: February 7, 1951.

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

[F. R. Doc. 51-2022; Filed, Feb. 13, 1951;  
 8:56 a. m.]

TITLE 49—TRANSPORTATION

Chapter I—Interstate Commerce Commission

Subchapter A—General Rules and Regulations

[S. O. 872, Amdt. 1]

PART 95—CAR SERVICE

MOVEMENT OF GRAIN TO TERMINAL ELEVATORS BY PERMIT

At a session of the Interstate Commerce Commission, Division 3, held at its office in Washington, D. C., on the 8th day of February A. D. 1951.

Upon further consideration of the provisions of Service Order No. 872 (15 F. R. 9242), and good cause appearing therefor; it is ordered, that:

Section 95.872, Service Order No. 872, *Movement of grain to terminal elevators by permit* be, and it is hereby, amended by substituting the following paragraph

(b) (1) hereof for paragraph (b) (1) thereof:

(b) *Appointment of Agent and designation of duties.* (1) Mr. C. W. Taylor, Room 5117 ICC Building, Phone: National 7460, Ext. 548, is hereby designated and appointed as Agent of this Commission to prescribe the terms and conditions under which permits may be issued and is authorized at any time to change, revoke or cancel the terms or conditions under which permits may be issued.

It is further ordered, that this amendment shall become effective at 5:00 p. m., February 9, 1951; that a copy of this order and direction be served upon the Association of American Railroads, Car Service Division, as agent of the railroads subscribing to the car service and per diem agreement under the terms of that agreement; and that notice of this order be given to the general public by depositing a copy in the office of the Secretary of the Commission at Washington,

D. C., and by filing it with the Director, Division of the Federal Register.

(Sec. 12, 24 Stat. 383, as amended; 49 U. S. C. 12. Interprets or applies sec. 1, 24 Stat. 379, as amended; 49 U. S. C. 1)

By the Commission, Division 3.

[SEAL] W. P. BARTEL,  
Secretary.

[F. R. Doc. 51-2201; Filed, Feb. 13, 1951; 8:53 a. m.]

## PROPOSED RULE MAKING

### DEPARTMENT OF AGRICULTURE

#### Production and Marketing Administration

#### [7 CFR, Part 52]

#### UNITED STATES STANDARDS FOR GRADES OF ORANGE MARMALADE<sup>1</sup>

##### NOTICE OF PROPOSED RULE MAKING

Notice is hereby given that the United States Department of Agriculture is considering the issuance, as herein proposed, of United States Standards for Grades of Orange Marmalade, pursuant to the authority contained in the Agricultural Marketing Act of 1946 (60 Stat. 1087; 7 U. S. C. 1621 et seq.) and the Department of Agriculture Appropriation Act, 1951 (Pub. Law 759, 81st Cong., approved September 6, 1950). These standards, if made effective, will be the first issue by the Department of grade standards for this product.

All persons who desire to submit written data, views, or arguments for consideration in connection with the proposed standards should file the same, in duplicate, with the Chief, Processed Products Standardization and Inspection Division, Fruit and Vegetable Branch, Production and Marketing Administration, United States Department of Agriculture, Washington 25, D. C., not later than 30 days after publication hereof in the FEDERAL REGISTER.

The proposed standards are as follows:

§ 52.488 *Orange marmalade.* Orange marmalade is the semisolid or gel-like product prepared from the edible portion of the orange including the properly prepared peel and pulp or juice together with one or more sweetening ingredients and may contain food acids, food pectins, or lemon juice in a quantity which reasonably compensates for a deficiency, if any, of the natural acidity or natural pectin content in the orange material. In the preparation of orange marmalade, part of the peel may be eliminated, the pulp or juice of the oranges may be strained or filtered as well as unstrained or unfiltered, and the orange material removed during the straining or filtering process may be eliminated. The prepared orange material including the pre-

pared peel and prepared juice or pulp is cooked with sweetening ingredients in a proportion of not less than one part by weight of prepared orange material (exclusive of added water or water used in preparation) to three parts of sweetening ingredient or ingredients (on a dry solids basis). The sweetening ingredients used may be sugar, sugar sirup, invert sugar sirup, dextrose, corn sirup, corn sirup solids, glucose sirup, or any mixture thereof. The ingredients of orange marmalade are prepared by cooking so that the soluble solids content of the finished orange marmalade is not less than 65 percent.

(a) *Kinds of orange marmalade.* (1) "Sweet orange marmalade" means that the fruit ingredient consists principally of such varieties as Navel and Valencias or other commercial dessert varieties other than tangerines.

(2) "Bitter orange marmalade" means that the fruit ingredient consists principally of the Seville or sour type of oranges other than tangerines.

(3) "Sweet and bitter orange marmalade" means that the fruit ingredient consists of a blend of sweet oranges and bitter oranges other than tangerines. It is recommended that the orange material from which sweet and bitter orange marmalade is prepared be approximately 50 percent by weight each of sweet oranges and bitter oranges.

(b) *Styles of orange marmalade.* (1) "Sliced" means that the peel in the orange marmalade is in thin strips approximating  $\frac{1}{32}$  of an inch in width.

(2) "Chopped" means that the peel in the orange marmalade is in small pieces (such as, irregular shapes and dice-like shapes).

(c) *Types of orange marmalade.* (1) "Type I, Clear" means that the peel is suspended in a translucent semi-solid or gel-like mass.

(2) "Type II, Natural" means that the peel is suspended in a cloudy or opaque semi-solid or gel-like mass.

(d) *Grades of orange marmalade.* (1) "U. S. Grade A" or "U. S. Fancy" is the quality of orange marmalade that is practically free from defects and is of such quality with respect to color, consistency and character, and flavor as to score not less than 85 points when scored in accordance with the scoring system outlined in this section.

(2) "U. S. Grade B" or "U. S. Choice" is the quality of orange marmalade that

possesses a reasonably good color, is reasonably free from defects, possesses a reasonably good flavor, and is of such quality with respect to consistency and character as to score not less than 70 points when scored in accordance with the scoring system outlined in this section.

(3) "U. S. Grade D" or "Substandard" is the quality of orange marmalade that fails to meet the requirements of U. S. Grade B or U. S. Choice.

(e) *Recommended fill of container.* The recommended fill of container is not incorporated in the grades of the finished product since fill of container, as such, is not a factor of quality for the purposes of these grades. It is recommended that each container be filled as full as practicable with orange marmalade and that the product occupy not less than 90 percent of the volume of the container.

(f) *Ascertaining the grade.* The grade of orange marmalade is ascertained by considering, in conjunction with the requirements of the respective grade, the respective ratings for the factors of color, consistency and character, absence of defects, and flavor. The relative importance of each factor which is scored is expressed numerically on the scale of 100. The maximum number of points that may be given such factors are:

Factors:	Points
(1) Color.....	20
(2) Consistency and character.....	20
(3) Absence of defects.....	20
(4) Flavor.....	40
Total score.....	100

(g) *Ascertaining the rating for the factors which are scored.* The essential variations within each factor which is scored are so described that the value may be ascertained for each factor and expressed numerically. The numerical range within each factor which is scored is inclusive (for example, "17 to 20 points" means 17, 18, 19, or 20 points).

(1) *Color.* (i) Orange marmalade that possesses a good color may be given a score of 17 to 20 points. "Good color" means that the product possesses a practically uniform bright color characteristic of the fruit or fruit ingredients, is practically free from green-colored peel, and that the product is free from dullness of color due to oxidation or

<sup>1</sup>The requirements of these standards shall not excuse failure to comply with the provisions of the Federal Food, Drug, and Cosmetic Act.

improper processing or improper cooling or other causes.

(ii) If the orange marmalade possesses a reasonably good color, a score of 14 to 16 points may be given. "Reasonably good color" means that the product possesses a reasonably uniform color characteristic of the fruit or fruit ingredients, is reasonably free from green-colored peel, which color may be slightly dull but is not off-color nor excessively dark due to oxidation or improper processing or improper cooling or other causes.

(iii) Orange marmalade that fails to meet the requirements of subdivision (ii) of this subparagraph may be given a score of 0 to 13 points and shall not be graded above U. S. Grade D or Substandard, regardless of the total score for the product (this is a limiting rule).

(2) *Consistency and character.* The factor of consistency and character refers to the tenderness of the peel, distribution of the fruit ingredients in the product, and the gel strength of the product.

(i) Orange marmalade that possesses a good consistency and character may be given a score of 17 to 20 points. "Good consistency and character" means that the product contains a substantial, but not excessive, amount of peel; that the peel is tender, that the fruit ingredients are evenly distributed, and that the product is a tender gel or may possess no more than a very slight tendency to flow.

(ii) If the orange marmalade possesses a reasonably good consistency and character, a score of 14 to 16 points may be given. "Reasonably good consistency and character" means that the peel is reasonably tender, the fruit ingredients are fairly evenly distributed, the product may be firm but not gummy or rubbery or may be viscous but not excessively thin.

(iii) Orange marmalade that fails to meet the requirements of subdivision (ii) of this subparagraph may be given a score of 0 to 13 points and shall not be graded above U. S. Grade B or U. S. Choice, regardless of the total score for the product (this is a limiting rule).

(3) *Absence of defects.* The factor of absence of defects refers to the degree of freedom from objectionable material, harmless extraneous material, seeds or portions of seeds, and from blemished peel.

(i) "Harmless extraneous material" includes, but is not limited to, small particles of leaves, undeveloped seeds or particles of seeds that measure not more than  $\frac{3}{16}$  inch in any dimension, or other similar materials that are harmless.

(ii) "Seeds or portions of seeds" means any seed or any portion thereof, whether or not fully developed, that measures more than  $\frac{3}{16}$  inch in any dimension.

(iii) "Blemished peel" means pieces of the peel blemished by surface discoloration to the extent that the appearance or eating quality is materially affected.

(iv) Orange marmalade that is practically free from defects may be given a score of 17 to 20 points. "Practically free from defects" means that the appearance and eating quality of the product is not materially affected by the

presence of objectionable material or harmless extraneous material; that for each 16 ounces of net weight there may be present not more than one seed or portion of seed; and that for each 8 ounces of net weight there may be present not more than 3 pieces of blemished peel.

(v) If the orange marmalade is reasonably free from defects, a score of 14 to 16 points may be given. Orange marmalade that falls into this classification shall not be graded above U. S. Grade B or U. S. Choice, regardless of the total score for the product (this is a limiting rule.) "Reasonably free from defects" means that the appearance and eating quality of the product is not seriously affected by the presence of objectionable material and harmless extraneous material; and that for each 8 ounces of net weight there may be present not more than one seed or portion of seed and not more than 5 pieces of blemished peel.

(vi) Orange marmalade that fails to meet the requirements of subdivision (v) of this subparagraph may be given a score of 0 to 13 points and shall not be graded above U. S. Grade D or Substandard, regardless of the total score for the product (this is a limiting rule).

(4) *Flavor.* (i) Orange marmalade that possesses a good flavor may be given a score of 34 to 40 points. "Good flavor" means that the product possesses a good and distinct flavor characteristic of the fruit ingredient or fruit ingredients and is free from any caramelized flavor or odor and from any objectionable flavor and objectionable odor of any kind.

(ii) If the orange marmalade possesses a reasonably good flavor, a score of 28 to 33 points may be given. "Reasonably good flavor" means that the product possesses a reasonably good flavor characteristic of the fruit ingredient or fruit ingredients and may possess a slightly caramelized flavor but is free from any objectionable flavor and objectionable odor of any kind.

(iii) Orange marmalade that fails to meet the requirements of subdivision (ii) of this subparagraph may be given a score of 0 to 27 points and shall not be graded above U. S. Grade D or Substandard, regardless of the total score for the product (this is a limiting rule).

(h) *Explanation of terms or analyses.* (1) "Soluble solids content" is determined by the method prescribed in the "Official Methods of Analysis of the Association of Official Agricultural Chemists" as outlined under the applicable method for determining the soluble solids in marmalades, except that no correction is made for water-insoluble solids.

(i) *Tolerances for certification of officially drawn samples.* (1) When certifying samples that have been officially drawn and which represent a specific lot of orange marmalade, the grade for such lot will be determined by averaging the total scores of the containers comprising the sample, if:

(i) Not more than one sixth of such containers fails to meet all the requirements of the grade indicated by the average of such total scores, and, with respect to such containers which fail to

meet the requirements of the indicated grade by reason of a limiting rule, the average score of all containers in the sample for the factor, subject to such limiting rule, is within the range for the grade indicated;

(ii) None of the containers comprising the sample falls more than 4 points below the minimum score for the grade indicated by the average of the total scores; and

(iii) All containers comprising the sample meet all applicable standards of quality promulgated under the Federal Food, Drug, and Cosmetic Act and in effect at the time of the aforesaid certification.

(j) *Score sheet for orange marmalade.*

Size and kind of container.....	
Container mark or identification.....	
Label.....	
Net weight (ounces).....	
Kind.....	
Style.....	
Type.....	
Soluble solids (% by Refractometer).....	

  

Factors	Score points
I. Color.....	20 (A) 17-20 (B) 14-16 (D) 1 0-13
II. Consistency and character.....	20 (A) 17-20 (B) 14-16 (D) 1 0-13
III. Absence of defects.....	20 (A) 17-20 (B) 14-16 (D) 1 0-13
IV. Flavor and odor.....	40 (A) 34-40 (B) 28-33 (D) 1 0-27
Total score.....	100
Grade.....	

<sup>1</sup> Indicates limiting rule.

(60 Stat. 1087; 7 U. S. C. 1621 et seq.; Pub. Law 759, 81st Cong., approved Sept. 6, 1950)

Issued at Washington, D. C., this 9th day of February 1951.

[SEAL] JOHN I. THOMPSON,  
Assistant Administrator,  
Production and Marketing Administration.

[F. R. Doc. 51-2213; Filed, Feb. 13, 1951; 8:56 a. m.]

## FEDERAL COMMUNICATIONS COMMISSION

[ 47 CFR, Parts 11, 16 ]

[Docket No. 9898]

### LICENSING OF RELAY STATIONS IN THE INDUSTRIAL AND LAND TRANSPORTATION RADIO SERVICES

#### NOTICE OF PROPOSED RULE MAKING

1. Notice hereby is given of proposed rule making in the above-entitled matter.

2. Part 11, Industrial Radio Services, and Part 16, Land Transportation Radio Services, provide for licensing of Operational Fixed (Relay) and Operational Fixed (Repeater) Stations. They do not provide for the licensing of Mobile Relay Stations. It is proposed to revise these rules to permit licensing of this latter type of station in certain situations where it appears that no other satisfactory solution to an

applicant's communication problem is possible. Coincidental with establishment of the new "Mobile Relay Station" classification, it also is proposed to combine the present classifications "Operational Fixed (Repeater) Station" and "Operational Fixed (Relay) Station" into a single new classification to be known as "Fixed Relay Station". As a corollary of these changes, and for the purpose of minimizing interference, it is proposed to specify the circumstances under which use of selective calling devices will be mandatory in radio systems employing Mobile Relay Stations.

3. It will be noted from a study of the attached proposed rules that licensing of Mobile Relay Stations is to be restricted to those situations where an applicant can show a substantial requirement for extended range mobile-to-mobile communication greater than that obtainable by direct car-to-car communication on the same frequency. The Commission recognizes that there are many other situations where Mobile Relay Stations would be an operating convenience or would be less expensive to install than alternative radio system designs, the latter particularly in cases where a Base Station must be located at some distance from its control point. However, the Commission has been unable to determine that operating convenience or reduced first cost constitute sufficiently adequate justifications for use of Mobile Relay Stations when balanced against the frequency conservation, frequency assignment, and interference control problems which use of such stations presents.

4. Since each word of a message in a radio system employing one or more Mobile Relay Stations appears simultaneously at two points in the spectrum, i. e., on the frequency of the originating station and the frequency of the relay station, the spectrum occupancy for transmission of a given piece of intelligence is approximately double that of a conventional type system. Therefore, it appears to be desirable to restrict all operations involving the "triggering" of Mobile Relay Stations to frequencies sufficiently high in the spectrum to avoid doubling of long-distance sky-wave or "skip" interference, thereby keeping the added frequency assignment and interference problems on an essentially local basis. Strict adherence to such a policy would require that "triggering" stations operate on available frequencies in the 72-76 Mc, 152-174 Mc, and 450-460 Mc bands, or on still higher frequencies. However, there are a substantial number of existing systems in the 25-50 Mc band which will wish to convert to Mobile Relay operation without retiring their present equipment. Also, there are a number of situations where the normal operations of a company require that its mobile service radio system be in the 25-50 Mc band rather than the 152-174 Mc band in order to obtain satisfactory area coverage. It also is true that "skip" interference is much less frequent at the extreme upper end of the 25-50 Mc band than it is throughout most of this band. For these reasons, it is proposed to adopt a compromise frequency of 47.0 Mc as the minimum "triggering" frequency for

Mobile Relay Stations in these Services. The Commission recognizes that this compromise figure does not make complete provision for all otherwise eligible persons who may wish to establish a Mobile Relay Station, but, on the basis of the facts before it, is of the opinion that designation of a lower frequency would, on a long-term basis, cause a substantial deterioration of the land mobile radio services involved.

5. The Commission desires to encourage joint use of Relay Station facilities (on a non-profit cooperative basis) in order to off-set, to the extent possible, some of the frequency utilization and assignment problems which may result from use of such stations. In this connection, attention is invited to §§ 11.6 and 16.3, which deal with cooperative use of station facilities in general. Comments and recommendations concerning ways in which these sections may be improved as they relate to joint use of Relay Stations may be submitted as part of this proceeding.

6. The proposed licensing of Mobile Relay Stations in the Industrial and Land Transportation Radio Services has been made inapplicable to the Low Power Industrial, Taxicab, and Automobile Emergency Radio Services. The first of these Services has been excluded because it does not now provide for licensing of Base Stations (all units mobile only) and a Mobile Relay Station is considered to be a kind of Base Station. The primary function of this Service is to provide short range "on-the-job" communications, generally with hand-portable types of radio equipment. The remaining two Services have been excluded because they are almost exclusively dispatch type services and have comparatively little need for mobile-to-mobile communications of any kind and almost no need for long range mobile-to-mobile communication.

7. Radio systems incorporating one or more Mobile Relay Stations heretofore have been referred to as "Central Relay Systems" in Commission correspondence. It is proposed to abandon the latter term entirely on the grounds that it is not sufficiently descriptive and that it will have a tendency to cause confusion when used interchangeably with the term "Mobile Relay Station".

8. The proposed new rules contain a mandatory requirement (with certain provisions for waiver) for use of coded or other signalling devices to operate or "unlock" Mobile Relay Stations. This requirement has not been made applicable to Fixed Relay Stations. The principal reason for excluding the latter type of station is that the area over which it would radiate an interfering signal is very much less than for Mobile Relay Stations. This is due to the fact that a Mobile Relay Station generally employs relatively high power, a high antenna, and an omnidirectional radiation pattern in contrast to a Fixed Relay Station, which generally employs relatively low power, a low antenna, and, normally, a narrow directional beam directed to a single fixed receiving location. Additional factors of at least present importance are that the available fixed service frequencies are not

now as crowded as most of the mobile service frequencies, and that there are a large number of radio systems already in operation which would require substantial modification if the requirement were made applicable to Fixed Relay Stations.

It will be noted that no provision for waiver of the coded signalling device requirement is proposed for frequencies below 50.0 Mc, although originating stations are proposed to be authorized on frequencies as low as 47.0 Mc. The 50.0 Mc figure is based on the belief that all licensees should be protected from both the local and long-distance interference which would result from "triggering" of Mobile Relay Stations by undesired signals, and that this protection cannot be accorded without requiring that the devices designed to supply this protection are installed in all radio systems employing "triggering" frequencies below 50 Mc.

Recommendations by interested persons are invited concerning the administrative problem of determining what standards should be used by the Commission in determining when the coded signal protective device requirement should be waived in particular cases when the frequencies involved are higher than 50.0 Mc. Recommendations also are invited concerning the types of coded signalling or other devices which will be adequate to provide the desired protection from unwanted activation of Mobile Relay Stations.

9. In cases where a station is to be used part of the time as a Base Station and part of the time as a Mobile Relay Station the latter will be the classification used for licensing purposes. Comment by interested persons is desired as to whether or not it is advisable to permit such radio systems to operate on two frequencies at all times or whether the two-frequency operation should be permitted only during the period when the relay is functioning as such. Comment also is desired by interested persons as to whether or not the rules as finally adopted should distinguish in any way between attended and unattended installations which function dually from time to time as both Base and Mobile Relay Stations.

10. The present Industrial rules (§ 11.57 (c)) require a special justification before a second mobile service frequency will be assigned for the use of any one applicant. Normally, persons who make the special showing necessary to obtain authority for a Mobile Relay Station (as proposed herein) will be considered to have satisfied thereby the more general requirement of § 11.57 (c).

11. Applications for authority to construct or operate Mobile Relay Stations will not be accepted during the pendency of this proceeding. Applications so filed will be returned without action.

12. The proposed rules which follow below are issued under the authority contained in sections 4 (i), 301, and 303 (a), (b), (c), (e), (f), (g), and (r) of the Communications Act of 1934, as amended.

13. Any interested person may file with the Commission on or before March 21, 1951, a written statement or brief in

support, opposition, or urging modification of, or additions to the proposed amendments. Comments or briefs in reply to the original comments or briefs of other parties may be filed on or before April 2, 1951. The Commission will consider all such comments before taking action in this matter. If any comments are received which appear to warrant the holding of a hearing or oral argument, a notice of the time and place of hearing therefor will be given.

Released: February 8, 1951.

FEDERAL COMMUNICATIONS  
COMMISSION,  
[REEL] T. J. SLOWIE,  
Secretary.

1. Changes in Part 11, Industrial Radio Services:

a. In § 11.3, *Definition of terms*, delete present paragraphs (i) and (j) which now define "Relay station" and "Repeater station," respectively, and substitute the following:

(1) *Fixed relay station*. An Operational Fixed Station in the fixed service, established to receive radio signals directed to it from any source and to retransmit them automatically on a fixed service frequency for reception at one or more fixed points.

(2) *Mobile relay station*. A Base Station in the mobile service, established to receive signals directed to it by a Mobile Station and to retransmit them automatically on a mobile service frequency for reception by another Mobile Station.

b. Section 11.7 reads as follows:

§ 11.7 *Relay Stations*—(a) *General*. Relay Stations are used to extend the range of communication between another radio station and the point with which it is desired to communicate. For the purposes of these rules, there are two types of Relay Stations: Mobile Relay Stations and Fixed Relay Stations. For definitions see § 11.3.

(b) *Mobile relay stations*. The policies governing authorization and operation of this type of Relay Station are as follows:

(1) Each application for a new Mobile Relay Station authorization shall be accompanied by a satisfactory showing that the applicant has a substantial requirement for prompt mobile-to-mobile communication over ranges greater than can be realized consistently by direct communication on the frequency assigned or requested to be assigned to the Mobile Station associated with the Mobile Relay Station.

(2) A Mobile Relay Station may be authorized to operate on any mobile service frequency available for assignment to Base Stations.

(3) Each Mobile Relay Station shall be so designed and installed that it normally will be activated only by means of a coded signal or signals or such other means as will effectively prevent its activation by undesired signals: *Provided, however*, That when the Relay Station is activated by signals received only on frequencies above 50 Mc, and when the applicant makes a satisfactory showing that his proposed station location is in an area normally free of undesired sig-

nals on frequencies which would activate the Mobile Relay Station, this requirement may be waived, subject to the condition that the waiver may be canceled after ninety days notice if it later develops that the Mobile Relay Station is in fact frequently activated by undesired signals and thereby causes harmful interference to other licensees.

(4) Each Mobile Relay Station shall be so designed and installed that it will be deactivated automatically when its associated receiver or receivers are not receiving a signal on the frequency or frequencies which normally activate it. In addition, each Mobile Relay Station required by the terms of subparagraph (3) of this paragraph to be activated by a coded signal shall be so designed and installed that it will be deactivated upon receipt or cessation of a coded signal or signals; or, alternatively, shall be so designed and installed that it will be deactivated by means of an automatic time-delay or clock device not more than three minutes after activation of the station. Nothing in this subparagraph shall be construed as preventing use of both of these latter methods in combination.

(5) A Mobile Station associated with one or more Mobile Relay Stations may be authorized to operate on any mobile service frequency above 47.0 Mc, which is available for assignment to Mobile Stations.

(6) An Operational Fixed (Control) Station associated with one or more Mobile Relay Stations may be assigned any available fixed service frequency or the mobile service frequency assigned to the associated Mobile Station.

(7) A Base Station which is used intermittently as an Operational Fixed (Control) Station for one or more Mobile Relay Stations of the same licensee will be authorized to operate only on the mobile service frequencies assigned to the associated Mobile Relay Station and/or Mobile Station. Special authority for such dual station classification and use must be shown in the instrument of station authorization.

(8) In any radio system which employs more than one Mobile Relay Station, where there is a requirement that stations in the vicinity of one Relay Station be able to communicate automatically with stations in the vicinity of other Relay Stations, the necessary circuits for interconnection of the Relay Stations shall be provided by means of wire lines or fixed service frequencies.

(9) Mobile Relay Stations will not be authorized in the Low Power Industrial Radio Service.

(c) *Fixed relay stations*. Fixed Relay Stations may be authorized to operate only on frequencies available for use by Operational Fixed Stations.

c. In § 11.58, *Supplemental information required with applications for control, repeater, or relay stations*, delete the word "repeater" from the title and text of this section.

d. In §§ 11.254, 11.304, 11.354, 11.404, 11.454, and 11.504 *Frequencies available for base, mobile and operational fixed stations*, delete present subparagraph (3) of paragraph (b) from each of these

sections, as shown in amendment 11-2 published in the *FEDERAL REGISTER* June 30, 1950 (15 F. R. 4195), and substitute the following:

(3) Fixed Relay Stations may be used to provide two automatic retransmissions of a mobile service message. Additional automatic retransmission on these frequencies by means of such stations is prohibited.

2. Changes in Part 16, *Land Transportation Radio Services*:

a. In § 16.6 *Definition of terms*, delete present paragraphs (p) and (q), which now define "Relay Station" and "Repeater Station", respectively, and substitute the following:

(p) *Fixed relay station*. An Operational Fixed Station in the fixed service, established to receive radio signals directed to it from any source and to retransmit them automatically on a fixed service frequency for reception at one or more fixed points.

(q) *Mobile relay station*. A Base Station in the mobile service, established to receive signals directed to it by a Mobile Station and to retransmit them automatically on a mobile service frequency for reception by another Mobile Station.

b. Section 16.7 reads as follows:

§ 16.7 *Relay stations*—(a) *General*. Relay Stations are used to extend the range of communication between another radio station and the point with which it is desired to communicate. For the purposes of these rules, there are two types of Relay Stations: Mobile Relay Stations and Fixed Relay Stations. For definitions see § 16.6 of this part.

(b) *Mobile relay stations*. The policies governing authorization and operation of this type of Relay Station are as follows:

(1) Each application for a new Mobile Relay Station authorization shall be accompanied by a satisfactory showing that the applicant has a substantial requirement for prompt mobile-to-mobile communication over ranges greater than can be realized consistently by direct communication on the frequency assigned or requested to be assigned to the Mobile Station associated with the Mobile Relay Station.

(2) A Mobile Relay Station may be authorized to operate on any mobile service frequency available for assignment to Base Stations.

(3) Each Mobile Relay Station shall be so designed and installed that it normally will be activated only by means of a coded signal or signals or such other means as will effectively prevent its activation by undesired signals: *Provided, however*, That when the Relay Station is activated by signals received only on frequencies above 50 Mc, and when the applicant makes a satisfactory showing that his proposed station location is in an area normally free of undesired signals on frequencies which would activate the Mobile Relay Station, this requirement may be waived, subject to the condition that the waiver may be canceled after ninety days' notice if it later develops that the Mobile Relay Station is in fact frequently activated by

undesired signals and thereby causes harmful interference to other licensees.

(4) Each Mobile Relay Station shall be so designed and installed that it will be deactivated automatically when its associated receiver or receivers are not receiving a signal on the frequency or frequencies which normally activate it. In addition, each Mobile Relay Station required by the terms of subparagraph (3) of this paragraph to be activated by a coded signal shall be so designed and installed that it will be deactivated upon receipt or cessation of a coded signal or signals; or, alternatively, shall be so designed and installed that it will be deactivated by means of an automatic time-delay or clock device not more than three minutes after activation of the station. Nothing in this subparagraph shall be construed as preventing use of both of these latter methods in combination.

(5) A Mobile Station associated with one or more Mobile Relay Stations may

be authorized to operate on any mobile service frequency above 47 Mc which is available for assignment to Mobile Stations.

(6) An Operational Fixed (Control) Station associated with one or more Mobile Relay Stations may be assigned any available fixed service frequency or the mobile service frequency assigned to the associated Mobile Station.

(7) A Base Station which is used intermittently as an Operational Fixed (Control) Station for one or more Mobile Relay Stations of the same licensee will be authorized to operate only on the mobile service frequencies assigned to the associated Mobile Relay Station and/or Mobile Station. Special authority for such dual station classification and use must be shown in the instrument of station authorization.

(8) In any radio system which employs more than one Mobile Relay Station, where there is a requirement

that stations in the vicinity of one Relay Station communicate automatically with stations in the vicinity of other Relay Stations, the necessary circuits for interconnection of the Relay Stations shall be provided by means of wire lines or fixed service frequencies.

(9) Mobile Relay Stations will not be authorized in the Taxicab Radio Service or the Automobile Emergency Radio Service.

(c) *Fixed relay stations.* Fixed Relay Stations may be authorized to operate only on frequencies available for use by Operational Fixed Stations.

c. In § 16.58, *Supplemental information required with applications for control, repeater, or relay stations*, delete the word "repeater" from the title and text of this section.

[F. R. Doc. 51-2200; Filed, Feb. 13, 1951; 8:52 a. m.]

## NOTICES

### CIVIL AERONAUTICS BOARD

[Docket No. 4034 et al.]

LAKE CENTRAL AIRLINES, INC., ET AL.,  
INDIANA-OHIO LOCAL SERVICE CASE

#### NOTICE OF HEARING

In the matter of applications for issuance, extension or amendment of certificates of public convenience and necessity of Lake Central Airlines, Inc., Trans World Airlines, Inc., Chicago and Southern Air Lines, Inc., and Youngstown Airways, Inc., known as the Indiana-Ohio Local Service Case.

Pursuant to the Civil Aeronautics Act of 1938, as amended, notice is hereby given that a hearing in the above-entitled proceeding is assigned to be held on February 19, 1951 at 10:00 a. m. e. s. t., in Conference Room B, Departmental Auditorium, Commerce Building, Fourteenth Street and Constitution Avenue NW., Washington, D. C., before Examiner R. Vernon Radcliffe.

Without limiting the scope of the issues presented in said proceeding, particular attention will be directed to the following matters and questions:

1. Does the public convenience and necessity require:

(a) Renewal of the temporary certificate of public convenience and necessity for route No. 88 issued to Lake Central Airlines, Inc. (including the terms and conditions of such renewal as well as the possible suspension and elimination of stations) so as to extend the effectiveness of said certificate for an additional period from and after December 31, 1949?

(b) Amendment of the certificate of public convenience and necessity for route No. 88 to include service to Gary, Ind., as an intermediate point between Chicago, Ill., and Indianapolis, Ind., and

to include the intermediate points Marion and Anderson-Muncie-Newcastle, Ind., between Richmond and Kokomo, Ind., and to authorize air transportation between the terminal point Cincinnati, Ohio, the intermediate points Richmond and Kokomo, Ind., and the terminal point Chicago, Ill.; and between the terminal point Indianapolis, Ind., the intermediate points Richmond, Ind., Dayton, Springfield, Columbus, Marion, and Mansfield, Ohio, and the terminal point Cleveland, Ohio; and between the terminal point Columbus, Ohio, the intermediate points Marion, Sandusky, and Toledo, Ohio, and the terminal point Detroit, Mich., and between the terminal point Columbus, Ohio, and the intermediate points Zanesville, Dover-New Philadelphia, East Liverpool, Ohio, and the terminal point Pittsburgh, Pa., and between the terminal point Columbus, Ohio, and the intermediate points Dover-New Philadelphia and Akron-Canton and the terminal point Youngstown, Ohio?

(c) Alteration, amendment or modification of the certificate of public convenience and necessity for route No. 2 held by Trans World Airlines, Inc., so as to extend for an additional period beyond September 3, 1950, the temporary authorization granted to TWA to serve Zanesville, Ohio, as an intermediate point between Columbus, Ohio, and Pittsburgh, Pa., and to serve Mansfield and Marion, Ohio, and Fort Wayne, Ind., as intermediate points between Pittsburgh, Pa., and Chicago, Ill., on route No. 2?

(d) Alteration, amendment or modification of the certificate of public convenience and necessity for route No. 2 held by Trans World Airlines, Inc., to renew the temporary authorization to serve Lima, Findlay, Springfield, Marion,

Mansfield, Zanesville, Ohio, and Fort Wayne and Richmond, Ind., to conform to the temporary services authorized pursuant to the Board's decision in the Great Lakes Area Case, 8 C. A. B. 360 (1947)?

(e) Authorization of Youngstown Airways, Inc., to provide transportation of persons, property and mail between Youngstown and Columbus, Ohio?

2. Is Lake Central Airlines fit, willing and able to provide the service for which extended or initial authority is sought?

3. Is Trans World Airlines fit, willing and able to serve those points on its route No. 2 for which continued authorization is requested?

4. Should the Board order Trans World Airlines to serve, and is that carrier fit, willing and able to serve, those points previously on route No. 2 to which service may be found to be required by the public convenience and necessity and for which Trans World Airlines has not requested renewed authorization?

5. Does the public convenience and necessity require the amendment, modification or alteration of the certificate of public convenience and necessity of Chicago and Southern Air Lines for route No. 8 so as to eliminate the intermediate points Marion and Anderson-Muncie-Newcastle, Ind.?

6. Is Youngstown Airways, Inc., fit, willing and able to provide the service for which initial authority is sought?

Notice is further given that any person other than the parties and interveners of record as of February 6, 1951, desiring to be heard in this proceeding may file with the Board, on or before February 19, 1951, a statement setting forth the issues of fact and law raised by this proceeding which he desires to controvert and such person may appear and participate in the hearing in accordance with § 302.6 (a) of the Pro-

cedural Regulations under Title I of the Civil Aeronautics Act, as amended.

Dated at Washington, D. C., February 6, 1951.

By the Civil Aeronautics Board.

[SEAL] M. C. MULLIGAN,  
Secretary.

[F. R. Doc. 51-2174; Filed, Feb. 13, 1951; 8:48 a. m.]

**FEDERAL COMMUNICATIONS COMMISSION**

[Docket Nos. 7179, 7180]

**EASTON PUBLISHING CO. AND ALLENTOWN BROADCASTING CORP.**

MEMORANDUM OPINION AND ORDER SCHEDULING HEARING

In re applications of Easton Publishing Company, Easton, Pennsylvania, Docket No. 7179, File No. BP-4212; Allentown Broadcasting Corporation, Allentown, Pennsylvania, Docket No. 7180, File No. BP-4374; for construction permits.

The Commission has under consideration (1) the joint motion of the above-entitled applicants to move the hearing in this proceeding to the field, filed January 17, 1951; (2) the statement of General Counsel in connection therewith, filed January 23, 1951; and (3) the oral argument held thereon on February 5, 1951.

This proceeding was originally heard in May 1946, and further hearing has been designated by order of the Commission, adopted February 16, 1950, in compliance with the judgment of the United States Court of Appeals for the District of Columbia Circuit, which remanded the case for further proceeding in response to an appeal of the Commission's decision taken by the Easton Publishing Company. The issues which have been specified in the light of the Court's remand will require unusually elaborate testimony, and the applicants now anticipate that the testimony of at least 35 witnesses may be required, and, therefore, to hold the hearing in Washington would place a financial hardship upon the applicants and a personal hardship upon the witnesses.

The General Counsel offers no objection to moving the hearing to the field for the purpose of taking non-technical testimony, but does object to any procedure which contemplates the receipt of non-technical testimony before the hearing on the engineering aspects of the proceeding is concluded.

On January 16, 1951, and after a pre-trial conference, the hearing in this proceeding was scheduled for March 5, 1951. It now appears that arrangements were subsequently made for the taking of the non-technical testimony during the week of March 5, 1951, and to change such date would constitute a hardship on witnesses who have already arranged their personal affairs in order to be available as witnesses during such week.

One of the applicants is now engaged in the taking of measurements, the completion of which will prevent the preparation of its entire engineering case in time to present such evidence the week

of March 5. However, counsel for the applicants state they will have the engineering information necessary to enable them to make the required showing in connection with the programing services available to the respective communities from locally situated and other stations and such engineering data will later be corroborated by competent engineering evidence.

Section 6 (a) of the Administrative Procedure Act provides that "due regard shall be had for the convenience and necessity of the parties" in any proceeding, and we believe that the circumstances in this case, especially in view of its long litigious history, support the position of the applicants insofar as the taking of non-technical testimony in the field on the now scheduled hearing date is concerned. For these reasons, it appears that the taking of the non-technical evidence in the field at the time requested by the applicants "will best conduce to the proper dispatch of business and to the ends of justice," as provided in section 4 (j) of the Communications Act of 1934, as amended.

It is ordered, This 5th day of February 1951, that the hearing on the above-entitled applications shall be commenced at 10:00 o'clock a. m., March 5, 1951, at Allentown, Pennsylvania, and thereupon, after adducing necessary testimony at Allentown, Pennsylvania, further hearing will be conducted at Easton, Pennsylvania, and the hearing adjourned to Washington, D. C., for the taking of the engineering testimony and completion of the hearing.

FEDERAL COMMUNICATIONS COMMISSION,

[SEAL] T. J. SLOWIE,  
Secretary,

[F. R. Doc. 51-2129; Filed, Feb. 13, 1951; 8:52 a. m.]

[Docket No. 9705]

**PRAIRIE BROADCASTING CO.**

ORDER DESIGNATING APPLICATION FOR HEARING ON STATED ISSUES

In re application of Prairie Broadcasting Company, Beaver Dam, Wisconsin, for construction permit; Docket No. 9705, File No. BP-7554.

At a session of the Federal Communications Commission held at its offices in Washington, D. C., on the 7th day of February 1951;

The Commission having under consideration the above-entitled application for a construction permit for a new standard broadcast station to be operated on the frequency 1350 kilocycles, with a power of 500 watts, daytime only at Beaver Dam, Wisconsin;

It appearing, that the applicant is legally, technically, financially and otherwise qualified to operate the proposed station, but that the application may involve interference with one or more existing stations and otherwise not comply with the Standards of Good Engineering Practice;

It is ordered, That, pursuant to section 309 (a) of the Communications Act of 1934, as amended, the said appli-

cation is designated for hearing commencing at 10:00 a. m., on April 2, 1951, at Washington, D. C., upon the following issues:

1. To determine the areas and populations which may be expected to gain or lose primary service from the operation of the proposed station, and the character of other broadcast service available to such areas and populations.

2. To determine whether the operation of the proposed station would involve objectionable interference with Stations WEMP, Milwaukee, Wisconsin, and WBAY, Green Bay, Wisconsin, or with any other existing broadcast stations, and, if so, the nature and extent thereof, the areas and populations affected thereby, and the availability of other broadcast service to such areas and populations.

3. To determine whether the operation of the proposed station would involve objectionable interference with the services proposed in any other pending applications for broadcast facilities, and, if so, the nature and extent thereof, the areas and populations affected thereby, and the availability of other broadcast service to such areas and populations.

4. To determine whether the installation and operation of the proposed station would be in compliance with the Commission's rules and standards of Good Engineering Practice Concerning Standard Broadcast Stations.

It is further ordered, That Milwaukee Broadcasting Company, licensee of Station WEMP, Milwaukee, Wisconsin, and WBY, Inc., licensee of Station WBAY, Green Bay, Wisconsin, are made parties to this proceeding.

FEDERAL COMMUNICATIONS COMMISSION,

[SEAL] T. J. SLOWIE,  
Secretary.

[F. R. Doc. 51-2192; Filed, Feb. 13, 1951; 8:50 a. m.]

[Docket Nos. 9723-9731, 9899]

**ROBERT C. CRABB ET AL.**

ORDER DESIGNATING APPLICATIONS FOR CONSOLIDATED HEARING ON STATED ISSUES

In re applications for construction permits or licenses, respectively, in the Domestic Public Land Mobile Radio Service of Robert C. Crabb, Los Angeles, California, Docket No. 9723, Files Nos. 4118/4119-C2-ML-E; Lyman G. Berg, d/b as American Telephone Answering Service, Physicians' Exchange, Radio Message Service and Television Answering Service, Signal Hill (Long Beach), California, Docket No. 9724, Files Nos. 3977/3978-C2-ML-E; W. T. German, d/b as United Radio Communications, San Diego, California, Docket No. 9725, Files Nos. 3538/3539-C2-ML-E; Art Parlas, d/b as Tri-City Radio Dispatch Company, San Bernardino, California, Docket No. 9726, Files Nos. 5003/5004-C2-ML-E; Business and Professional Telephone Exchange, Los Angeles and Pasadena, California, Docket No. 9727, Files Nos. 2036/2037-C2-L-E and 364-C2-P-E; Benjamin H. War-

## NOTICES

ner & Vernon C. Starr, d/b as Orange County Radiotelephone Service, Santa Ana, California, Docket No. 9728, Files Nos. 3744/3745-C2-P-E; H. W. Ziegler & H. Paul Roman, d/b as Automotive Communications Company, Pomona, California, Docket No. 9729, Files Nos. 18646/18647-C2-P-D; Clyde Downen, Downey, California, Docket No. 9730, Files Nos. 23/24-C2-P-E; G. Earle Colee & Christine N. Colee, d/b as Telephone Answering Bureau, Santa Monica, California, Docket No. 9731, File No. 8099-C2-P-E; Robert C. Crabb, Los Angeles, California, Docket No. 9899, File No. 586-C2-P-51.

At a session of the Federal Communications Commission, held at its offices in Washington, D. C., on the 7th day of February 1951;

The Commission, having under consideration the above applications (File No. 586-C2-P-51) filed by Robert C. Crabb on January 4, 1951, for a construction permit in the Domestic Public Land Mobile Radio Service for three base station transmitters, an auxiliary test transmitter, and 300 associated mobile units, using the frequency pair 152.09 Mc. and 158.55 Mc. for the base and mobile stations, respectively; and also having under consideration associated petition filed by said Robert C. Crabb to amend his pending applications for modification of license (Files Nos. 4118/4119-C2-ML-E) as specified in the above-mentioned applications for construction permit; and

It appearing, that, on July 6, 1950, the Commission designated for hearing in a consolidated proceeding the other above-entitled application for authorizations in the Domestic Public Land Mobile Radio Service in Los Angeles and certain nearby communities; and

It further appearing, that the construction permit applications (File No. 586-C2-P-51) of said Robert C. Crabb request authority to construct and install new facilities and are not, in fact, applications for amendment of his above-entitled applications for modification of license; and

It further appearing, that the aforementioned construction permit applications (File No. 586-C2-P-51) of said Robert C. Crabb raise certain additional questions, which are not covered in the issues set forth in the Commission's order of July 6, 1950, amended by the order dated December 13, 1950, as to the needs of Robert C. Crabb for additional transmitters and associated mobile units for a second frequency channel for his proposed multi-station operations in the Los Angeles area, and as to whether the public interest, convenience or necessity would be served by a grant of either or both frequency channels to said Robert C. Crabb; and

It further appearing, that the above-entitled applications for construction permit (File No. 586-C2-P-51) of said Robert C. Crabb were filed more than 20 days prior to the date of the hearing in the above-entitled proceeding as required by the Commission's rules;

It is ordered, That, pursuant to section 309 (a) of the Communications Act of 1934, as amended, the above-entitled applications (File No. 586-C2-P-51) of

said Robert C. Crabb for construction permit are designated for hearing in the above-entitled consolidated proceeding; and

It is further ordered, That the Commission's orders of July 6, 1950, and December 13, 1950, respectively, are amended to include the above applications for construction permit (File No. 586-C2-P-51) filed by Robert C. Crabb and to set forth all the issues to be determined in such consolidated proceeding as follows:

1. To determine the legal, technical, and financial qualifications of each of the above-entitled applicants to construct and operate the proposed stations.

2. To determine the areas and populations which may be expected to receive service from any proposed stations and the need for such service in the area proposed to be served.

3. To determine whether co-channel operations are feasible between any of the communities involved in this proceeding.

4. To determine whether any mutual interference would result from operation of the proposed stations, and, if so, whether, in view of the nature of the service proposed, such interference would be undesirable or intolerable.

5. To determine the facts with respect to the existing and proposed facilities, personnel, rates, regulations, practices and services of each applicant for the furnishing of Domestic Public Land Mobile Radio Service.

6. To determine the need of said Robert C. Crabb for two sets of base station transmitters and associated mobile units and for two frequency channels for his proposed multi-station operations.

7. To determine whether the public interest, convenience or necessity would be served by a grant of two frequency channels for the proposed operations of said Robert C. Crabb.

8. To determine, in the light of the evidence on the foregoing issues, which applicants are best qualified to serve the public interest, convenience or necessity.

9. To determine, on a comparative basis, which, if any, of the applications in this consolidated proceeding should be granted.

It is further ordered, That, in view of the foregoing, the aforementioned petition of Robert C. Crabb is dismissed as moot.

FEDERAL COMMUNICATIONS  
COMMISSION,  
[SEAL] T. J. SLOWIE,  
Secretary.

[F. R. Doc. 51-2198; Filed, Feb. 13, 1951;  
8:51 a. m.]

[Docket No. 9900]

RADIO CALIFORNIA

ORDER DESIGNATING APPLICATION FOR  
HEARING ON STATED ISSUES

In re application of Knox La Rue and Arnold C. Werner d/b as Radio California, Sacramento, California, for construction permit; Docket No. 9900, File No. BP-7736.

At a session of the Federal Communications Commission held at its offices in Washington, D. C., on the 7th day of February 1951;

The Commission having under consideration the above-entitled application for a new standard broadcast station to be operated on the frequency of 1380 kilocycles with a power of 500 watts, daytime only in Sacramento, California;

It appearing that the applicant is legally, technically, financially and otherwise qualified to operate the proposed station, except as to matter covered by Issue 4, below, but that the application may involve interference with one or more existing stations and otherwise not comply with the Standards of Good Engineering Practice;

It is ordered, That, pursuant to section 309(a) of the Communications Act of 1934, as amended, the said application is designated for hearing commencing at 10:00 a. m. on April 4, 1951, at Washington, D. C., upon the following issues:

1. To determine the areas and populations which may be expected to gain or lose primary service from the operation of the proposed station, and the character of other broadcast service available to such areas and populations.

2. To determine whether the operation of the proposed station would involve objectionable interference with Station KTUR, Turlock, California, or with any other existing broadcast stations, and, if so, the nature and extent thereof, the areas and populations affected thereby, and the availability of other broadcast service to such areas and populations.

3. To determine whether the installation and operation of the proposed station would be in compliance with the Commission's rules and standards of Good Engineering Practice Concerning Standard Broadcast Stations.

4. To determine the overlap, if any, that will exist between the service areas of the proposed station and of Station KSTN, Stockton, California, the nature and extent thereof, and whether such overlap, if any, is in contravention of § 3.35 of the Commission's rules.

It is further ordered, That Turlock Broadcasting Corporation, licensee of Station KTUR, Turlock, California, is made a party to this proceeding.

FEDERAL COMMUNICATIONS  
COMMISSION,  
[SEAL] T. J. SLOWIE,  
Secretary.

[F. R. Doc. 51-2198; Filed, Feb. 13, 1951;  
8:50 a. m.]

[Docket No. 9901]

HELENA BROADCASTING CO. (KFFA)

ORDER DESIGNATING APPLICATION FOR  
HEARING ON STATED ISSUES

In re application of J. Q. Floyd, John Thomas Franklin and Sam Anderson, d/b as the Helena Broadcasting Company (KFFA), Helena, Arkansas, for construction permit; Docket No. 9901, File No. BP-7760.

At a session of the Federal Communications Commission held at its offices in Washington, D. C., on the 7th day of February 1951;

The Commission having under consideration the above-entitled application for a construction permit to increase daytime power from 1 kilowatt to 1 kilowatt with 5 kilowatts until local sunset, using a directional antenna at night, install a new transmitter and change description of transmitter location at Station KFFA, Helena, Arkansas;

It appearing, that the applicant is legally, technically, financially and otherwise qualified to operate Station KFFA as proposed, that no interference would be caused to any existing or proposed station but that the proposed station may not comply with the Standards of Good Engineering Practice; particularly with reference to excessive population within the 500 mv/m and 250 mv/m blanket contours;

It is ordered, That, pursuant to section 309 (a) of the Communications Act of 1934, as amended, the said application is designated for hearing commencing at 10:00 a. m., on April 6, 1951, at Washington, D. C., upon the following issues:

1. To determine the areas and populations which may be expected to gain or lose primary service from the operation of Station KFFA as proposed, and the character of other broadcast service available to such areas and populations.

2. To determine whether the installation and operation of Station KFFA as proposed would be in compliance with the Commission's rules and standards of Good Engineering Practice Concerning Standard Broadcast Stations, with particular reference to excessive population within the 500 mv/m and 250 mv/m blanket contours.

FEDERAL COMMUNICATIONS COMMISSION,

[SEAL] T. J. SLOWIE,  
Secretary.

[F. R. Doc. 51-2194; Filed, Feb. 13, 1951; 8:51 a. m.]

[Docket Nos. 9902, 9903]

GREATER NEW CASTLE BROADCASTING CORP. AND SANFORD A. SCHAFTZ

ORDER DESIGNATING APPLICATIONS FOR CONSOLIDATED HEARING ON STATED ISSUES

In re applications of Greater New Castle Broadcasting Corp., New Castle, Pennsylvania, Docket No. 9902, File No. BP-7742; Sanford A. Schafitz, Farrell, Pennsylvania, Docket No. 9903, File No. BP-7942; for construction permits.

At a session of the Federal Communications Commission held at its offices in Washington, D. C., on the 7th day of February 1951;

The Commission having under consideration the above-entitled applications of Greater New Castle Broadcasting Corporation for a permit to construct a new standard broadcast station to be operated on the frequency 1460 kilocycles, with 1 kilowatt of power, daytime only at New Castle, Pennsylvania;

and of Sanford A. Schafitz for a new standard broadcast station to be operated on the frequency 1470 kilocycles, with 500 watts of power daytime only at Farrell, Pennsylvania;

It is ordered, That, pursuant to section 309 (a) of the Communications Act of 1934, as amended, the said applications are designated for hearing in a consolidated proceeding commencing at 10:00 a. m., on April 11, 1951, at Washington, D. C., upon the following issues:

1. To determine the legal, technical, financial and other qualifications of the corporate applicant, its officers, directors and stockholders and of the individual applicant to operate the proposed stations.

2. To determine the areas and populations which may be expected to gain or lose primary service from the operation of the proposed stations, and the character of other broadcast service available to such areas and populations.

3. To determine the type and character of program service proposed to be rendered and whether it would meet the requirements of the populations and areas proposed to be served.

4. To determine whether the operation of the proposed stations at New Castle, Pennsylvania, would involve objectionable interference with Station WHHH, Warren, Ohio; and to determine whether the operation of the proposed station at Farrell, Pennsylvania, would involve objectionable interference with Station WMOD, Moundsville, West Virginia, and Station WHBC, Canton, Ohio, or with any other existing broadcast stations, and, if so, the nature and extent thereof, the areas and populations affected thereby, and the availability of other broadcast service to such areas and populations.

5. To determine whether the operation of the proposed stations would involve objectionable interference, each with the other, or with the services proposed in any other pending applications for broadcast facilities, and, if so, the nature and extent thereof, the areas and populations affected thereby, and the availability of other broadcast service to such areas and populations.

6. To determine whether the installation and operation of the proposed stations would be in compliance with the Commission's rules and standards of Good Engineering Practice Concerning Standard Broadcast Stations, with particular reference to whether the 25 mv/m contour of the proposed station at New Castle, Pennsylvania would overlap the 2 mv/m contour of Station WHHH, Warren, Ohio.

7. To determine on a comparative basis which, if either, of the applications in this consolidated proceeding should be granted.

It is further ordered, That Warren Tribune Radio Station, Inc., licensee of Station WHHH, Warren, Ohio, is made a party to this proceeding with respect to the New Castle, Pennsylvania application only; and that James D. Sinyard, licensee of Station WMOD, Moundsville, West Virginia and the Ohio Broadcasting Company, licensee of Station WHBC, Canton, Ohio, are made parties to this

proceeding with respect to the Farrell, Pennsylvania application only.

FEDERAL COMMUNICATIONS COMMISSION,

[SEAL] T. J. SLOWIE,  
Secretary.

[F. R. Doc. 51-2195; Filed, Feb. 13, 1951; 8:51 a. m.]

[Docket No. 9904]

COMMONWEALTH BROADCASTING CORP. (WLOW)

ORDER DESIGNATING APPLICATION FOR HEARING ON STATED ISSUES

In re application of Commonwealth Broadcasting Corporation (WLOW), Norfolk, Virginia, for modification of license; Docket No. 9904, File No. BML-1438.

At a session of the Federal Communications Commission held at its offices in Washington, D. C., on the 7th day of February 1951;

The Commission having under consideration the above-entitled application for a modification of license to move main studios of Station WLOW from Portsmouth, Virginia to Norfolk, Virginia;

It appearing that the applicant is legally, technically, financially and otherwise qualified to operate Station WLOW as proposed, and that no interference would be caused to any existing or proposed station but that the proposed station may not comply with the Standards of Good Engineering Practice;

It is ordered, That, pursuant to section 309 (a) of the Communications Act of 1934, as amended, the said application is designated for hearing commencing at 10:00 a. m., on April 12, 1951, at Washington, D. C., upon the following issues:

1. To determine the areas and populations which may be expected to gain or lose primary service from the operation of Station WLOW as proposed, and the character of other broadcast service available to such areas and populations.

2. To determine whether the installation and operation of Station WLOW as proposed would be in compliance with the Commission's rules and Standards of Good Engineering Practice Concerning Standard Broadcast Stations, with particular reference to whether the proposed operation will provide satisfactory day and night service to the city of Norfolk, Virginia, and to the Norfolk-Portsmouth-Newport News metropolitan district.

3. To determine the comparative needs of the cities of Norfolk and Portsmouth, Virginia, for broadcast service originating in local studios, and, in view thereof, whether a grant of this application would be in accordance with section 307 (b) of the Communications Act of 1934, as amended.

FEDERAL COMMUNICATIONS COMMISSION,

[SEAL] T. J. SLOWIE,  
Secretary.

[F. R. Doc. 51-2196; Filed, Feb. 13, 1951; 8:51 a. m.]

## NOTICES

[Docket No. 9905]

UNITED BROADCASTING CO. INC. (WANT)  
ORDER DESIGNATING APPLICATION FOR  
HEARING ON STATED ISSUES

In re application of United Broadcasting Company, Inc. (WANT), Richmond, Virginia, for modification of construction permit, Docket No. 9905, File No. BMP-5379.

At a session of the Federal Communications Commission held at its offices in Washington, D. C., on the 7th day of February 1951;

The Commission having under consideration the above-entitled application for modification of construction permit (File No. BP-7671, which authorized a new standard broadcast station) for approval of the antenna and transmitter location at Station WANT, Richmond, Virginia;

It appearing, that the applicant is legally, technically, financially and otherwise qualified to operate Station WANT as proposed, that no interference would be caused to any existing or proposed station but that the proposed station may not comply with the Standards of Good Engineering Practice; particularly with reference to the use of a transmitter site in a residential area;

It is ordered, That, pursuant to section 309 (a) of the Communications Act of 1934, as amended, the said application is designated for hearing commencing at 10:00 a. m., on April 13, 1951, at Washington, D. C., upon the following issues:

1. To determine the areas and populations which may be expected to gain or lose primary service from the operation of Station WANT as proposed, and the character of other broadcast service available to such areas and populations.

2. To determine whether the installation and operation of Station WANT as proposed would be in compliance with the Commission's rules and Standards of Good Engineering Practice Concerning Standard Broadcast Stations, with particular reference to the use of a transmitter site in a residential area.

FEDERAL COMMUNICATIONS  
COMMISSION,[SEAL] T. J. SLOWIE,  
Secretary.[F. R. Doc. 51-2197; Filed, Feb. 13, 1951;  
8:51 a. m.]

## FEDERAL POWER COMMISSION

[Docket No. DI-180]

NIAGARA MOHAWK POWER CORP.

NOTICE OF FINDINGS

FEBRUARY 8, 1951.

Notice is hereby given that, on February 7, 1951, the Federal Power Commission issued its findings entered February 6, 1951, in the above-designated matter, that the interests of interstate or foreign commerce will not be affected by the proposed construction.

[SEAL] LEON M. FUQUAY,  
Secretary.[F. R. Doc. 51-2162; Filed, Feb. 13, 1951;  
8:45 a. m.]

[Docket No. E-6337]

DEPARTMENT OF THE INTERIOR AND SOUTH-  
WESTERN POWER ADMINISTRATIONNOTICE OF ORDER CONFIRMING AND  
APPROVING RATE SCHEDULE

FEBRUARY 8, 1951.

Notice is hereby given that, on February 7, 1951, the Federal Power Commission issued its order entered February 6, 1951, confirming and approving rate schedule in the above-designated matter.

[SEAL] LEON M. FUQUAY,  
Secretary.[F. R. Doc. 51-2163; Filed, Feb. 13, 1951;  
8:45 a. m.]

[Docket No. E-6338]

SOUTHERN UTAH POWER CO.

NOTICE OF ORDER AUTHORIZING AND APPROVING  
ISSUANCE OF SECURITIES

FEBRUARY 8, 1951.

Notice is hereby given that, on February 6, 1951, the Federal Power Commission issued its order entered February 6, 1951, authorizing and approving issuance of securities in the above-designated matter.

[SEAL] LEON M. FUQUAY,  
Secretary.[F. R. Doc. 51-2164; Filed, Feb. 13, 1951;  
8:45 a. m.]

[Docket No. E-6339]

POTOMAC ELECTRIC POWER CO.

NOTICE OF ORDER GRANTING PERMISSION TO  
AMORTIZE CERTAIN CHARGES

FEBRUARY 8, 1951.

Notice is hereby given that, on February 7, 1951, the Federal Power Commission issued its order entered February 6, 1951, in the above-designated matter, granting permission under Balance Sheet Accounts Instruction 6-E to amortize charges associated with refunded bonds.

[SEAL] LEON M. FUQUAY,  
Secretary.[F. R. Doc. 51-2165; Filed, Feb. 13, 1951;  
8:45 a. m.]

[Docket No. G-1525, G-1553]

SOUTHERN NATURAL GAS CO. AND  
CANADIAN RIVER GAS CO.

NOTICE OF FINDINGS AND ORDERS

FEBRUARY 8, 1951.

Notice is hereby given that, on February 7, 1951, the Federal Power Commission issued its findings and orders entered February 6, 1951, issuing certificates of public convenience and necessity in the above-designated matters.

[SEAL] LEON M. FUQUAY,  
Secretary.[F. R. Doc. 51-2166; Filed, Feb. 13, 1951;  
8:46 a. m.]

[Docket No. ID-1076]

GEORGE M. NELSON

NOTICE OF AUTHORIZATION TO HOLD CERTAIN  
POSITIONS

FEBRUARY 8, 1951.

Notice is hereby given that, on February 7, 1951, the Federal Power Commission issued its order entered February 6, 1951, in the above-designated matter, authorizing Applicant to hold certain positions pursuant to section 305 (b) of the Federal Power Act.

[SEAL] LEON M. FUQUAY,  
Secretary.[F. R. Doc. 51-2167; Filed, Feb. 13, 1951;  
8:46 a. m.]

[Project No. 485]

GEORGIA POWER CO.

NOTICE OF ORDER DETERMINING LEGITIMATE  
COST, NET CHARGES AND PRESCRIBING  
ACCOUNTING

FEBRUARY 8, 1951.

Notice is hereby given that, on February 8, 1951, the Federal Power Commission issued its order entered February 7, 1951, determining actual legitimate original cost of initial project, net charges therein and prescribing accounting therefor in the above-designated matter.

[SEAL] LEON M. FUQUAY,  
Secretary.[F. R. Doc. 51-2168; Filed, Feb. 13, 1951;  
8:46 a. m.]

[Project No. 765]

UTAH POWER & LIGHT CO. AND TELLURIDE  
POWER CO.NOTICE OF ORDER DISMISSING APPLICATION  
FOR APPROVAL OF TRANSFER OF LICENSE

FEBRUARY 8, 1951.

Notice is hereby given that, on February 7, 1951, the Federal Power Commission issued its order entered February 6, 1951, dismissing application for approval of transfer of license for part of project (transmission line) in the above-designated matter.

[SEAL] LEON M. FUQUAY,  
Secretary.[F. R. Doc. 51-2169; Filed, Feb. 13, 1951;  
8:46 a. m.]

## FEDERAL TRADE COMMISSION

[Docket No. 5709]

SILK-O-LITE MANUFACTURING CORP.

ORDER APPOINTING TRIAL EXAMINER AND  
FIXING TIME AND PLACE FOR TAKING  
TESTIMONY

This matter being at issue and ready for the taking of testimony and the receipt of evidence, and pursuant to authority vested in the Federal Trade Commission,

It is ordered, That Webster Ballinger, a Trial Examiner of this Commission, be and he hereby is designated and ap-

pointed to take testimony and receive evidence in this proceeding and to perform all other duties authorized by law;

It is further ordered, That the taking of testimony and the receipt of evidence begin on Wednesday, February 14, 1951, at 10 o'clock in the forenoon of that day, e. s. t., in Room 332, Federal Trade Commission Building, Washington, D. C.

Issued: February 6, 1951.

By the Commission.

[SEAL]

D. C. DANIEL,  
Secretary.

[F. R. Doc. 51-2161; Filed, Feb. 13, 1951;  
8:45 a. m.]

**INTERSTATE COMMERCE  
COMMISSION**

[4th Sec. Application 25831]

PAPER FROM DETROIT, MICH., TO MEMPHIS,  
TENN., AND NEW ORLEANS, LA.

APPLICATION FOR RELIEF

FEBRUARY 9, 1951.

The Commission is in receipt of the above-entitled and numbered application for relief from the long-and-short-haul provision of section 4 (1) of the Interstate Commerce Act.

Filed by: L. C. Schuldt, Agent, for carriers parties to his tariff I. C. C. No. 4367, pursuant to fourth-section order No. 9800.

Commodities involved: Paper, viz: pulpboard or fibreboard, carloads.  
From: Detroit, Mich.

To: Memphis, Tenn., and New Orleans, La.

Grounds for relief: Competition with rail carriers and circuitous routes.

Any interested person desiring the Commission to hold a hearing upon such application shall request the Commission in writing so to do within 15 days from the date of this notice. As provided by the general rules of practice of the Commission, Rule 73, persons other than applicants should fairly disclose their interest, and the position they intend to take at the hearing with respect to the application. Otherwise the Commission, in its discretion, may proceed to investigate and determine the matters involved in such application without further or formal hearing. If because of an emergency a grant of temporary relief is found to be necessary before the expiration of the 15-day period, a hearing, upon a request filed within that period, may be held subsequently.

By the Commission, Division 2.

[SEAL]

W. P. BARTEL,  
Secretary.

[F. R. Doc. 51-2177; Filed, Feb. 13, 1951;  
8:48 a. m.]

[4th Sec. Application 25830]

CLOTHING FROM CHICAGO, ILL., TO MASPETH AND NEW YORK, N. Y.

APPLICATION FOR RELIEF

FEBRUARY 9, 1951.

The Commission is in receipt of the above-entitled and numbered applica-

No. 31—9

tion for relief from the long-and-short-haul provision of section 4 (1) of the Interstate Commerce Act.

Filed by: L. C. Schuldt, Agent, for carriers parties to his tariff I. C. C. No. 3758, pursuant to fourth-section order No. 9800.

Commodities involved: Clothing, old, worn out or cast off, in machine compressed bales, carloads.

From: Chicago, Ill.

To: Maspeth and New York, N. Y.

Grounds for relief: Competition with rail carriers and circuitous routes.

Any interested person desiring the Commission to hold a hearing upon such application shall request the Commission in writing so to do within 15 days from the date of this notice. As provided by the general rules of practice of the Commission, Rule 73, persons other than applicants should fairly disclose their interest, and the position they intend to take at the hearing with respect to the application. Otherwise the Commission, in its discretion, may proceed to investigate and determine the matters involved in such application without further or formal hearing. If because of an emergency a grant of temporary relief is found to be necessary before the expiration of the 15-day period, a hearing, upon a request filed within that period, may be held subsequently.

By the Commission, Division 2.

[SEAL]

W. P. BARTEL,  
Secretary.

[F. R. Doc. 51-2178; Filed, Feb. 13, 1951;  
8:48 a. m.]

**SECURITIES AND EXCHANGE  
COMMISSION**

[File No. 70-2563]

WEST PENN ELECTRIC CO.

NOTICE OF FILING

At a regular session of the Securities and Exchange Commission, held at its office in the city of Washington, D. C., on the 8th day of February A. D. 1951.

Notice is hereby given that an application-declaration has been filed with this Commission pursuant to the Public Utility Holding Company Act of 1935 (the "act") by the West Penn Electric Company ("West Penn Electric"), a registered holding company. The filing has designated sections 6, 7, 9, 10, and 12 (c) of the act and Rules U-42 and U-50 promulgated thereunder as being applicable to the transactions therein proposed.

Notice is further given that any interested person may, not later than February 19, 1951, at 5:30 p. m., e. s. t., request the Commission in writing that a hearing be held on such matter, stating the nature of his interest, the reasons for such request and the issues, if any, of fact or law proposed to be controverted, or he may request that he be notified if the Commission should order a hearing thereon. At any time after said date, this application-declaration, as filed or as amended, may be granted and permitted to become effective as provided in Rule U-23 of the rules and regulations promulgated under the act, or the Commission may exempt such transactions

as provided in Rules U-20 and U-100 thereof. Any such request should be addressed: Secretary, Securities and Exchange Commission, 425 Second Street NW., Washington 25, D. C.

All interested persons are referred to said application-declaration which is on file in the office of this Commission for a statement of the transactions therein proposed, which are summarized as follows:

West Penn Electric proposes to issue 320,000 additional shares of its common stock, without par value. The shares of common stock are to be offered to the holders of the presently outstanding common stock of the company for subscription in the ratio of 1 share of additional common stock for each 10 shares of common stock now held. This right to subscribe is to be evidenced by warrants to be issued on the basis of one warrant for each share of common stock owned. No fractional shares are to be issued in exchange for warrants. The warrants provide that persons subscribing for stock may direct the subscription agent to purchase additional warrants required to complete a full share subscription or to sell warrants in excess of full share subscriptions. In each case, the purchase or sale may not exceed 9 warrants for any single stockholder. West Penn Electric also proposes to offer to the regular full time employees of the company and its majority owned subsidiary companies a non-transferable privilege to subscribe, at the subscription price, for the shares of the new common stock not issued upon the exercise of rights to subscribe. This employee right of purchase is to be limited to a maximum of 150 shares for each employee. Any shares remaining after subscriptions by the stockholders and by employees are to be available to stockholders under an over-subscription privilege of the warrants.

The above described offering is to be underwritten and the company proposes to select the purchasers of any unsubscribed stock at competitive bidding pursuant to Rule U-50. At least 42 hours prior to the time for the submission and opening of bids, West Penn Electric will advise the prospective bidders of the subscription price per share for the shares of new common stock, which will also be the price per share at which unsubscribed shares will be sold. Prospective bidders are to be required to specify an aggregate amount of compensation to be paid by the company for their commitments.

The company proposes, if considered necessary or desirable, to stabilize the price of the common stock of the company for the purpose of facilitating the offering and distribution of the new common stock. In connection therewith, the company may, prior to the acceptance of a bid, purchase shares of its common stock, but not in excess of 32,000 shares, on the New York Stock Exchange or otherwise. Such purchases are to be made through brokers with the payment of regular stock exchange commissions. The prospective bidders will be asked to bid not only for the purchase of the unsubscribed stock but also for the purchase of any shares within the above

limitation acquired by the company through such stabilizing transactions.

According to the filing, it is the present intention of West Penn Electric to use \$4,000,000 of the net proceeds from the sale of the new common stock to purchase shares of common stock of a subsidiary, the Potomac Edison Company, and an additional \$4,000,000 of the net proceeds to purchase common stock of a subsidiary Monongahela Power Company. Further filings are contemplated in respect of the purchases and the issuance of the subsidiaries' common stock.

The filing requests that the order of the Commission herein granting the application and permitting effectiveness to the declaration become effective forthwith upon the issuance thereof.

By the Commission.

[SEAL] ORVAL L. DuBOIS,  
Secretary.

[F. R. Doc. 51-2182; Filed, Feb. 13, 1951;  
8:49 a. m.]

DEPARTMENT OF THE INTERIOR

Bureau of Reclamation

[Pub. Notice 4, Amdt.]

YUMA MESA DIVISION, GILA PROJECT,  
ARIZONA

AVAILABILITY OF WATER FOR PUBLIC, STATE,  
AND PRIVATE LANDS, AND OPENING OF  
PUBLIC LANDS TO ENTRY

JANUARY 8, 1951.

In accordance with the authority delegated to the Regional Director pursuant to the act of June 17, 1902 (32 Stat. 388), as amended or supplemented, the following amendments are made to Public Notice No. 4, entitled "Public Notice Announcing Availability of Water for Public, State, and Private Lands and Opening of Public Lands to Entry", issued December 10, 1947:

The descriptions of the hereinafter mentioned public land farm units set out in Paragraph 1, Lands for which water will be available, are hereby amended to read as follows:

1. Public land.

GILA AND SALT RIVER MERIDIAN, ARIZONA

Farm		Description	Total irrigable acres
Section	Unit		
Township 9 South, Range 22 West			
7	K	Lot 1, NE $\frac{1}{4}$ NW $\frac{1}{4}$ and NW $\frac{1}{4}$ NE $\frac{1}{4}$ (formerly Farm Unit "B", NW $\frac{1}{4}$ NE $\frac{1}{4}$ , Sec. 7, T. 9 S., R. 22 W.; 37.63 irrigable acres)	113.92
8	L	SW $\frac{1}{4}$ NW $\frac{1}{4}$ , Sec. 8 and SE $\frac{1}{4}$ NE $\frac{1}{4}$ , Sec. 7 (formerly Farm Unit "D", SE $\frac{1}{4}$ NE $\frac{1}{4}$ , Sec. 7, T. 9 S., R. 22 W.; 38.00 irrigable acres)	114.64
8	M	W $\frac{1}{2}$ SW $\frac{1}{4}$ , Sec. 8 and SE $\frac{1}{4}$ SE $\frac{1}{4}$ , Sec. 7 (formerly Farm Unit "E", SE $\frac{1}{4}$ SE $\frac{1}{4}$ , Sec. 7, T. 9 S., R. 22 W.; 37.63 irrigable acres)	113.99
	N	E $\frac{1}{2}$ SW $\frac{1}{4}$ , Sec. 8 and SW $\frac{1}{4}$ SE $\frac{1}{4}$ , Sec. 7 (formerly Farm Unit "F", SW $\frac{1}{4}$ SE $\frac{1}{4}$ , Sec. 7, T. 9 S., R. 22 W.; 37.94 irrigable acres)	115.23

GILA AND SALT RIVER MERIDIAN, ARIZONA—Con.

Farm		Description	Total irrigable acres
Section	Unit		
Township 9 South, Range 23 West			
1	H	Lots 7, 10, 21, and SW $\frac{1}{4}$ NE $\frac{1}{4}$ , Sec. 1, T. 9 S., R. 23 W., and NW $\frac{1}{4}$ NE $\frac{1}{4}$ , Sec. 18, T. 9 S., R. 22 W. (formerly Farm Unit "B", NW $\frac{1}{4}$ NE $\frac{1}{4}$ , Sec. 18, T. 9 S., R. 22 W.; 36.99 irrigable acres)	118.31
12	J	N $\frac{1}{2}$ NE $\frac{1}{4}$ , Sec. 12, T. 9 S., R. 23 W., and NE $\frac{1}{4}$ NE $\frac{1}{4}$ , Sec. 7, T. 9 S., R. 22 W. (formerly Farm Unit "A", NE $\frac{1}{4}$ NE $\frac{1}{4}$ , Sec. 7, T. 9 S., R. 22 W.; 36.65 irrigable acres)	104.53
27	R	SW $\frac{1}{4}$ SE $\frac{1}{4}$ , Sec. 27 and NE $\frac{1}{4}$ SE $\frac{1}{4}$ , Sec. 21 (formerly Farm Unit "F", NE $\frac{1}{4}$ SE $\frac{1}{4}$ , Sec. 21, T. 9 S., R. 23 W.; 36.60 irrigable acres)	110.98
	V	SW $\frac{1}{4}$ SW $\frac{1}{4}$ , Sec. 27 and SE $\frac{1}{4}$ SE $\frac{1}{4}$ , Sec. 21 (formerly Farm Unit "L", SE $\frac{1}{4}$ SE $\frac{1}{4}$ , Sec. 21, T. 9 S., R. 23 W.; 36.92 irrigable acres)	111.16
	M	N $\frac{1}{2}$ SW $\frac{1}{4}$ , Sec. 27 and NE $\frac{1}{4}$ NE $\frac{1}{4}$ , Sec. 21 (formerly Farm Unit "A", NE $\frac{1}{4}$ NE $\frac{1}{4}$ , Sec. 21, T. 9 S., R. 23 W.; 36.86 irrigable acres)	114.17
	O	N $\frac{1}{2}$ SE $\frac{1}{4}$ , Sec. 27 and NW $\frac{1}{4}$ SW $\frac{1}{4}$ , Sec. 22 (formerly Farm Unit "B", NW $\frac{1}{4}$ SW $\frac{1}{4}$ , Sec. 22, T. 9 S., R. 23 W.; 38.28 irrigable acres)	114.43
28	E	W $\frac{1}{2}$ NW $\frac{1}{4}$ and SW $\frac{1}{4}$ SE $\frac{1}{4}$ (formerly Farm Unit "B", W $\frac{1}{2}$ NW $\frac{1}{4}$ , Sec. 28, T. 9 S., R. 23 W.; 75.59 irrigable acres)	113.74
	F	N $\frac{1}{2}$ SE $\frac{1}{4}$ and SE $\frac{1}{4}$ SE $\frac{1}{4}$ (formerly Farm Unit "D", NW $\frac{1}{4}$ SE $\frac{1}{4}$ , NW $\frac{1}{4}$ NE $\frac{1}{4}$ SE $\frac{1}{4}$ , and SW $\frac{1}{4}$ NE $\frac{1}{4}$ SE $\frac{1}{4}$ , Sec. 28, T. 9 S., R. 23 W.; 66.10 irrigable acres)	112.04
	P	E $\frac{1}{2}$ NW $\frac{1}{4}$ , Sec. 33 and SW $\frac{1}{4}$ NE $\frac{1}{4}$ , Sec. 21 (formerly Farm Unit "D", SW $\frac{1}{4}$ NE $\frac{1}{4}$ , Sec. 21, T. 9 S., R. 23 W.; 38.89 irrigable acres)	118.62
	Q	E $\frac{1}{2}$ NE $\frac{1}{4}$ , Sec. 33 and SE $\frac{1}{4}$ NE $\frac{1}{4}$ , Sec. 21 (formerly Farm Unit "D", SE $\frac{1}{4}$ NE $\frac{1}{4}$ , Sec. 21, T. 9 S., R. 23 W.; 38.81 irrigable acres)	116.08
	T	W $\frac{1}{2}$ NE $\frac{1}{4}$ , Sec. 33 and SE $\frac{1}{4}$ SW $\frac{1}{4}$ , Sec. 21 (formerly Farm Unit "J", SE $\frac{1}{4}$ SW $\frac{1}{4}$ , Sec. 21, T. 9 S., R. 23 W.; 37.97 irrigable acres)	117.20
34	C	N $\frac{1}{2}$ NE $\frac{1}{4}$ , Sec. 34 and SE $\frac{1}{4}$ NE $\frac{1}{4}$ , Sec. 9 (formerly Farm Unit "A", SE $\frac{1}{4}$ NE $\frac{1}{4}$ , Sec. 9, T. 9 S., R. 23 W.; 35.92 irrigable acres)	113.80
	N	SW $\frac{1}{4}$ NE $\frac{1}{4}$ , Sec. 34 and NW $\frac{1}{4}$ NE $\frac{1}{4}$ , Sec. 21 (formerly Farm Unit "B", NW $\frac{1}{4}$ NE $\frac{1}{4}$ , Sec. 21, T. 9 S., R. 23 W.; 37.27 irrigable acres)	114.70
	S	SW $\frac{1}{4}$ NW $\frac{1}{4}$ , Sec. 34 and NW $\frac{1}{4}$ SE $\frac{1}{4}$ , Sec. 21 (formerly Farm Unit "G", NW $\frac{1}{4}$ SE $\frac{1}{4}$ , Sec. 21, T. 9 S., R. 23 W.; 37.95 irrigable acres)	115.43
	U	N $\frac{1}{2}$ NW $\frac{1}{4}$ , Sec. 34 and SW $\frac{1}{4}$ SE $\frac{1}{4}$ , Sec. 21 (formerly Farm Unit "K", SW $\frac{1}{4}$ SE $\frac{1}{4}$ , Sec. 21, T. 9 S., R. 23 W.; 36.99 irrigable acres)	115.36

Applications for amended farm units will be approved if and when all predevelopment charges due have been paid; otherwise, the amendments set forth above will be ineffective.

2. Paragraph 10.a., *Irrigation charges*, is amended to read as follows:

a. *Irrigation charges*. The following irrigation charges shall be applicable during calendar year 1951, and thereafter until further notice:

(1) For those lands described in paragraph 1, irrigated before July 1 of any year, the minimum charge shall be \$6.00 per acre for each acre of land for which

water service is requested, payment of which will entitle the applicant to 8 acre-feet of water per acre, provided he is not in default in compliance with any requirement imposed by or pursuant to this public notice. Additional water will be furnished at the rate of \$0.85 per acre-foot.

(2) If applicant so requests, one-half of said minimum charge may be paid on January 1, or at such time prior to July 1 as the application for water service during development period may be filed, which, upon approval, shall entitle the applicant to 4 acre-feet of water per acre. The balance of said minimum charge shall be paid on July 1 or at such time as applicant requires more than 4 acre-feet of water per acre, whichever is sooner, which shall entitle the applicant to an additional 4 acre-feet per acre. Water in excess of 8 acre-feet per acre will be furnished at the rate of \$0.85 per acre-foot.

(3) For those lands described in paragraph 1, not irrigated before July 1 of any year, but receiving water after that date, there will be a charge of \$0.75 per acre-foot for the first 4 acre-feet of water per acre ordered during that year, and a charge of \$0.85 per acre-foot for all additional water ordered during that year.

(4) The foregoing charges are subject to all the provisions of the Federal Reclamation Law, relating to collections and penalties for delinquencies. The charges will be paid at the office of the Superintendent, Gila Project, Bureau of Reclamation, Yuma, Arizona.

3. Paragraph 10.c., *Predevelopment charges*, is amended by the addition of (5) to paragraph 10.c. to read as follows:

(5) Revised contracts and mortgages will be required for those public land farm units amended pursuant hereto so as to include a charge of \$44.79 per acre for the additional irrigable acres that are partly predeveloped, as follows:

Township 9 South, Range 23 West, Gila and Salt River Base and Meridian

Section	Farm unit	Added partly predeveloped acres	Amount to be added to contract and mortgage for predevelopment exclusive of turnouts
27	R	74.38	\$3,331.48
	V	74.24	3,325.21
	M	77.31	3,462.71
	D	76.17	3,411.65
28	E	38.15	1,708.74
	F	45.94	2,067.65
33	P	77.27	3,450.92
	Q	79.73	3,571.11
	T	79.23	3,548.71
34	C	77.88	3,488.25
	N	77.43	3,468.09
	S	77.48	3,470.33
	U	78.37	3,510.19

and a further charge of \$8.35 each for turnouts selected for said added irrigable acres, such additional charges to be payable in fifty equal semiannual installments commencing December 1, 1953, and ending June 1, 1978. Such turnouts shall be removed by the entrymen from the Gila Project storage yard and in-

stalled by them on the respective farm units amended pursuant hereto.

E. A. MORITZ,  
Regional Director.

[F. R. Doc. 51-2171; Filed, Feb. 13, 1951;  
8:47 a. m.]

[Pub. Notice 7, Amdt.]

YUMA MESA DIVISION, GILA PROJECT,  
ARIZONA

AVAILABILITY OF WATER FOR CERTAIN DESERT  
LAND ENTRIES AND PRIVATE LANDS

JANUARY 8, 1951.

In accordance with the authority delegated to the Regional Director pursuant to the act of June 17, 1902 (32 Stat. 388), as amended or supplemented, the following amendments are made to Public Notice No. 7, entitled "Public Notice Announcing Availability of Water for Certain Desert Land Entries and Private Lands", issued January 12, 1950:

Paragraph 2.a., *Irrigation charges*, is hereby amended to read as follows:

a. *Irrigation charges*. The following irrigation charges shall be applicable from and after ten days from the date of this notice, and thereafter until further notice:

(1) For those lands described in section 1, irrigated before July 1 of any year, the minimum charge shall be \$6.00 per acre for each acre of land for which water service is requested, payment of which will entitle the applicant to 8 acre-feet of water per acre, provided he is not in default in compliance with any requirement imposed by or pursuant to this public notice. Additional water will be furnished at the rate of \$0.85 per acre-foot.

(2) If applicant so requests, one-half of said minimum charge may be paid on January 1, or at such time prior to July 1 as the application for water service during development period may be filed which, upon approval, shall entitle the applicant to 4 acre-feet of water per acre. The balance of said minimum charge shall be paid on July 1 or at such time as the applicant requires more than 4 acre-feet of water per acre, whichever is sooner, which shall entitle the applicant to an additional 4 acre-feet of water per acre. Water in excess of 8 acre-feet per acre will be furnished at the rate of \$0.85 per acre-foot.

(3) For those lands described in section 1, not irrigated before July 1 of any year, but receiving water after that date, there will be a charge of \$0.75 per acre-foot for the first 4 acre-feet of water per acre ordered during that year, and a charge of \$0.85 per acre-foot for all additional water ordered during that year.

(4) The foregoing charges are subject to all provisions of the Federal Reclamation Law relative to collections and penalties for delinquencies. The charges will be paid at the office of the Superintendent, Gila Project, Bureau of Reclamation, Yuma, Arizona.

E. A. MORITZ,  
Regional Director.

[F. R. Doc. 51-2172; Filed, Feb. 13, 1951;  
8:47 a. m.]

YUMA AUXILIARY PROJECT

PUBLIC NOTICE REGARDING EXCHANGES OF  
PRIVATE LANDS FOR PUBLIC LANDS

JANUARY 29, 1951.

1. It is hereby announced that application may be made in accordance with this notice beginning at 2:00 p. m., February 12, 1951, for a certificate of eligibility for exchange pursuant to section 2 of the act of June 13, 1949 (Pub. Law 102, 81st Cong., 1st sess.) which section provides as follows:

For a period of five years from the date of enactment of this act the owners of land with appurtenant water rights severed from the Yuma auxiliary project pursuant to the first section, the titles to which are deemed satisfactory by the Secretary of the Interior (hereinafter referred to as the Secretary) may exchange the same, acre for acre, for public lands and water rights within the Yuma auxiliary project as herein limited: *Provided*, That if any tract contains any fractional acreage, the area shall be computed to the nearest acre: *Provided further*, That such privilege of exchange shall be subject to the sale or other disposition or use by the United States of any of such public lands prior to the time an application for the exchange thereof shall have been made.

2. Any person who deems himself entitled under said section to participate in an exchange of lands pursuant thereto should file application therefor, either personally or by mail, in the office of the District Manager, United States Bureau of Reclamation, Yuma, Arizona. Such application should be signed by the applicant and acknowledged by a notary public or other person qualified to take acknowledgments and should contain a legal description of the lands owned by the applicant which he considers eligible for such exchange, together with a reference to the respective dates and serial numbers of the land and water-right, and/or water-right applications which constitute the basis of the water right claimed for said lands. The application should also be accompanied by a preliminary title report, issued by a title company approved by the United States Attorney General, providing for the issuance of a policy of title insurance in a stated amount which should be not less than the amount obtained by multiplying Two Hundred and Thirty-two Dollars (\$232.00) by the number of irrigable acres contained in said lands according to the land and water-right, and/or water-right, applications which constitute the basis of the water right claimed for said lands. Such title report and policy of title insurance as well as any curative data and other documents which may be required will need to be provided by the applicant at his or her own expense and without cost to the United States.

3. Upon request directed to the District Manager, Lower Colorado River District, Bin 151, Yuma, Arizona, or to this office, persons who deem themselves entitled to participate in the exchange herein will be furnished with the legal descriptions and other details with respect to the particular public land farm units which the United States is at this time offering to exchange for the severed private lands considered to be eligible for exchange herein. The applicant is not

restricted to the particular public land farm units presently offered for exchange, but those offered afford the best assurance of receiving a farm unit of like-size, and like or better soil quality.

E. A. MORITZ,  
Regional Director.

[F. R. Doc. 51-2173; Filed, Feb. 13, 1951;  
8:47 a. m.]

DEPARTMENT OF JUSTICE

Office of Alien Property

AUTHORITY: 40 Stat. 411, 55 Stat. 839, Pub. Laws 322, 671, 79th Cong., 60 Stat. 50, 925; 50 U. S. C. and Supp. App. 1, 616; E. O. 9193, July 6, 1942, 3 CFR, Cum. Supp., E. O. 9567, June 8, 1945, 3 CFR, 1945 Supp., E. O. 9788, Oct. 14, 1946, 11 F. R. 11981.

[Vesting Order 16940]

UNIVERSUM-FILM A. G. ET AL.

In re: Rights in motion pictures owned by Universum-Film A. G. and others.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That the persons (including individuals, partnerships, associations, corporations or other business organizations) whose names and last known addresses are set forth in Exhibit A attached hereto and made a part hereof, are residents of, or are organized under the laws of, or have or on or since the effective date of Executive Order 8389, as amended, have had their principal places of business in, Germany and are nationals of a designated enemy country (Germany);

2. That the property described as follows:

(a) All right, title, interest and claim of whatsoever kind or nature, under the statutory and common law of the United States and of the several States thereof, in, to and under the following:

(1) The motion pictures listed in said Exhibit A, including, but not limited to, the exclusive right to exhibit same in whole or in part by any means within the United States, all rights to arrange, adapt, revise, translate, and duplicate said motion pictures in whole or in part, and every copyright, claim of copyright, right to copyright, and right to renew the copyright or copyrights in said motion pictures.

(2) The screen plays, scenarios, and shooting scripts upon which said motion pictures are based, including, but not limited to, all motion picture and television rights therein, and every copyright, claim of copyright, right to copyright, and right to renew the copyright or copyrights in said screen plays, scenarios, and shooting scripts.

(3) The rights to dramatize, perform, represent, and reproduce on motion picture film those portions of the published and unpublished works subject to copyright, other than the above mentioned screen plays, scenarios, and shooting scripts, which underlie or are embodied in said motion pictures and to exhibit such film by any means in the United States.

(b) All right, title, interest, and claim of whatsoever kind or nature, under the statutory and common law of the United States and of the several States thereof, of the persons referred to in said Exhibit A and also of all other persons (including individuals, partnerships, associations, corporations or other business organizations), whether or not named elsewhere in this Order including said Exhibit A, who are citizens and residents of, or which are organized under the laws of or have their principal places of business in, Germany and are nationals of such designated enemy country, in, to and under the following:

(1) All prints in the United States of the motion pictures listed in said Exhibit A.

(2) All arrangements, adaptations, revisions, dramatizations, translations, and versions of the motion pictures listed in said Exhibit A.

(3) Every license, agreement, privilege, power and right of whatsoever nature arising under or with respect to the property described in subparagraphs 2 (a), 2 (b) (1) and 2 (b) (2) of this Vesting Order.

(c) All monies and amounts, and all rights to receive monies and amounts, by way of damages, royalty, share of profits or other emolument, accrued or to accrue, whether arising pursuant to law, contract or otherwise, with respect to the property described in subparagraphs 2 (a) and 2 (b), of this Vesting Order, and

(d) All causes of action accrued or to accrue at law or in equity with respect to the property described in subparagraphs 2 (a), 2 (b), and 2 (c) hereof, including but not limited to the rights to sue for and recover all damages and profits and to request and receive the benefits of all remedies provided by common law and by statute for the infringement of any copyright, for the violation of any right and for the breach of any obligation described in or affecting the aforesaid property,

is property within the United States owned or controlled by, payable or deliverable to, held on behalf of or on account of, or owing to, or which is evidence of ownership or control by, the persons referred to in subparagraphs 1 and 2 (b) hereof, the aforesaid nationals of a designated enemy country (Germany) and is property of, or is property payable or held with respect to copyrights or rights related thereto in which interests are held by, and such property itself constitutes interest therein held by, the aforesaid nationals of a designated enemy country (Germany);

and it is hereby determined:

3. That to the extent that the persons referred to in subparagraph 1 hereof are not within a designated enemy country, the national interest of the United States requires that such persons be treated as nationals of a designated enemy country (Germany).

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and, it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the prop-

erty described in subparagraph 2 hereof, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C. on January 5, 1951.

For the Attorney General.

[SEAL] HAROLD I. BAYNTON,  
Assistant Attorney General,  
Director, Office of Alien Property.

EXHIBIT A

[Copyright numbers: Unknown]

*Titles of Works and Producers or Distributors*

Altes Herz wird wieder jung; Tobis, Tobis G. m. b. H.

Einmal der liebe Herrgott sein; Bavaria, Bavaria Filmkunst G. m. b. H., Munich, Germany.

Es fing so harmlos an; Bavaria, Bavaria Filmkunst G. m. b. H., Munich, Germany.

Familie Buchholz; Universum-Film A. G., also known as Ufa, Berlin, Germany.

Die Feuerzangenbowle; Terra, Terra-Film A. G., Berlin, Germany.

Gabriele Dambone; Terra, Terra-Film A. G., Berlin, Germany.

Geld ins Haus; Bavaria, Bavaria Filmkunst G. m. b. H., Munich, Germany.

Die grosse Nummer; Tobis, Tobis G. m. b. H., Berlin, Germany.

Hab mich lieb; Universum-Film A. G., also known as Ufa, Berlin, Germany.

Ein Herz schlägt für Dich (Reis am Wege); Bavaria, Bavaria Filmkunst G. m. b. H., Munich, Germany.

Illusion; Universum-Film A. G., also known as Ufa, Berlin, Germany.

Die Kellnerin Anna; Terra, Terra-Film A. G., Berlin, Germany.

Der Kleinstadtpoet; Universum-Film A. G., also known as Ufa, Berlin, Germany.

Kornblumenblau; Terra, Terra-Film A. G., Berlin, Germany.

Leichte Muse; Terra, Terra-Film A. G., Berlin, Germany.

Das Lied der Nachtigall; Bavaria, Bavaria Filmkunst G. m. b. H., Munich, Germany.

Das Mädchen vom Moorhof; Universum-Film A. G. also known as Ufa, Berlin, Germany.

Peterle; Bavaria, Bavaria Filmkunst G. m. b. H., Munich, Germany.

Romanze in Moll; Tobis, Tobis G. m. b. H., Berlin, Germany.

Rosen in Tirol; Terra, Terra-Film A. G., Berlin, Germany.

Der scheinheilige Florian; Bavaria, Bavaria Filmkunst G. m. b. H., Munich, Germany.

Die schwedische Nachtigall; Terra, Terra-Film A. G., Berlin, Germany.

Sophienlund; Terra, Terra-Filmkunst A. G., Berlin, Germany.

Unter heissem Himmel; Universum-Film A. G., also known as Ufa, Berlin, Germany.

Violanta; Universum-Film A. G., also known as Ufa, Berlin, Germany.

Der Weg ins Freie; Tonfilmstudio Carl Froelich & Co. for Ufa.

Wenn der junge Wein blüht; Terra, Terra-Filmkunst A. G., Berlin, Germany.

Die Wirtin zum weissen Rössl; Tobis, Tobis G. m. b. H., Berlin, Germany.

Fraulein; Universum-Film A. G., also known as Ufa, Berlin, Germany.

Geliebte Welt; Bavaria, Bavaria Filmkunst G. m. b. H., Munich, Germany.

Ich bitte um Vollmacht; Bavaria, Bavaria Filmkunst G. m. b. H., Munich, Germany.

Johann; Bavaria, Bavaria Filmkunst G. m. b. H., Munich, Germany.

Kleiner Mann, ganz gross Universum Film A. G., also known as Ufa, Berlin, Germany. Komödianten; Bavaria, Bavaria Filmkunst G. m. b. H., Munich, Germany.

Solistin Anna Alt; Tobis, Tobis G. m. b. H., Berlin, Germany.

Tonelli; Bavaria, Bavaria Filmkunst G. m. b. H., Munich, Germany.

Ein Zug fährt ab; Bavaria, Bavaria Filmkunst, G. m. b. H., Munich, Germany.

[F. R. Doc. 51-2138; Filed, Feb. 12, 1951; 8:54 a. m.]

[Vesting Order 17191]

UNIVERSUM-FILM A. G. ET AL.

In re: Rights in motion pictures owned by Universum-Film A. G., and others.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That Universum-Film A. G., Tobis-Melofilm G. m. b. H., and Terra-Filmkunst G. m. b. H., the last known addresses of which are Berlin, Germany, are business organizations organized under the laws of Germany and which have or on or since the effective date of Executive Order 8389, as amended, have had their principal places of business in Berlin, Germany and are nationals of a designated enemy country (Germany);

2. That Bavaria-Filmkunst G. m. b. H., the last known address of which is Munich, Germany, is a business organization organized under the laws of Germany and which has or on or since the effective date of Executive Order 8389, as amended, has had its principal place of business in Munich, Germany, and is a national of a designated enemy country (Germany);

3. That the property described as follows:

(a) All right, title, interest and claim of whatsoever kind or nature, under the statutory and common law of the United States and of the several States thereof, in, to and under the following:

(1) The motion pictures listed in Exhibits A, B, C and D attached hereto and made a part hereof, including, but not limited to the exclusive right to exhibit same in whole or in part by any means within the United States, all rights to arrange, adapt, revise, translate, and duplicate said motion pictures in whole or in part, and every copyright, claim of copyright, right to copyright, and right to renew the copyright or copyrights in said motion pictures.

(2) The screen plays, scenarios, and shooting scripts upon which said motion pictures are based, including, but not limited to, all motion picture and television rights therein, and every copyright, claim of copyright, right to copyright, and right to renew the copyright or copyrights in said screen plays, scenarios and shooting scripts,

(3) The rights to dramatize, perform, represent, and reproduce on motion picture film those portions of the published and unpublished works subject to copyright, other than the above mentioned screen plays, scenarios, and shooting scripts, which underlie or are embodied

in said motion pictures and to exhibit such film by any means in the United States.

(b) All right, title, interest, and claim of whatsoever kind or nature, under the statutory and common law of the United States and of the several States thereof, of Universum-Film A. G., Tobis-Melofilm G. m. b. H., Terra-Filmkunst, G. m. b. H., Bavaria-Filmkunst G. m. b. H., and also of all other persons (including individuals, partnerships, associations, corporations or other business organizations), whether or not named elsewhere in this Order, who are citizens and residents of, or which are organized under the laws of or have their principal places of business in, Germany, and are nationals of such designated enemy country, in, to and under the following:

(1) All prints in the United States of the motion pictures listed in said Exhibits A, B, C and D

(2) All arrangements, adaptations, revisions, dramatizations, translations, and versions of the motion pictures listed in said Exhibits A, B, C and D

(3) Every license, agreement, privilege, power and right of whatsoever nature arising under or with respect to the property described in subparagraphs 3 (a), 3 (b) (1), and 3 (b) (2) of this Vesting Order

(c) All monies and amounts, and all rights to receive monies and amounts, by way of damages, royalty, share of profits or other emolument, accrued or to accrue, whether arising pursuant to law, contract or otherwise, with respect to the property described in subparagraphs 3 (a) and 3 (b) of this Vesting Order, and

(d) All causes of action accrued or to accrue at law or in equity with respect to the property described in subparagraphs 3 (a), 3 (b), and 3 (c) hereof, including but not limited to the rights to sue for and recover all damages and profits and to request and receive the benefits of all remedies provided by common law and by statute for the infringement of any copyright, for the violation of any right and for the breach of any obligation described in or affecting the aforesaid property,

is property within the United States owned or controlled by, payable or deliverable to, held on behalf of or on account of, or owing to, or which is evidence of ownership or control by, the persons referred to in subparagraphs 1, 2, and 3 (b) hereof, the aforesaid nationals of a designated enemy country (Germany) and is property of, or is property payable or held with respect to copyrights or rights related thereto in which interests are held by, and such property itself constitutes interest therein held by, the aforesaid nationals of a designated enemy country (Germany);

and it is hereby determined:

4. That to the extent that the persons referred to in subparagraphs 1 and 2 hereof are not within a designated enemy country, the national interest of the United States requires that such persons be treated as nationals of a designated enemy country (Germany),

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described in subparagraph 3 hereof, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on January 24, 1951.

For the Attorney General.

[SEAL] HAROLD I. BAYNTON,  
Assistant Attorney General,  
Director, Office of Alien Property.

EXHIBIT A

Titles (Original or Alternate) of Motion Picture Short Subjects

Aberglaube.  
Alle machen mit.  
Alltag zwischen Zechentürmen.  
Altgermanische Bauernkultur.  
Der Ameisenstaat.  
Auf gehts.  
Aus eigener Kraft.  
Der Adler.  
Alkohol und Steuerrad.  
Allerhand Feinkost aus dem Meere.  
Also handle darnach.  
Amsterdamer Starreklame.  
Der andere Mann.  
Anmut und Kraft.  
Die Anprobe.  
Anton IV (Kohlenklau).  
Aus der Werkstatt moderner Arzneimittel.  
Aus erster Quelle.  
Aus gutem Hause.  
Aus Lodz wird Litzmannstadt.  
Baumeisterin Chemie.  
Bayreuth.  
Besonntes Handwerk.  
Boote mit Flügeln.  
Bremen, Bahnhof am Meer.  
Bunte Kriechtierwelt.  
Buntes Leben in der Tiefe.  
Bunter Reigen.  
Ballmutter.  
Bauen in Beton und Eisenbeton.  
Bauernsiedlung in Niederschlesien.  
Bauwerke aus Erde und Stein.  
Berge in Monsun.  
Ein Berg wird abgebaut.  
Bestäubung der Blüten durch Insekten.  
Der Besserwisser.  
Besuch bei Barbara.  
Bewährung.  
Bitte Fräulein schreiben Sie (Werbefilm).  
Bobby.  
Bojarenhochzeit.  
Die Bombenidee.  
Bootsbau in Norwegen.  
Bremen—Schlüssel zum Reich.  
Die Brillanten der Moranows.  
Das Bummelgenie.  
Das Cembalo.  
Dämmerung über dem Teufelsmoor.  
Danzig.  
Deutsches Weinland.  
Deutsche Panzerwagen.  
Deutscher Kraftfahrtsport.  
Deutsche Panzer.  
Deutsches Land im Osten.  
Deutsche Waffenschmiede.  
Du bist so schön, Berlinerin.  
Dürener Metall.  
Durchsichtiges Holz.  
Eger, eine alte deutsche Stadt.  
Eingeschnitten in Lager IV.

Eisriesenwelt.  
Eisschlessen.  
Die englische Krankheit.  
Entdeckungsfahrt im Rohr.  
Einmachen kinderleicht (Werbefilm).  
Farbenpracht auf dem Meeresgrund.  
FHD-Mädels.  
Fischfang im nördl. Eismeer.  
Flamme als Werkzeug.  
Fleischfressende Pflanzen.  
Der Fluszkrebs.  
Friedl. Jagd mit der Farbkamera.  
Frühling in den Vogesen.  
Frühling in Trakehnen.  
Frühling in Japan.  
Fachleute unter sich.  
Fahnenjunker.  
Fahrerflucht.  
Der Fall Lorenz.  
Ein Fall von Abmagerung.  
Fertigung der JU 87 (stumm).  
Film gegen Volkskrankheit Krebs.  
Flüssiger als Wasser.  
Flüssiges Gold.  
Frauen sind gar nicht so.  
Freie Wege nach Südosten.  
Für alle Fälle.  
Der 50 Mark-Schein.  
Der Fussball.  
Die Feuerprobe.  
Geheimnisvolle Moorwelt.  
Der Geissbub.  
Geschichte vom Zündholz.  
Gespeicherte Sonnenergie.  
Gesundheit ist kein Zufall.  
Gesundheit und Kraft aus dem Meer.  
Gänseknochlein.  
Geborgener Ernteseegen.  
Gefahr.  
Geisterschenke.  
Geißel der Menschheit.  
Generalvertretung Fritz Ziege.  
Gesundheit.  
Der Gildemann.  
Eine glatte Geschichte.  
Glück im Unglück.  
Glückliche Jugend.  
Der grosse Bluff.  
Die Gründung.  
Gut gebaut ist halb geflogen.  
Gut gepflegt zählt doppelt.  
Helfende Hände.  
Herbstlied.  
Herrin des Hofes.  
Heuzug im Allgäu.  
Hochzeiter im Tierreich.  
Heimliche Gäste in Wald und Flur.  
Hallo (Hurra) endlich Alarm.  
Der Haltefest.  
Hanomag R 40.  
Heinz hustet.  
Heiratsbüro Fortuna.  
Der heikle Punkt.  
Helmitol II.  
Herr Kobin geht auf Abenteuer.  
Hier gehts ums Leder.  
Die Holzauktion.  
Hygro.  
Im Tal der Wiese.  
Im Zeichen der Manrunne.  
In Sachen Herder contra Brandt.  
Inseln im Sandmeer.  
Insel Reichenau.  
Ich lasse mich scheiden.  
Im Feuerbereich des Aetna.  
Intermezzo am Abend.  
Int er einer oder ist er keiner.  
Jagdretten.  
Der Jäger als Heger.  
Japans heiliger Vulkan.  
Jugend fliegt.  
Jugend musiziert.  
Jagd in Trakehnen.  
Jahr der Elche.  
Jurnado Medica na Alemania.  
Jumo 211.  
Jungfaschietinnen (Ein Tag in Orvieto).  
Kampf ums Brot.  
Kampf um den Berg.  
Kampf um den Boden.  
Kärntnerland.

Ketten, Ringe und Geschmeide.  
Kinder reisen ins Ferienland.  
Die Kleinsten aus dem Golf von Neapel.  
Kristalle.  
Küchenzauber.  
Kunst der Maske.  
Kamerad Sanitätshund.  
Karakönig.  
Kikeriki.  
Kleine Dinge.  
Das kleine Fraulein träumt.  
Eine kleine Lebensgeschichte.  
Kleine Nachtkomödie.  
Ein kleines Missverständnis.  
Kleine Ursachen-grosse Wirkungen.  
Klimbusch macht Wochenende.  
Ein Klotziger Junge.  
Der Koch privat.  
Die Königin von Saba.  
Kostbare Scherben.  
Die Kostprobe.  
Küchengeheimnisse.  
Land hinterm Deich.  
Lustgärten aus galanter Zeit.  
Lustiges Hundevolk.  
Lustig sein-frohlich sein.  
Lärm um Fräulein Huber.  
Lebenswunder im Pflanzenreich.  
Ein Licht geht auf.  
Der Liebesbrief.  
Eine Liebeserklärung.  
Lore.  
Der lose Falter.  
Die lustigen Weiber von Windsor.  
Mädels verlassen die Stadt.  
Männer im Hintergrund.  
Märkische Fahrt.  
Mit Dr. Lutz Heck durch Kamerun.  
Mooswunder.  
Münster, Westfalens schöne Hauptstadt.  
Das Mädchen von St. Coeno.  
Männer soll man nicht allein lassen.  
Ein Mann in der Küche.  
Man weiss es oder weiss es nicht.  
Mein Schatz, der Knirps.  
Das Missverständnis.  
Modeschlager.  
Morden wollen wir heiraten.  
Musikalische Dichtungen.  
Musisches Gymnasium.  
Muss das sein?  
Mutti, was ist denn das?  
Der Meistersinger.  
Notgemeinschaft Hinterhaus.  
Na, hör mal.  
Neusiedler See.  
Neuzeitliche Fertigungsmethoden im Flugzeugbau.  
Nette Kleinigkeiten.  
Nicht vergessen.  
Nicht verhüllt, doch fest verschlossen.  
Nur für Herren.  
Nur nich drängeln.  
Nürnberg, die Stadt der Reichsparteitage.  
Olympiavorbereitungen in Deutschland.  
Ostpreussens Wüste am Meer.  
Ostraum—deutscher Raum.  
Oh, diese Ehemänner.  
Orient und Occident.  
Petri Heil!  
Parade.  
Petroleum.  
Pferde am Berg.  
Pirsch unter Wasser.  
Ponies.  
Post nach den Halligen.  
Der Panther aus Stahl.  
Pension Elise Nottebom.  
Palermo und seine Limonenhaine.  
Die perfekte Sekretärin.  
Peter Parler, Dombaumeister zu Prag.  
Pickback (Nachtigall).  
Pitty.  
Ein Phonx-Werk entsteht.  
Physikalische Spielereien.  
Pommerland—Ostseestrand.  
Potpourri.  
Das Protektionskind.  
Der Prüfstein.  
Punkt für Punkt.  
Quellen der Lebenskraft.

Regatta.  
Reis und Holz im Land des Mikado.  
Rominter Heide.  
Rüstungsarbeiter.  
Ruf in die Weit.  
Rügen.  
Räuber im Vogelreich.  
Die Reinlichkeit ist nicht zum Scherz.  
Reiterlieder.  
Rosen und Liebe.  
Der rote Faden.  
Rundfunk im Kriege.  
Eine rührende Geschichte.  
Die Sache mit dem Hermelin.  
Selbstverständlichkeiten.  
Sommertage auf den Lofoten.  
Die Sommerwiese.  
Segen der Kälte.  
Sonne über dem Spessart.  
Spanische Hofreitschule in Wien.  
Seltsames Neeresvolk.  
Sicherung im Luftschutzraum.  
Sieg nach Punkten.  
Siemens Maschinenbau.  
Silberne Löffel.  
So ist richtig.  
So klebt man Tapeten.  
So oder so (Kaliklora).  
SOS Sahara.  
So und nicht so.  
Sparkasse mit Likör.  
Eine sparsame Sache.  
Spielzeug ernst genommen.  
Spreehafen Berlin.  
Süsse Geheimnisse.  
Susi und der schwarze Mann.  
Ein Schäfertag.  
Schwarz auf Weiss.  
Schwarze Kunst des Johannes Gutenberg.  
Schwere Burschen.  
Schaffende Jugend.  
Der schaffende Neckar.  
Schliessen und Treffen.  
Schnelles, sicheres, sauberes Berlin.  
Schwarze Diamanten.  
Schwester Helga.  
Störche.  
Strassen ohne Hindernisse.  
Stählerne Brücken der Reichsautobahn.  
Stahl.  
Das Stahlpuddeln zu Streitba in Kärnten.  
Starreklame Viktor Staal.  
Steckbrief 606.  
Stein auf Stein.  
Steinschlangen und Vogelmenschen.  
Stoffliche Probleme.  
Stradivaris Schülergeige.  
Sturz ins Ziel.  
Thüringen, das Herz Deutschlands.  
Tiergarten Südamerika.  
Tragödien im Insektenreich.  
Treibjagd in der Südsee.  
Technische Rothilfe.  
Treibjagd in der Südsee.  
Tropische Rhapsodie.  
Tafelglas, seine Herstellung und Verwendung.  
Das Tapfere Schneiderlein.  
Das technische Auge.  
Tempo (Schallplatten).  
Tiere als häusliche Freunde.  
Thomas Stromsparen.  
Thomas Kohlenklau III (Gas)  
Thomas Kohlenklau I.  
Thomas Spinnstoffsammlung.  
Thomas Feldpostbriefe.  
Thomas Kohlenklau IV.  
Trau, schau, wem.  
Traum und Wirklichkeit.  
Die Tugend.  
Ufa-Magazin (series).  
Und dräut der Winter noch so sehr.  
Ungeahntes Leben.  
Der unsichtbare Schlagbaum.  
Üb Aug und Hand.  
Überraschend.  
Um Kopf und Kragen.  
Der Umzug.  
Der unsichtbare Feind.  
Unser Brot.  
Der unsterbliche Wunsch.

Unterschlagung.  
Ukraft des Weltalls.  
Verlorene Melodie.  
Verträumte Winkel an Neckar und Main.  
Ein Volk—ein Reich—ein Führer.  
Volkskrankheit Krebs.  
Volksleben am Rande der Sahara.  
Vom Herzschlag deutscher Arbeit.  
Vom Scheissen und Treffen.  
Ein vorbildlicher Vater.  
Vereint ist mehr.  
Vertrauensfrage.  
Viel Licht für wenig Strom.  
Vielseitig und hilfsbereit.  
Vom deutschen Heldentum.  
Vom Glück.  
Vom Räuber zum Jagdgehilfen.  
Vom Regen in die Traufe.  
Vom richtigen Anstrich.  
Von Böcken und Geissen.  
Von Fischern und Fängern im Watt.  
Vom guten und schlechten Kraftstoff.  
Warnfarben—Tarnfarben.  
Die Weichsel.  
Die Welt im Kleinsten.  
Wer fuhr 2992 IIA?  
Wie spät?  
Wille zum Licht.  
Windige Probleme.  
Wisente.  
Wolkenspiel.  
Das Wort aus Stein.  
Warschau.  
Wunder Vogelzug.  
Warum nur träumen.  
Was leisten wir? (Allianz).  
Was macht man damit?  
Was suchen Sie?  
Wege zum Fortschritt.  
Weihnachtsvorfreude.  
Der weisse Sport.  
Weisst Du's schon?  
Wehrhaftes Volk.  
Weltumspannende Punkwellen.  
Wenn die Sonne sinkt.  
Wenn Gäste kommen.  
Wenn ich mal gross bin, Vati.  
Wenn es dunkel wird.  
Wer ist diese Nette Person?  
Wie Ali und Wolfi Freunde wurden.  
Wie im Märchen.  
Wiedersehen macht Freude.  
Wie ein Wunder kam die Liebe.  
Das Wiener Modell.  
Wie peinlich.  
Wie werde ich bloss die Perle los?  
Wildstörche.  
Winter im Spreewald.  
Winter verzehrt, was der Sommer beschert.  
Wir backen für unseren Vati.  
Wir bauen.  
Wir bieten Schach.  
Wir sind und bleiben Soldaten.  
Wissenschaft ums Kind.  
Ein Wort von Mann zu Mann.  
Zeitgemässe Pflanzenzucht.  
Zehn Finger leisten mehr als zwei.  
Der Zirkus kommt.  
Zoologie am falschen Ort.  
Zuckerrübenbau im Elsass.  
Zuerst.  
35 Kopien Weltspiegel.  
Die Jüngsten der Luftwaffe.  
Kamerad Sanitätshund.

## EXHIBIT B

*Titles (original or alternate) of motion picture short subjects*

Antilopen der Berge.  
Auf dem Wege zur Meisterschaft.  
Aus der Geschichte des Fähnlein Florian Geyer.  
Bergfreud—Bergleid.  
Bergsommer.  
Der Bussard.  
Der Brummkreisel.  
Die Chieninger Seeschlacht.  
Deutsche Bergwacht.  
15 Minuten nach Mitternacht.  
Gefederte Baumeister.  
Germanen gegen Pharaonen.

Grosse Deutsche Kunstausstellung 1943.  
 Das grosse Los.  
 Die gute alte Zeit.  
 Hochland HJ.  
 Im Jagdrevier der Seeadler.  
 Im Reich der Wichtelmännchen.  
 In Sicherer Hut.  
 Kameraden von uns.  
 Kleine Wintergäste.  
 Kor-Lu, der Kranich.  
 Kraniche Ziehen gen Süden.  
 Künstler bei der Arbeit.  
 Der Mond ist aufgegangen.  
 Munchhausens neuestes Abenteuer.  
 Nesthocker-Nestflüchter.  
 Nur ein Tümpel.  
 Netz aus Seide.  
 Pfälzer Land.  
 Salmo, die Forelle.  
 Der Seeadler.  
 Sonne, Wind und Weisse Segel.  
 Schreck in der Abendstunde.  
 Schwarzwaldsauber.  
 Von Patagonien bis Feuerland.  
 Vorsicht Kreuzottern!  
 Untermieder.  
 Weltraumschiff I startet.  
 Wer gehört zu wem?  
 Wir wollen zur See.  
 Weiberschreck.  
 Zollgrenzschutz im Hochgebirge.  
 Der Zündende Strahl.  
 Funker mit dem Edelweiss.  
 Hunde mit der Meldekapsel.  
 Briefträger.  
 Bulgarischer Werbefilm.  
 Drei Generationen im Wandel der Mode.  
 Eifersucht ist eine Leidenschaft.  
 Die ersten Tage einer Liebe.  
 Jugend in Sonne und Schnee.  
 Die junge Mandorschule.  
 Das Lauffeuer.  
 Der Mann mit dem Pst!  
 Melder durch Beton und Stahl.  
 München.  
 Nachwuchs 430-506.  
 Oktoberfest.  
 Orchestrion.  
 Der Schein trägt.  
 Schnurf die Igelin.  
 Seefahrer von morgen.  
 Urlaub im Schnee.  
 Werkpausenkonzert.  
 Hundstaffel.  
 Jagden in Ungarn.  
 Wildwasser.

EXHIBIT C

*Titles (Original or Alternate) of Motion Picture Short Subjects*

An den Wassern Kaschmirs.  
 Athen und die Akropolis.  
 Admiral Horthy.  
 Der Erde Lebensraum.  
 Fahrt nach Kamerun.  
 Feind am Werk.  
 Flanderns Germanisches Gesicht.  
 Freiheit für Finnland.  
 Gebt mir vier Jahre Zeit.  
 Gleichklang der Bewegung.  
 Hart am Wind.  
 Herbst.  
 Ikarus-Kinder.  
 Jungens Wollen zur See.  
 Jungjäger.  
 Kristall oder Porzellan.  
 Lange Grete.  
 Land der Jugend.  
 Leinen aus Kortryk.  
 Lasst Blumen sprechen.  
 Der Mann mit dem Plan.  
 Mutter des Dorfes.  
 Nordische Urwelt.  
 Die Pfennigschlacht.  
 Pflug mit Kamerad.  
 Der Prisenhof tagt.  
 Raubstaat England.  
 Riemenschneider, der Meister von Würzburg.  
 Riemenschneiders Werke in Franken.  
 Rolf hat ein Geheimnis.  
 Spiegel aus Papier.

Der Sprung.  
 Der schaffende Neckar.  
 Schlachtschiff auf Fahrt.  
 Tobistrichter (series).  
 Urwald wird Kulturland.  
 Volkskunst an der Ostsee.  
 Vom Alter der Erde.  
 Vom Hauswirt und Mieter auf dem Meeresgrund.  
 Vorsicht am Platze.  
 Wo die Hora klingt . . .  
 Wir bauen ein Schiff.  
 Womit schnurrt die Katze.  
 Wenn zwei auf Reisen gehen.

EXHIBIT D

*Titles (original or alternate) of motion picture short subjects*

Angenehme Ruhe.  
 Der Dorfbarbier.  
 Der eingebildete Kranke.  
 Der falsche Admiral.  
 Familie auf Bestellung.  
 Hier spricht das Kind.  
 Heiteres und Ernstes um den grossen König.  
 Kleinode.  
 Klingendes Holz.  
 Kurenfischer.  
 Kaiserbauten im Fernost.  
 Ida.  
 Der liebe Besuch.  
 Modell Lu.  
 Der Neue Schiffsjunge.  
 Rosemarie will nicht mehr lügen.  
 Das Stillett.  
 der überraschende Säugling.  
 Wandernde Dünen.  
 Was sagen Sie dazu?  
 Wunder im Berg.  
 Wunder des Fliegens.  
 Wer bist Du?

[F. R. Doc. 51-2143; Filed, Feb. 12, 1951; 8:55 a. m.]

[Vesting Order 17145]

UNIVERSUM-FILM A. G. ET AL.

In re: Rights in motion pictures owned by Universum-Film A. G. and others.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That the persons (including individuals, partnerships, associations, corporations or other business organizations) whose names and last known addresses are set forth in Exhibit A attached hereto and made a part hereof, are residents of, or are organized under the laws of, or have or on or since the effective date of Executive Order 8389, as amended, have had their principal places of business in Germany, and are nationals of a designated enemy country (Germany);

2. That the property described as follows:

(a) All right, title, interest and claim of whatsoever kind or nature, under the statutory and common law of the United States and of the several States thereof, in, to and under the following:

(1) The motion pictures listed in said Exhibit A, including, but not limited to, the exclusive right to exhibit same in whole or in part by any means within the United States, all rights to arrange, adapt, revise, translate, and duplicate said motion pictures in whole or in part, and every copyright, claim of copyright, right to copyright, and right to renew

the copyright or copyrights in said motion pictures,

(2) The screen plays, scenarios, and shooting scripts upon which said motion pictures are based, including, but not limited to, all motion picture and television rights therein, and every copyright, claim of copyright, right to copyright, and right to renew the copyright or copyrights in said screen plays, scenarios, and shooting scripts,

(3) The rights to dramatize, perform, represent, and reproduce on motion picture film those portions of the published and unpublished works subject to copyright, other than the above mentioned screen plays, scenarios, and shooting scripts, which underlie or are embodied in said motion pictures and to exhibit such film by any means in the United States,

(b) All right, title, interest, and claim of whatsoever kind or nature, under the statutory and common law of the United States and of the several States thereof, of the persons referred to in said Exhibit A and also of all other persons (including individuals, partnerships, associations, corporations or other business organizations), whether or not named elsewhere in this Order including said Exhibit A, who are citizens and residents of, or which are organized under the laws of or have their principal places of business in, Germany and are nationals of such designated enemy country, in, to and under the following:

(1) All prints in the United States of the motion pictures listed in said Exhibit A,

(2) All arrangements, adaptations, revisions, dramatizations, translations, and versions of the motion pictures listed in said Exhibit A,

(3) Every license, agreement, privilege, power and right of whatsoever nature arising under or with respect to the property described in subparagraphs 2 (a), 2 (b) (1) and 2 (b) (2) of this Vesting Order,

(c) All monies and amounts, and all rights to receive monies and amounts, by way of damages, royalty, share of profits or other emolument, accrued or to accrue, whether arising pursuant to law, contract or otherwise, with respect to the property described in subparagraphs 2 (a) and 2 (b), of this Vesting Order, and

(d) All causes of action accrued or to accrue at law or in equity with respect to the property described in subparagraphs 2 (a), 2 (b), and 2 (c) hereof, including but not limited to the rights to sue for and recover all damages and profits and to request and receive the benefits of all remedies provided by common law and by statute for the infringement of any copyright, for the violation of any right and for the breach of any obligation described in or affecting the aforesaid property,

is property within the United States owned or controlled by, payable or deliverable to, held on behalf of or on account of, or owing to, or which is evidence of ownership or control by, the persons referred to in subparagraphs 1 and 2 (b) hereof, the aforesaid nationals of a designated enemy country (Ger-

many) and is property of, or is property payable or held with respect to copyrights or rights related thereto in which interests are held by, and such property itself constitutes interest therein held by, the aforesaid nationals of a designated enemy country (Germany);

and it is hereby determined:

3. That to the extent that the persons referred to in subparagraph 1 hereof are not within a designated enemy country, the national interest of the United States requires that such persons be treated as nationals of a designated enemy country (Germany).

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described in subparagraph 2 hereof, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on January 19, 1951.

For the Attorney General.

[SEAL] HAROLD I. BAYNTON,  
Assistant Attorney General,  
Director, Office of Alien Property.

EXHIBIT A

[Copyright numbers: Unknown]

*Titles of Works and Producers or Distributors*

- Abel mit der Mundharmonika; Universum-Film A. G., "Ufa", Berlin, Germany.
- Brennendes Geheimnis; Tonal-Film G. m. b. H., Berlin, Germany.
- Das hässliche Mädchen; Avanti-Tonfilm G. m. b. H., Berlin, Germany.
- Das Lied vom Glück (Es gibt nur eine Melodie); Gnome-Tonfilm G. m. b. H., Berlin, Germany.
- Das lustige Kleeblatt (Gasthaus zur treuen Liebe); Afa-Film A. G., Berlin, Germany.
- Das Meer ruft; Deutsche Eidophon-Film G. m. b. H., Berlin, Germany.
- Das Schloss im Süden; Boston-Film G. m. b. H., Berlin, Germany.
- Das Tankmädel; Aafa-Film A. G., Berlin, Germany.
- Das Testament des Dr. Mabuse; Nero-Film A. G., Berlin, Germany.
- Das verlebte Hotel; Ondra-Lamac-Film G. m. b. H., Berlin, Germany.
- Der Choral von Leuthen; Froehlich-Film G. m. b. H., Berlin, Germany.
- Der Jäger aus Kurpfalz; Froehlich-Film G. m. b. H., Berlin, Germany.
- Der Judas von Tirol (Der ewige Verrat); Lothar Stark-Film G. m. b. H., Berlin, Germany.
- Der Läufer von Marathon; Matador-Film G. m. b. H., Berlin, Germany.
- Der Meisterdetektiv; Franz Seitz-Produktion der Bavaria A. G., Munich, Germany.
- Der Page vom Dalmasse Hotel; Schulz and Wuellner-Film G. m. b. H., Berlin, Germany.
- Der Schuss am Nebelhorn (Das Gewissen des Sebastian Geyer); George Ziegler-Filmproduktion, Nürnberg, Germany.
- Der ständige Hof (Lona und ihr Knecht); Leo-Film A. G., Munich, Germany.
- Der Traum vom Rhein; R. N. Filmproduktion G. m. b. H., Berlin, Germany.
- Der Tunnel; Vador-Film der Bavaria A. G., Munich, Germany.
- Der Zarewitsch; Prima-Tonfilm G. m. b. H., Berlin, Germany.
- Des jungen dessauers grosse Liebe; Universum-Film A. G., "Ufa", Berlin, Germany.
- Die blonde Christel; Tonfilmproduktion Franz Seitz, Munich, Germany.
- Die kalte Mamsell; Gustav Althoff-Film der Aco-Film G. m. b. H., Berlin, Germany.
- Die Nacht der grossen Liebe; Super-Film G. m. b. H., Berlin, Germany.
- Die Nacht im Forsthaus (Der Fall Roberts); Märkische Film G. m. b. H., Leipzig-Berlin, Germany.
- Die schönen Tage von Aranjuez; Universum-Film A. G., "Ufa", Berlin, Germany.
- Die Stimme der Liebe; Schulz and Wuellner-Film G. m. b. H., Berlin, Germany.
- Die Unschuld vom Lande; Aco-Film G. m. b. H., Berlin, Germany.
- Die vom Niederrhein; Aafa-Film A. G., Berlin, Germany.
- Drei Kaiser jäger; Sirlus-Produktion der ABC-Film G. m. b. H., Berlin, Germany.
- Du bist entzückend, Rosmarie (Rosl vom Tonfilmproduktion, Berlin, Germany).
- Du sollst nicht begehren; Universum-Film A. G., "Ufa", Berlin, Germany.
- Eine Frau wie Du; Atalanta-Film G. m. b. H., Berlin, Germany.
- Eine Türe geht auf; Universum-Film A. G., "Ufa", Berlin, Germany.
- Ein Kuss in der Sommernacht; Bavaria-Film A. G., Munich, Germany.
- Ein Lied für Dich; Cine Allianz-Tonfilm G. m. b. H., Berlin, Germany.
- Ein Unsichtbarer geht durch die Stadt (Mein ist die Welt); Ariel-Film G. m. b. H., Berlin, Germany.
- Elisabeth und ihr Narr (Elisabeth, die weisse Schwester von St. Veith); Edda-Film G. m. b. H., Berlin, Germany.
- Es war einmal ein Musikus; Zelnik-Film G. m. b. H., Berlin, Germany.
- Flüchtlinge; Universum-Film A. G., "Ufa", Berlin, Germany.
- Fräulein Hoffmanns Erzählungen; Ondra-Lamac-Film G. m. b. H., Berlin, Germany.
- Gipfelstürmer; Nostra-Film G. m. b. H., Berlin, Germany.
- Glückliche Reise; Victor Klein Film G. m. b. H., Berlin, Germany.
- Gretel zieht das grosse Los; Aco-Film G. m. b. H., Berlin, Germany.
- Gruss und Kuss Veronika; Victor Klein-Film G. m. b. H., Berlin, Germany.
- Hände aus dem Dunkel; Fanal-Filmproduktion G. m. b. H., Berlin, Germany.
- Heimat am Rhein; Aco-Film G. m. b. H., Berlin, Germany.
- Heimkehr ins Glück; ABC-Film G. m. b. H., Berlin, Germany.
- Heut' kommts drauf an; Boston-Film G. m. b. H., Berlin, Germany.
- Hilferjunge Quex; Universum-Film A. G., "Ufa", Berlin, Germany.
- Hochzeit am Wolfgangsee; Patria-Filmproduktion G. m. b. H., Berlin, Germany.
- Höllentempo; Express-Tonfilm G. m. b. H., Berlin, Germany.
- Ich und die Kaiserin; Universum-Film A. G., "Ufa", Berlin, Germany.
- Ich will Dich Liebe lehren; Pax-Film G. m. b. H., Berlin, Germany.
- Ihre Durchlaucht, die Verkäuferin; Cine Allianz Tonfilm G. m. b. H., Berlin, Germany.
- Inge und die Millionen; Universum-Film A. G., "Ufa", Berlin, Germany.
- Ist mein Mann nicht fablehaft?; Schulz & Wuellner-Film G. m. b. H., Berlin, Germany.
- Johannisnacht; Aafa-Film A. G., Berlin, Germany.
- Keine Angst vor Liebe; Ideal-Film G. m. b. H., Berlin, Germany.
- Keinen Tag ohne Dich (Wovon soll der Schönstein rauchen); Phoebus-Tonfilm Produktion G. m. b. H., Berlin, Germany.
- K 1 greift em; Aco-Film G. m. b. H., Berlin, Germany.
- Kind, ich freu mich auf Dein Kommen; Universum-Film A. G., "Ufa", Berlin, Germany.
- Kleiner Mann—was nun? Robert Neppach (R. N.) Filmproduktion G. m. b. H., Berlin, Germany.
- Kleines Mädel-grosses Glück; Tofa, Tonfilmfabrikations G. m. b. H., Berlin, Germany.
- Lachende Erben; Universum-Film A. G., "Ufa", Berlin, Germany.
- Liebelei; Elite-Tonfilm Produktion G. m. b. H., Berlin, Germany.
- Liebe muss verstanden sein; Universum-Film A. G., "Ufa", Berlin, Germany.
- Liebesfruehling; Karl Otto Krause-Filmproduktion; Berlin, Germany.
- Madame wuenscht keine Kinder; Lothar Stark-Film G. m. b. H., Berlin, Germany.
- Maedels von heute; Matador-Film G. m. b. H., Berlin, Germany.
- Moral und Liebe; Kristall-Film G. m. b. H., Berlin, Germany.
- Morgen beginnt das Leben; Ethos-Film G. m. b. H., Berlin, Germany.
- Morgenrot; Universum-Film A. G., "Ufa", Berlin, Germany.
- Mutter und Kind; Tofa, Tonfilmsfabrikations-G. m. b. H., Berlin, Germany.
- Nordpol—ahoi! Deutsche Universal-Film A. G., Berlin, Germany.
- Reifende Jugend; Carl Froelich Film G. m. b. H., Berlin, Germany.
- Roman einer Nacht; Atalanta-Film G. m. b. H., Berlin, Germany.
- Sag mir, wer Du bist; T. K. Tonfilmproduktion G. m. b. H., Berlin, Germany.
- Saison in Kairo; Universum-Film A. G., "Ufa", Berlin, Germany.
- Salon Dora Green (Die Falle); T. K. Tonfilmproduktion G. m. b. H., Berlin, Germany.
- SA-Mann Brand; Bavaria-Film A. G., Munich, Germany.
- Schleppzug M 17; P. M.-Film der Orbis-Film G. m. b. H., Berlin, Germany.
- Schoen ist jeder Tag, den Du mir schenkst, Marie Luise (Die Sonne geht auf); Aafa-Film A. G., Berlin, Germany.
- Schuesse an der Grenze; K. M. R. Tonfilm G. m. b. H., Berlin, Germany.
- Schwarzwaldaedel; Ariel-Film G. m. b. H., Berlin, Germany.
- Siegfrieds Tod; Universum-Film A. G., "Ufa", Berlin, Germany.
- S. O. S. Eisberg; Deutsche Universal-Film A. G., Berlin, Germany.
- Spione am Werk; Cine-Allianz Tonfilm G. m. b. H., Berlin, Germany.
- Sprung in den Abgrund (Spuren im Schnee) Ariel-film G. m. b. H., Berlin, Germany.
- Unter der Schwarzen Sturmfaehne; Der Vortrupp, Berlin, Germany.
- Viktor und Viktoria; Universum-Film A. G., "Ufa", Berlin, Germany.
- Voldampf voraus; Froehlich-Film G. m. b. H., Berlin, Germany.
- Wenn Frauen träumen; Super-Film G. m. b. H., Berlin, Germany.
- Was wissen denn Maenner?; Universum-Film A. G., "Ufa", Berlin, Germany.
- Wege zur guten Ehe; Gnom-Tonfilm G. m. b. H., Berlin, Germany.
- Wenn am Sonntagabend die Dorfmusik spielt; Terra-Film, A. G., Berlin, Germany.
- Zimmermaedchen . . . dreimal klingeln; Westdeutsche Tonfilm G. m. b. H., Berlin, Germany.
- Zwei im Sonnenschein; T. K. Tonfilmproduktion G. m. b. H., Berlin, Germany.
- Abenteuer im Suedexpress; Robert Neppach-Filmproduktion G. m. b. H., Berlin, Germany.
- Abschiedswalzer; Boston-Film Co. m. b. H., Berlin, Germany.
- Achtung! Wer kennt diese Frau?; Bavaria-Film A. G., Munich, Germany.
- Alles hoert auf mein Kommando; ABC-Film G. m. b. H., Berlin, Germany.
- Alte Kameraden (Das Faehlein der Versprengten); Aco-Film G. m. b. H., Berlin, Germany.
- Annette im Paradies (Ein Kuss nach Leidenschaft); Aafa-Film A. G., Berlin, Germany.

Bei der blonden Kathrein; Bavaria-Film A. G., Munich, Germany.  
 Besuch am Abend; Patria-Filmproduktion G. m. b. H., Berlin, Germany.  
 Charleys Tante; Minerva-Tonfilm, G. m. b. H., Berlin, Germany.  
 Das Verlorene Tal; Terra-Film A. G., Berlin, Germany.  
 Da stimmt was nicht; Victor Klein-Film G. m. b. H., Berlin, Germany.  
 Der Doppelgaenger; Ondra-Lamac-Film G. m. b. H., Berlin, Germany.  
 Der ewige Traum (Der Koenig des Mont-Blanc); Cine-Allianz-Tonfilm G. m. b. H., Berlin, Germany.  
 Der Fall Brenken (Uberfall im Hotel); Westoff-Tonfilm G. m. b. H., Berlin, Germany.  
 Der Fluechtling aus Chicago; Atalanta-Film der Bavaria-Film A. G., Munich, Germany.  
 Der Herr der Welt; Ariel-Film G. m. b. H., Berlin, Germany.  
 Der Herr Senator (Die Fliegende Ahnfrau); Euphono-Film G. m. b. H., Berlin, Germany.  
 Der junge Baron Neuhaus; Universum-Film A. G., "Ufa", Berlin, Germany.  
 Der kuehne Schwimmer; Majestic-Film G. m. b. H., Berlin, Germany.  
 Der letzte Walzer; Gnom-Tonfilm G. m. b. H., Berlin, Germany.  
 Der Meisterboxer (Pantoffelhelden); Euphono-Film G. m. b. H., Berlin, Germany.  
 Der Polizeibrecht meldet; Majestic-Film G. m. b. H., Berlin, Germany.  
 Der Schimmelreiter; R. Fritsch-Tonfilm G. m. b. H., Berlin, Germany.  
 Der Schrecken vom Heidekrug; Aco-Film G. m. b. H., Berlin, Germany.  
 Der Springer von Pontresina; Terra-Film A. G., Berlin, Germany.  
 Der Verlorene Sohn; Deutsche Universal-Film A. G., Berlin, Germany.  
 Der Vetter aus Dingsda; Viktor Klein-Film G. m. b. H., Berlin, Germany.  
 Die Bande vom Hoheneck; Czerny-Produktion G. m. b. H., Berlin, Germany.  
 Die beiden Seehunde (Seine Hoheit der Dienstmann); Euphono-Film G. m. b. H., Berlin, Germany.  
 Die czardasfuerstin; Universum-Film A. G. "Ufa", Berlin, Germany.  
 Die englische Heirat; Cine-Allianz-Tonfilm G. m. b. H., Berlin, Germany.  
 Die Finanzen des Grossherzogs; Tofa-Tonfilm Fabrikations G. m. b. H., Berlin, Germany.  
 Die Frauen vom Tannhof; Arnold & Richter-Filmproduktion G. m. b. H., Munich, Germany.  
 Die Freundin eines grossen Mannes; Universum-Film A. G., "Ufa", Berlin, Germany.  
 Die grosse Chance; Terra-Film A. G., Berlin, Germany.  
 Die Insel; Universum-Film A. G., "Ufa", Berlin, Germany.  
 Die Liebe Siegt; Westropa-Film, Berlin, Germany.  
 Die Liebe und die erste Eisenbahn; Robert Neppach-Filmproduktion G. m. b. H., Berlin, Germany.  
 Die Muehle im Schwarzwald (In einem kuehlen Grunde); Georg Ziegler-Filmproduktion, Nuernberg, Germany.  
 Die Reiter von Deutsch-Ostafrika; Terra-Film A. G., Berlin, Germany.  
 Die Spork'chen Jaeger; Rolf-Randolf-Film G. m. b. H., Berlin, Germany.  
 Die Tochter Ihrer Exzellenz; Universum-Film A. G., "Ufa", Berlin, Germany.  
 Die vertauschte Braut; Ondra-Lamac-Film G. m. b. H., Berlin, Germany.  
 Die vier Musketiere; Terra-Film A. G., Berlin, Germany.  
 Die Welt ohne Maske; Ariel-Film G. m. b. H., Berlin, Germany.  
 Eine Siebzehnjaehrige; Lloyd-Film G. m. b. H., Berlin, Germany.  
 Ein Kind, ein hund, ein Vagabund; Lloyd-Film G. m. b. H., Berlin, Germany.

Ein Maedchen mit Prokura; Normanton-Filmproduktion, Berlin, Germany.  
 Ein Maedel wirbelt durch die Welt; Schulz & Wuellner-Film G. m. b. H., Berlin, Germany.  
 Einmal eine grosse Dame sein; Universum-Film A. G., "Ufa", Berlin, Germany.  
 Ein Mann will nach Deutschland; Universum-Film A. G., "Ufa", Berlin, Germany.  
 Es tut sich was um Mitternacht (Ein Maedel mit Tempo); T. K. Tonfilmproduktion G. m. b. H., Berlin, Germany.  
 Fraeulein Frau; T. K. Tonfilmproduktion G. m. b. H., Berlin, Germany.  
 Ferien vom Ich; Olaf Fjord Film Produktion G. m. b. H., Berlin, Germany.  
 Freut Euch des Lebens; Universum-Film A. G., "Ufa", Berlin, Germany.  
 Fruelingsmaerchen (Verlieb' Dich nicht in Sizilien); Carl Froehlich Filmproduktion G. m. b. H., Berlin, Germany.  
 Fuerst Woronzoff; Universum-Film A. G., "Ufa", Berlin, Germany.  
 Gern hab'ich die Frau'n gekuust (Paganini); Majestic-Film G. m. b. H., Berlin, Germany.  
 Glueckspilze; Georg Witt-Film G. m. b. H., Berlin, Germany.  
 Grenzfuehrer, Arnold & Richter G. m. b. H., Munich, Germany.  
 Gruess' mir die Lore noch einmal; Terra-Film A. G., Berlin, Germany.  
 Hanneles Himmelfahrt; Aafa-Film A. G., Berlin, Germany.  
 Heinz im Mond; Cicero-Filmproduktion G. m. b. H., Berlin, Germany.  
 Heidentum und Todeskampf unserer Emden; Tobis-Melofilm G. m. b. H., Berlin, Germany.  
 Herr Kobin geht auf Abenteuer; Tofa, Tonfilmfabrikations G. m. b. H., Berlin, Germany.  
 . . . heute Abend bei mir; Klagemann-Film G. m. b. H., Berlin, Germany.  
 Herz ist Trumpf; Klagemann-Film G. m. b. H., Berlin, Germany.  
 Ich fuer Dich—Du fuer mich; Carl Froehlich Filmproduktion G. m. b. H., Berlin, Germany.  
 Ich heirate meine Frau; Georg Witt-Film G. m. b. H., Berlin, Germany.  
 Ich kenn' Dich nicht und liebe Dich; Boston-Film Co. G. m. b. H., Berlin, Germany.  
 Ich sing mich in Dein Herz hinein; Tofa, Tonfilmfabrikation G. m. b. H., Berlin, Germany.  
 Ihr groesster Erfolg (Therese Kronen); T. K. Tonfilmproduktion G. m. b. H. and Cine Allianz Tonfilm G. m. b. H., both of Berlin, Germany.  
 In Sachen Timpe; Aco-Film G. m. b. H., Berlin, Germany.  
 Jede-Frau hat ein Geheimnis; Georg Witt-Film G. m. b. H., Berlin, Germany.  
 Klein Dorrit; Ondra-Lamac-Film G. m. b. H. for Bavaria-Film A. G., Munich, Germany.  
 Konjunkturritter; Cicero-Film G. m. b. H., Berlin, Germany.  
 Krach im Forsthaus; Aco-Film G. m. b. H., Berlin, Germany.  
 Krach um Jolanthe; Carl Froehlich-Filmproduktion G. m. b. H., Berlin, Germany.  
 La Paloma; R. N.-Filmproduktion G. m. b. H., Berlin, Germany.  
 Liebe dumme Mama; Atlanta-Film der Bavaria-Film A. G., Munich, Germany.  
 Meine Frau, die Schuetzenkoenigin; Aco-Film G. m. b. H., Berlin, Germany.  
 Mein Herz ruft nach Dir; Cine-Allianz Tonfilm G. m. b. H., Berlin, Germany.  
 Mit Dir durch dick und duenn; Bavaria-Film A. G., Munich, Germany.  
 Musik im Blut; Fanal-Filmproduktion G. m. b. H., Berlin, Germany.  
 Nur nicht weich werden, Susanne; Cserepy-Tonfilmproduktion G. m. b. H., Berlin, Germany.  
 Pappi; Lloyd-Film G. m. b. H., Berlin, Germany.  
 Pechmarie; Klagemann-Film G. m. b. H., Berlin, Germany.

Petersburger Naechte (Walzer an der Newa); Majestic-Film G. m. b. H., Berlin, Germany.  
 Pipin der Kurze; Alpha-Filmproduktion G. m. b. H., Berlin, Germany.  
 Polarstuerme; Patria-Filmproduktion G. m. b. H., Berlin, Germany.  
 Polenblut; Ondra-Lamac-Film der Bavaria Film A. G., Munich, Germany.  
 Polizeiakte 909 (Der Fall Tokeramo); Terra-Film A. G., Berlin, Germany.  
 Regine; Fanal-Filmproduktion G. m. b. H., Berlin, Germany.  
 Rosen aus dem Sueden; Schulz & Wuellner-Film G. m. b. H., Berlin, Germany.  
 Schach der Eva; Arya-Film G. m. b. H., Munich, Germany.  
 Schloss Hubertus; Universum-Film A. G., "Ufa", Berlin, Germany.  
 Schoen ist es verliebt zu sein; Gnom-Tonfilm G. m. b. H., Berlin, Germany.  
 Schuetzenkoenig wird der Felix; Terra-Film A. G., Berlin, Germany.  
 Schwarzer Jaeger Johanna; Terra-Film A. G., Berlin, Germany.  
 So ein Flegel; Cicero-Film G. m. b. H., Berlin, Germany.  
 So endete eine Liebe; Cine-Allianz Tonfilm G. m. b. H., Berlin, Germany.  
 Stosstrupp 1917; Arya-Film G. m. b. H., Munich, Germany.  
 Um das Menschenrecht; Arya-Film G. m. b. H., Munich, Germany.  
 Was bin ich ohne Dich; Lloyd-Film G. m. b. H., Berlin, Germany.  
 Wenn ein Maedel Hochzeit macht; Aco-Film G. m. b. H., Berlin, Germany.  
 Wenn ich Koenig waer; K. M. R. Tonfilm G. m. b. H., Berlin, Germany.  
 Wilhelm Tell; Terra-Film A. G., Berlin, Germany.  
 Wir parken, wo es uns gefaellt; Dr. Edgar Esyfuess & Co. G. m. b. H., Berlin, Germany.  
 Zigeunerblut; ABC-Film G. m. b. H., Berlin, Germany.  
 Zu Strassburg auf der Schanz; Ideal-Film G. m. b. H., Berlin, Germany.  
 Zwischen Himmel und Erde (Liebe lausst sich nicht erzwingen); Bavaria-Film A. G., Munich, Germany.  
 Zwischen zwei Herzen; Terra-Film A. G., Berlin, Germany.  
 Alles um eine Frau (Kameraden); K. U. (Kurt Ullrich) Filmproduktion Gesellschaft and Delta-Filmproduktion G. m. b. H., both of Berlin, Germany.  
 Alles weg'n dem Hund (Das verrueckte Testament); Schulz & Wuellner-Filmfabrikations G. m. b. H., Berlin, Germany.  
 Alle Tage ist kein Sonntag; K. U. (Kurt Ullrich) Filmproduktion Gesellschaft and Delta-Filmproduktion G. m. b. H., both of Berlin, Germany.  
 April, April; Universum-Film A. G., "Ufa", Berlin, Germany.  
 Artisten; Ariel-Film G. m. b. H., Berlin, Germany.  
 Das Einmaleins der Liebe; Minerva-Tonfilm G. m. b. H., Berlin, Germany.  
 Der alte und der junge Koenig; Dekafilm G. m. b. H., Berlin, Germany.  
 Der Ammenkoenig (Das Tal des Lebens); Centropa-Film G. m. b. H., Berlin, Germany.  
 Der blaue Diamant; Comedia-Tonfilm G. m. b. H., Berlin, Germany.  
 Der Gefangene des Koenigs; Bavaria-Film A. G., Munich, Germany.  
 Der gruene Domino; Universum-Film A. G., Berlin, Germany.  
 Der junge Graf; Ondra-Lamac-Film G. m. b. H., Berlin, Germany.  
 Der Mann mit der Franke; Dekafilm G. m. b. H., Berlin, Germany.  
 Der mutige Seefahrer; Minerva-Tonfilm G. m. b. H., Berlin, Germany.  
 Der rote Reiter; Rolf-Randolf-Film G. m. b. H., Berlin, Germany.  
 Der Schlafwagenkontrolleur; Bavaria-Film A. G., Munich, Germany.  
 Der staehlerne Strahl; Pallas-Film G. m. b. H., Berlin, Germany.

Der Student von Prag; Cine-Allianz-Tonfilmproduktion G. m. b. H., Berlin, Germany.  
 Der Vogelhaendler; Majestic-Film G. m. b. H., Berlin, Germany.  
 Die blonde Carmen; Cine-Allianz-Tonfilm G. m. b. H., Berlin, Germany.  
 Die Heilige und ihr Narr; Tonlicht-Film G. m. b. H., Peter Ostermayr, Berlin, Germany.  
 Die letzte Fahrt der Santa Margareta; Schulz & Wuellner Filmfabrikation G. m. b. H., Berlin, Germany.  
 Die lustigen Weiber; Cine-Allianz-Tonfilmproduktion G. m. b. H., Berlin, Germany.  
 Die selbige Excellenz; Euphono-Film G. m. b. H., Berlin, Germany.  
 Die toerichte Jungfrau; Universum-Film A. G., "Ufa", Berlin, Germany.  
 Die Werft zum grauen Hecht; Pallas-Film G. m. b. H., Berlin, Germany.  
 Eine Nacht an der Donau; Cicero-Film G. m. b. H., Berlin, Germany.  
 Ein falscher Puffziger; Schulz & Wuellner Filmfabrikations G. m. b. H., Berlin, Germany.  
 Ein ganzer Kerl (1934 Production); Bavaria-Film A. G., Munich, Germany.  
 Ein idealer Gatte; Terra-Film A. G., Berlin, Germany.  
 Ein Maedel aus guter Familie; Burg-Film G. m. b. H., Berlin, Germany.  
 Endstation; Algefa-Film, Allgemeine Film-Aufnahme und Vertriebs G. m. b. H., Berlin, Germany.  
 Er weiss, was er will; Arya-Film G. m. b. H., Munich, Germany.  
 Es waren zwei Junggesellen; Arnold & Richter-Filmproduktion G. m. b. H., Munich, Germany.  
 Familie Schimek; Majestic-Film G. m. b. H., Berlin, Germany.  
 Grossreinemachen; Ondra-Lamac-Film G. m. b. H. for Bavaria-Film A. G., Munich, Germany.  
 Henker, Frauen und Soldaten; Bavaria-Film A. G., Munich, Germany.  
 Herbstmanoever; FDF, Fabrikation deutscher Filme G. m. b. H., Berlin, Germany.  
 Hermine und die sieben Aufrechten; Terra-Film A. G., Berlin, Germany.  
 Ich liebe alle Frauen; Cine-Allianz-Tonfilm G. m. b. H., Berlin, Germany.  
 Ich war Jack Mortimer; Carl Froehlich-Tonfilmproduktion G. m. b. H., Berlin, Germany.  
 Kirschen im Nachbars Garten; N. F. K.-Filmproduktion, Neue Film K. G., Erich Engels, Berlin, Germany.  
 Knock out (Ein junges Maedchen ein junger Mann); Ondra-Lamac-Filmproduktion G. m. b. H., made for Bavaria-Film A. G., Munich, Germany.  
 Koenigstiger Rolf Randolf-Film G. m. b. H., Berlin, Germany.  
 Krach in Hinterhaus; A. B. C.-Film G. m. b. H., Berlin, Germany.  
 Kuenstlerliebe; Lloyd-Film G. m. b. H., Berlin, Germany.  
 Lady Windermeres Faecher; Georg Witt-Film G. m. b. H., Berlin, Germany.  
 Laerm um Weidemann; Carl Froehlich Filmproduktion G. m. b. H., Berlin, Germany.  
 Leichte Kavallerie; F. D. F., Fabrikation deutscher Filme G. m. b. H., Berlin, Germany.  
 Liebe geht—wohin sie will; Skalden-Filmproduktion, Berlin, Germany.  
 Liebeslied; Universum-Film A. G., "Ufa", Berlin, Germany.  
 Mach' mich gluecklich; Universum-Film A. G., "Ufa", Berlin, Germany.  
 Mazurka; Cine-Allianz-Tonfilmproduktion G. m. b. H., Berlin, Germany.  
 Mein Leben fuer Maria Isabell; Lloyd-Film G. m. b. H., Berlin, Germany.  
 Oberwachtmeister Schwenke; Carl Froehlich-Filmproduktion G. m. b. H., Berlin, Germany.

Punks kommt aus Amerika; R. N. (Robert Neppach)-Filmproduktion G. m. b. H., Berlin, Germany.  
 Pygmalion; Klagemann-Film G. m. b. H., Berlin, Germany.  
 Schwarze Rosen; Universum-Film A. G., "Ufa", Berlin, Germany.  
 Sie und die Drei; Schulz & Wuellner-Filmfabrikations G. m. b. H., Berlin, Germany.  
 Altes Herz geht auf die Reise; Universum-Film A. G., "Ufa", Berlin, Germany.  
 Stradivari; Boston-Films Co. G. m. b. H., Berlin, Germany.  
 Stuetzen der Gesellschaft; R. N. (Robert Neppach)-Filmproduktion G. m. b. H., Berlin, Germany.  
 Verlieb Dich nicht am Bodensee; Alpha-Filmproduktion G. m. b. H., Berlin, Germany.  
 Viktoria; Minerva-Tonfilm G. m. b. H., Berlin, Germany.  
 Warum luegt Fraeulein Kaethe; Majestic Film G. m. b. H., Berlin, Germany.  
 Wenn die Musik nicht waer (Der Kraft-Mayr); F. D. F., Fabrikation deutscher Filme G. m. b. H., Berlin, Germany.  
 Winternachtstraum; Boston-Films Co. G. m. b. H., Berlin, Germany.  
 Wunder des Fliegens; Terra-Film A. G., Berlin, Germany.  
 Annemarie; Georg Witt-Film G. m. b. H., Berlin, Germany.  
 Befehl ist Befehl; Dekafilm G. m. b. H., Berlin, Germany.  
 Blinde Passagiere; Majestic-Film G. m. b. H., Berlin, Germany.  
 Dahinten in der Heide; Aco-Film G. m. b. H., Berlin, Germany.  
 Das Hermaennchen ("Nee, was es nich' alles gebt"); Maxim-Film G. m. b. H., Berlin, Germany.  
 Das Hofkonzert; Universum-Film A. G., "Ufa", Berlin, Germany.  
 Das Veilchen vom Potsdam Platz; Lothar Stark-Film G. m. b. H., Berlin, Germany.  
 Das Abenteuer von Paris, Rolf Randolf-Film G. m. b. H., Berlin, Germany.  
 Der ahnungslose Engel; Bavaria-Film A. G., Munich, Germany.  
 Der geheimnisvolle Mister X; Lothar Stark-Film G. m. b. H., Berlin, Germany.  
 Der Hund von Baskerville; Ondra-Lamac-Film G. m. b. H., Berlin, Germany.  
 Der Kaiser von Kalifornien; Luis Trenker-Film G. m. b. H., Berlin, Germany.  
 Der lachene Dritte, ABC-Film G. m. b. H., Berlin, Germany.  
 Der muede Theodor; Majestic-Film G. m. b. H., Berlin, Germany.  
 Der schuechterne Casanova; Tobis-Magna-Filmproduktion G. m. b. H., Berlin, Germany.  
 Die Entfuehrung; Boston-Films Co. G. m. b. H., Berlin, Germany.  
 Die grosse und die Kleine Welt; Bavaria-Film A. G., Munich, Germany.  
 Die Jugendsuende; Majestic-Film Produktion G. m. b. H., Berlin, Germany.  
 Die letzten vier von Santa Cruz; Universum-Film A. G., "Ufa", Berlin, Germany.  
 Die Leute mit dem Sonnen stich; Meteor-Film G. m. b. H., Berlin, Germany.  
 Diener lassen bitten; Euphono-Film G. m. b. H., Berlin, Germany.  
 Die Stunde der Versuchung, Euphono-Film G. m. b. H., Berlin, Germany.  
 Die unmoegliche Frau; Cine-Allianz-Tonfilm Produktion G. m. b. H., Berlin, Germany.  
 Donner, Blitz und Sonnenschein; N. F. K., Neue Film Kommandit Gesellschaft, Erich Engels, Berlin, Germany.  
 Drei tolle Tage; Hermann Schmidt-Delta Filmproduktions-Vertriebs G. m. b. H., Berlin, Germany.  
 Du kannst nicht treu sein; Atalanta-Film G. m. b. H., Berlin, Germany.  
 Durch die Wueste; Lothar Stark-Film G. m. b. H., Berlin, Germany.  
 Ein Hochzeitstraum; Tobis-Magna-Filmproduktion G. m. b. H., Berlin, Germany.  
 Ein kleiner goldener Ring (Hummel-Hummel); Aco-Film G. m. b. H., Berlin, Germany.

Ein Lied klagt an; Euphono-Film G. m. b. H., Berlin, Germany.  
 Ein Maedel vom Ballett; Ondra-Lamac-Film G. m. b. H., Berlin, Germany.  
 Ein seltsamer Gast; Euphono-Film G. m. b. H., Berlin, Germany.  
 Engel mit kleinen Fehlern; Aco-Film G. m. b. H. for Bavaria-Film A. G., Munich, Germany.  
 Eskapade; Fanal-Filmproduktion G. m. b. H., Berlin, Germany.  
 Faehrmann Maria; Pallas-Film G. m. b. H., Berlin, Germany.  
 Familienparade; Lloyd-Film G. m. b. H., Berlin, Germany.  
 Flakerlied; Algefa-Film G. m. b. H., Berlin, Germany.  
 Flitterwochen; Ondra-Lamac-Film G. m. b. H., Berlin, Germany.  
 Fridericus; Diana-Tonfilm G. m. b. H., Berlin, Germany.  
 Geheimnis eines alten Hauses; Majestic-Film G. m. b. H., Berlin, Germany.  
 Hans im Glueck; Hermann Schmidt-Delta Filmproduktions und Vertriebsgesellschaft m. b. H., Berlin, Germany.  
 Heisses Blut; Universum-Film A. G., "Ufa", Berlin, Germany.  
 Im Trommelfeuer der Westfront; Herzog-Film, Berlin, Germany.  
 Inkognito; Universum-Film A. G., "Ufa", Berlin, Germany.  
 Junges Blut; Skalden Filmgesellschaft, Berlin, Germany.  
 Kater Lampe; R. N. (Robert Neppach)-Filmproduktion G. m. b. H., Berlin, Germany.  
 Kinderarzt Dr. Engel; R. N. (Robert Neppach)-Filmproduktion G. m. b. H., Berlin, Germany.  
 Liebeserwachen; F. D. F., Fabrikation deutscher Filme G. m. b. H., Berlin, Germany.  
 Maedchen in weiss; F. D. F., Fabrikation deutscher Filme G. m. b. H., Berlin, Germany.  
 Naedchenjahre einer Koenigin; Klagemann-Film G. m. b. H., Berlin, Germany.  
 Maenner vor der Ehe; R. N. (Robert Neppach)-Filmproduktion G. m. b. H., Berlin, Germany.  
 Maria, die Magd; Minerva-Tonfilm G. m. b. H., Berlin, Germany.  
 Martha (Letzte Rose); Lloyd-Film G. m. b. H., Berlin, Germany.  
 Moral; Euphono-Film G. m. b. H., Berlin, Germany.  
 Nachtwache im Paradies (Das Maedchen aus der Hafenschaenke); Hermann Schmidt-Delta Filmproduktions-Vertriebs G. m. b. H., Berlin, Germany.  
 Nanga Parbat; Doering-Film Werke G. m. b. H., Berlin, Germany.  
 90 Minuten Aufenthalt; Ariel-Film G. m. b. H., Berlin, Germany.  
 Onkel Braesig; Fanal-Filmproduktion G. m. b. H., Berlin, Germany.  
 Savoy Hotel 217; Universum-Film A. G., "Ufa", Berlin, Germany.  
 Skandal um die Fledermaus; Tofa, Tonfilm Fabrikations G. m. b. H., Berlin, Germany.  
 Soldaten—Kameraden; Cinephon-Film G. m. b. H., Berlin, Germany.  
 Spiel an Bord; Neucophon-Tonfilm G. m. b. H., Berlin, Germany.  
 Stadt Anatol; Universum-Film A. G., "Ufa", Berlin, Germany.  
 Staerker als Paragrafen; Minerva-Tonfilm G. m. b. H., Berlin, Germany.  
 Standschuetze Bruggler; Tonlicht Film G. m. b. H., Peter Ostermayr, Berlin, Germany.  
 Strassenmusik; Bavaria-Film A. G., Munich, Germany.  
 Susanne im Bade; Minerva-Tonfilm G. m. b. H., Berlin, Germany.  
 Truxa; Tobis-Magna-Film Produktion G. m. b. H., Berlin, Germany.  
 Und Du, mein Schatz, faehrst mit; Universum-Film A. G., "Ufa", Berlin, Germany.  
 Weisses Sklaven (Panzerkreuzer Sewastopol); Lloyd-Film G. m. b. H., Berlin, Germany.

Wenn wir alle Engel waeren; Carl Froehlich-Tonfilm Produktion G. m. b. H., Berlin, Germany.  
 Alarm in Peking; Minerva-Tonfilm G. m. b. H., Berlin, Germany.  
 Autobus S (Ein Mann kam nicht nach Hause); Aco-Film G. m. b. H., Berlin, Germany.  
 Ball im Metropol; Neucophon-Tonfilm Produktions- und Vertriebs G. m. b. H., Berlin, Germany.  
 Brillanten; Universum-Film A. G., "Ufa", Berlin, Germany.  
 Daphne und der Diplomat; F. D. F., Fabrikation deutscher Filme G. m. b. H., Berlin, Germany.  
 Das Geheimnis um Betty Bonn; Georg Witt-Film G. m. b. H., Berlin, Germany.  
 Das grosse Abenteuer; Cine-Allianz-Tonfilm Produktions G. m. b. H., Berlin, Germany.  
 Der Berg ruft; Luis Trenker-Film G. m. b. H., Berlin, Germany.  
 Der Lachdokter; H. T.-Filmproduktion G. m. b. H., Berlin, Germany.  
 Die Austernhili; Algeta-Film G. m. b. H., Berlin, Germany.  
 Die Fledermaus (1937 Production); Imagoton-Film G. m. b. H., Berlin, Germany.  
 Die ganz grossen Torheiten; Tonfilmstudio Carl Froehlich & Co., Berlin, Germany.  
 Die gelbe Flagge; Euphono-Film G. m. b. H., Berlin, Germany.  
 Die glaeserne Kugel; Atlanta-Film G. m. b. H., for Bavaria-Film A. G., Munich, Germany.  
 Die Kronzeugin; F. D. F., Fabrikation deutscher Filme G. m. b. H., Berlin, Germany.  
 Die Landstreicher; Aco-Film G. m. b. H., Berlin, Germany.  
 Die Stimme ihres Herzens (Der Saenger ihrer Hoheit); Bavaria-Film A. G., Munich, Germany.  
 Die Warschauer Zitadelle; ABC-Film G. m. b. H., Berlin, Germany.  
 Eine Nacht mit Hindernissen (Der Klappenstorchverband); Maxim-Film G. m. b. H., Berlin, Germany.  
 Einmal werd' ich Dir gefallen; F. D. F., Fabrikation deutscher Filme G. m. b. H., Berlin, Germany.  
 Ein Volksfeind; F. D. F., Fabrikation deutscher Filme G. m. b. H., Berlin, Germany.  
 Frauenliebe-Frauenleid; Cine-Allianz-Tonfilm Produktions G. m. b. H., Berlin, Germany.  
 Fremdenheim Filoda; Cine-Allianz-Tonfilm Produktion G. m. b. H., Berlin, Germany.  
 Gewitterflug zu Claudia; Universum-Film A. G., "Ufa", Berlin, Germany.  
 Gordian, der Tyrann; Westeuropaeische Film A. G., Berlin, Germany.  
 Hahn im Korb; N. F. K., Neue Film K. G. Erich Engels, Berlin, Germany.  
 Heimweh; Minerva-Tonfilm G. m. b. H., Berlin, Germany.  
 Heiratsinstitut Ida & Co.; Westeuropaeische Film A. G., Berlin, Germany.  
 Heiratsschwinder (Die rote Muetze); ABC-Film G. m. b. H., Berlin, Germany.  
 Husaren, Heraus; Pallas-Film G. m. b. H., Berlin, Germany.  
 Krach und Glueck um Kuennemann; Deka-Film G. m. b. H., Berlin, Germany.  
 Land der Liebe; Georg Witt-Film G. m. b. H., Berlin, Germany.  
 Liebe geht seltsame Wege; Euphono-Film G. m. b. H., Berlin, Germany.  
 Madame Bovary; Euphono-Film G. m. b. H., Berlin, Germany.  
 Maedchen fuer alles; Majestic-Film G. m. b. H., Berlin, Germany.  
 Man spricht ueber Jacqueline; Deka-Film G. m. b. H., Berlin, Germany.  
 Meine Frau, die Perle; Act-Film G. m. b. H., Berlin, Germany.  
 Mein Sohn, der Herr Minister; Universum-Film A. G., "Ufa", Berlin, Germany.  
 Meiseken (Gelegenheit macht Diebe); F. D. F., Fabrikation deutscher Filme G. m. b. H., Berlin, Germany.

Menschen ohne Vaterland; Universum-Film A. G., "Ufa", Berlin, Germany.  
 Monika (Eine Mutter kaempft um ihr Kind); Aco-Film G. m. b. H., Berlin, Germany.  
 Pan; Olaf Fjord-Film Produktion G. m. b. H., Berlin, Germany.  
 Patrioten; Universum-Film A. G., "Ufa", Berlin, Germany.  
 Petermann ist dagegen; Neucophon-Tonfilm Produktion und Vertriebs G. m. b. H., Berlin, Germany.  
 Revolutionschochzeit; Euphono-Film G. m. b. H., Berlin, Germany.  
 Serenade; Deutsche Forst-Filmproduktions G. m. b. H., Berlin, Germany.  
 Sherlock Holmes (Die graue Dame); N. F. K., Neue Film K. G. Erich Engels, Berlin, Germany.  
 Signal in der Nacht; Meteor-Film G. m. b. H., Berlin, Germany.  
 So weit geht die Liebe nicht; Bavaria-Film G. m. b. H., Munich, Germany.  
 Starke Herzen; Universum-Film A. G., "Ufa", Berlin, Germany.  
 Tango Notturmo; F. D. F., Fabrikation deutscher Filme G. m. b. H., Berlin, Germany.  
 Togger; Minerva-Tonfilm G. m. b. H., Berlin, Germany.  
 Unter Ausschluss der Oeffentlichkeit; Euphono-Film G. m. b. H., Berlin, Germany.  
 Vor Liebe wird gewarnt; Ondra-Lamac-Film G. m. b. H., Berlin, Germany.  
 Wenn Du eine Schwiegermutter hast; Amalfi-Tonfilm G. m. b. H., Berlin, Germany.  
 Wie der Hase laeuft; Euphono-Film G. m. b. H., Berlin, Germany.  
 Wie einst im Mai; Ariel-Filmproduktions G. m. b. H., Berlin, Germany.  
 Ballade; Tobis-Filmkunst G. m. b. H., Berlin, Germany.  
 Das blaue Licht; Leni Riefenstahl-Studio der H. R. Sokal-Film G. m. b. H., Berlin, Germany.  
 Das Ehesanatorium; Cinephon-Film G. m. b. H., Berlin, Germany.  
 Das Leben kann so schoen sein (Ultimo); Tonfilm-Studio Carl Froehlich & Co., Berlin, Germany.  
 Das Maedchen mit dem guten Ruf; Minerva-Tonfilm G. m. b. H., Berlin, Germany.  
 Das Verlegenheitskind; Universum-Film A. G., "Ufa", Berlin, Germany.  
 Der Fall Deruga; Georg Witt-Film G. m. b. H. for Universum-Film A. G., "Ufa", Berlin, Germany.  
 Der nackte Spatz; Aco-Film G. m. b. H., Berlin, Germany.  
 Der Spieler; Euphono-Film G. m. b. H., Berlin, Germany.  
 Der Tag nach der Scheidung; Meteor-Film G. m. b. H., Berlin, Germany.  
 Der unmoegliche Herr Pitt; Ariel-Film G. m. b. H., Berlin, Germany.  
 Die fromme Luege; Terra-Filmkunst G. m. b. H., Berlin, Germany.  
 Die Nacht der Entscheidung; F. D. F. Fabrikation deutscher Filme G. m. b. H., Berlin, Germany.  
 Die Pflingstorgel; Diana-Tonfilm G. m. b. H., Berlin, Germany.  
 Die Umwege des schoenen Karl; Tonfilmstudio Carl Froehlich & Co., Berlin, Germany.  
 Die 4 Gesellen; Tonfilmstudio Carl Froehlich & Co., Berlin, Germany.  
 Dreizehn Mann und eine Kanone; Bavaria-Filmkunst G. m. b. H., Munich, Germany.  
 Du und ich; Minerva-Tonfilm G. m. b. H., Berlin, Germany.  
 Fracht von Baltimore; Terra-Filmkunst G. m. b. H., Berlin, Germany.  
 Eine Frau kommt in die Tropen; Terra-Filmkunst G. m. b. H., Berlin, Germany.  
 Eine Frau fuer 3 Tage; Universum-Film A. G., "Ufa", Berlin, Germany.  
 Frauen fuer Golden Hill; Fanal-Filmproduktions G. m. b. H., Berlin, Germany.  
 Ein Maedchen geht an Land; Universum-Film A. G., "Ufa", Berlin, Germany.

Fahrendes Volk; Tobis-Filmkunst G. m. b. H., Berlin, Germany.  
 Fortsetzung folgt; Universum-Film A. G., "Ufa", Berlin, Germany.  
 Frau Sixta; Tonlicht Film G. m. b. H., Peter Ostermayr for Universum-Film A. G., "Ufa", Berlin, Germany.  
 Fruehlingsluft; Aco-Film G. m. b. H., Berlin, Germany.  
 Gastspiel im Paradies; Universum-Film A. G., "Ufa", Berlin, Germany.  
 Gold faellt vom Himmel; Nordland-Film G. m. b. H., Berlin, Germany.  
 Grossalarm; F. D. F., Fabrikation deutscher Filme G. m. b. H., for Universum-Film A. G., "Ufa", Berlin, Germany.  
 Heimat; Tonfilmstudio Carl Froehlich & Co., Berlin, Germany.  
 Ich liebe Dich; Meteor-Film G. m. b. H., Berlin, Germany.  
 In geheimer Mission; Cine-Allianz-Tonfilmproduktion G. m. b. H., Berlin, Germany.  
 Kameraden auf See; Terra-Filmkunst G. m. b. H., Berlin, Germany.  
 Kleiner Mann, ganz gross; Universum-Film A. G., "Ufa", Berlin, Germany.  
 Lauter Luegen; Terra-Filmkunst G. m. b. H., Berlin, Germany.  
 Liebelei und Liebe; Deka-Film G. m. b. H., Berlin, Germany.  
 Maja zwischen zwei Ehen; Euphono-Film G. m. b. H., Berlin, Germany.  
 Menschen, Tiere, Sensationen; Ariel-Film G. m. b. H., Berlin, Germany.  
 Mordsache Holm; N. F. K., Neue Filmkommanditgesellschaft Erich Engels, Berlin, Germany.  
 Narren im Schnee; Cinephon-Film G. m. b. H., Berlin, Germany.  
 Nordlicht; Universum-Film A. G., "Ufa", Berlin, Germany.  
 Olympia Film, I. Teil: Fest der Voelker and Olympia Film, II. Teil: Fest der Schoenheit; Olympia-Film G. m. b. H., Berlin, Germany.  
 Peter spielt mit dem Feuer (Der vertauschte Ehemann); Aco-Film G. m. b. H., Berlin, Germany.  
 Pour le Merite; Universum-Film A. G., "Ufa", Berlin, Germany.  
 Preussische Liebesgeschichte; Universum-Film A. G., "Ufa", Berlin, Germany.  
 Raetsel der Urwaldhoelle; Universum-Film A. G., "Ufa", Berlin, Germany.  
 Raetsel um Beate; Cine-Allianz-Tonfilmproduktion G. m. b. H., Berlin, Germany.  
 Rote Orchideen; F. D. F., Fabrikation deutscher Filme G. m. b. H., Berlin, Germany.  
 Schatten ueber St. Pauli; Terra-Filmkunst G. m. b. H., Berlin, Germany.  
 Scheidungsreise; Minerva-Tonfilm G. m. b. H., Berlin, Germany.  
 Schuesse in Kabine 7; Majestic-Film G. m. b. H., Berlin, Germany.  
 Sergeant Berry; Euphono-Film G. m. b. H., Berlin, Germany.  
 Skandal um den Hahn; Tobis-Filmkunst G. m. b. H., Berlin, Germany.  
 Spassvoegel; A. B. C.-Film G. m. b. H., Berlin, Germany.  
 Tanz auf dem Vulkan; Majestic-Film G. m. b. H., Berlin, Germany.  
 Verliebtes Abenteuer; Tobis-Filmkunst G. m. b. H., Berlin, Germany.  
 War es der im 3. Stock? Fanal-Film Produktion G. m. b. H., for Universum-Film A. G., "Ufa", Berlin, Germany.  
 Yvette (Die Tochter einer Kurtisane); Meteor-Film G. m. b. H., Berlin, Germany.  
 Der prueue Kaiser; Universum-Film A. G., "Ufa", Berlin, Germany.  
 Der Stammbaum des Dr. Pistorius; Universum-Film A. G., "Ufa", Berlin, Germany.  
 Die barmherzige Luege; Euphono-Film G. m. b. H., Berlin, Germany.  
 Die Frau ohne Vergangenheit; Euphono-Film G. m. b. H., Berlin, Germany.  
 Die Stimme aus dem Aether; Terra-Filmkunst G. m. b. H., Berlin, Germany.  
 Die unheimlichen Wuensche; Tobis-Filmkunst G. m. b. H., Berlin, Germany.

- Drei Unteroffiziere; Universum-Film A. G., "Ufa", Berlin, Germany.
- Drei wunderschöne Tage; Bavaria-Filmkunst G. m. b. H., Munich, Germany.
- Drunter und drueber; Algefa-Film G. m. b. H., Berlin, Germany.
- Deschungel-Geheimnisse; Rex-Film Bloemer & Co., Berlin, Germany.
- Ein ganzer Kerl (1939 Prod.); ABC-Filmproduktion G. m. b. H., Berlin, Germany.
- Fasching; Bavaria-Filmkunst G. m. b. H., Munich, Germany.
- Flucht ins Dunkel; Terra-Filmkunst G. m. b. H., Berlin, Germany.
- Hochzeit mit Hindernissen; Terra-Filmkunst G. m. b. H., Berlin, Germany.
- Hochzeitsreise zu dritt; Algefa-Film G. m. b. H., Berlin, Germany.
- Ich bin gleich wieder da; Universum-Film A. G., "Ufa", Berlin, Germany.
- In letzter Minute; Tobis-Filmkunst G. m. b. H., Berlin, Germany.
- Kitty und die Weltkonferenz; Terra-Filmkunst G. m. b. H., Berlin, Germany.
- Robert und Bertram; Tobis-Filmkunst G. m. b. H., Berlin, Germany.
- Salonwagen E 417; Dekafilm G. m. b. H., Berlin, Germany.
- Schneider Wibbel; Majestic-Film G. m. b. H., Berlin, Germany.
- Schnsucht nach Afrika; Tobis-Filmkunst G. m. b. H., Berlin, Germany.
- Silvesternacht am Alexanderplatz; Majestic-Film G. m. b. H., Berlin, Germany.
- Verwandte sind auch Menschen; Tobis-Filmkunst G. m. b. H., Berlin, Germany.
- Wenn Maenner verreisen; Tobis-Filmkunst, G. m. b. H., Berlin, Germany.
- 12 Minuten nach 12; Universum-Film A. G. "Ufa", Berlin, Germany.
- Alles Schwindel; Bavaria-Filmkunst G. m. b. H., Munich, Germany.
- Beates Flitterwoche; Tonlicht-Film G. m. b. H., Peter Ostermayr, for Universum-Film A. G., "Ufa", Berlin, Germany.
- Bismarck; Tobis-Filmkunst G. m. b. H., Berlin, Germany.
- Blutsbruederschaft; Terra-Filmkunst G. m. b. H., Berlin, Germany.
- Casanova heiratet; Majestic-Film G. m. b. H., Berlin, Germany.
- Der dunkle Punkt; Dekafilm G. m. b. H., Berlin, Germany.
- Der rettende Engel; Arnold & Richter K. G., Munich, Germany.
- Die lustigen Vagabunden; Cine-Allianz Tonfilmproduktions, G. m. b. H., Berlin, Germany.
- Die rote Muehle; Aco-Film G. m. b. H., Berlin, Germany.
- Fahrt ins Leber; Bavaria-Filmkunst G. m. b. H., Munich, Germany.
- Feinde; Bavaria-Filmkunst G. m. b. H., Munich, Germany.
- Herz geht vor Anker; Bavaria-Filmkunst G. m. b. H., Munich, Germany.
- Herz ohne Heimat; F. D. F., Fabrikation deutscher Filme, G. m. b. H., Berlin, Germany.
- Im Schatten des Berges; Bavaria-Filmkunst G. m. b. H., Munich, Germany.
- Indianer; Rex-Film, Bloemer & Co., Berlin, Germany.
- Jud Suess; Terra-Filmkunst, G. m. b. H., Berlin, Germany.
- Kinder, die die Zeit vergeht; Herzog-Film G. m. b. H., Berlin, Germany.
- Kleider machen Leute; Terra-Filmkunst G. m. b. H., Berlin, Germany.
- Kriminalkommissar Eyck; Universum-Film A. G., "Ufa", Berlin, Germany.
- Lauter Liebe; Terra-Filmkunst G. m. b. H., Berlin, Germany.
- Links der Isar—rechts der Spree; Tonlicht-Film G. m. b. H., Peter Ostermayr, for Universum-Film A. G., "Ufa", Berlin, Germany.
- Mein Mann darf es nicht wissen (Sabine und der Zufall) Tobis-Filmkunst G. m. b. H., Berlin, Germany.
- Seitenspruenge; Bavaria-Filmkunst G. m. b. H., Munich, Germany.
- Tip auf Amalia; Tobis-Filmkunst, G. m. b. H., Berlin, Germany.
- Trenck, der Pandur; Tobis-Filmkunst G. m. b. H., Berlin, Germany.
- Was wird hier gespielt?; Majestic-Film G. m. b. H., Berlin, Germany.
- Weltrekord im Seitensprung; Dekafilm G. m. b. H., Berlin, Germany.
- Zwei Welten; Terra-Filmkunst G. m. b. H., Berlin, Germany.
- Zwielicht; Universum-Film A. G., "Ufa", Berlin, Germany.
- Alarm; Aco-Film G. m. b. H., Berlin, Germany.
- Alarmstule V; Bavaria-Film G. m. b. H., Munich, Germany.
- Am Abend auf der Heide; Cine-Allianz Tonfilmproduktions, G. m. b. H., Berlin, Germany.
- Annelie ("Die Geschichte eines Lebens"); Universum-Film A. G., "Ufa", Berlin, Germany.
- Aufbruch im Damenstift; Algefa-Film G. m. b. H., Berlin, Germany.
- Auf Wiedersehen, Franziska; Terra-Filmkunst G. m. b. H., Berlin, Germany.
- Bali-Klemod der Suedsee; Rex-Film, Bloemer & Co., Berlin, Germany.
- Das andere Ich; Tobis-Filmkunst G. m. b. H., Berlin, Germany.
- Der Gasmann; Tonfilm-Studio Carl Froehlich & Co., for Universum-Film A. G., "Ufa", Berlin, Germany.
- Der laufende Berg; Universum-Film A. G. "Ufa", Berlin, Germany.
- Der Weg ins Freie; Tonfilm-Studio Carl Froehlich & Co., for Universum-Film A. G. "Ufa", Berlin, Germany.
- Frau Luna; Majestic-Film, Mülleneisen & Tapper, Berlin, Germany.
- Friedemann Bach; Terra-Filmkunst G. m. b. H., Berlin, Germany.
- Hauptsache glücklich; Bavaria-Filmkunst G. m. b. H., Munich, Germany.
- Heimaterde; Rolf Randolf-Filmproduktion, Berlin, Germany.
- Himmelstuermer; Tobis-Filmkunst, G. m. b. H., Berlin, Germany.
- Hochzeitsnacht; Universum-Film A. G. "Ufa", Berlin, Germany.
- Immer nur Du; Tobis-Filmkunst G. m. b. H., Berlin, Germany.
- Jakko; Tobis-Filmkunst G. m. b. H., Berlin, Germany.
- Jenny und der Herr im Frack; Bavaria-Filmkunst G. m. b. H., Munich, Germany.
- Jungens; Universum Film A. G., "Ufa", Berlin, Germany.
- Kadetten; Universum-Film A. G., "Ufa", Berlin, Germany.
- Kameraden; Bavaria-Filmkunst G. m. b. H., Munich, Germany.
- Kopf hoch, Johannes; Majestic-Film, Mülleneisen & Tapper, Berlin, Germany.
- Krach im Vorderhaus; Tobis-Filmkunst G. m. b. H., Berlin, Germany.
- Maennerwirtschaft; Universum-Film A. G. "Ufa", Berlin, Germany.
- Mein Leben für Irland; Tobis, Filmkunst G. m. b. H., Berlin, Germany.
- Menschen im Sturm; Tobis-Filmkunst G. m. b. H., Berlin, Germany.
- Oh! Diese Männer; F. D. F., Fabrikation deutscher Filme G. m. b. H., Berlin, Germany.
- Ohm Krueger; Tobis-Filmkunst G. m. b. H., Berlin, Germany.
- Pedro soll haengen; Majestic-Film, Mülleneisen & Tapper, Berlin, Germany.
- ... rettet für Deutschland; Universum-Film A. G., "Ufa", Berlin, Germany.
- Sechs Tage Heimaturlaub; Cine-Allianz-Tonfilmproduktions G. m. b. H., Berlin, Germany.
- Sein Sohn; Terra-Filmkunst G. m. b. H., Berlin, Germany.
- Sonntagskinder; Algefa-Film G. m. b. H., Berlin, Germany.
- Spaehtrupp Hallgarten; Germania-Film G. m. b. H., Berlin, Germany.
- Stukas; Universum-Film A. G. "Ufa", Berlin, Germany.
- Tanz mit dem Kaiser; Universum Film A. G., "Ufa", Berlin, Germany.
- U-Boote westwärts; Universum Film A. G. "Ufa", Berlin, Germany.
- Ueber alles in der Welt; Universum Film A. G. "Ufa", Berlin, Germany.
- Unser kleiner Junge; Terra Filmkunst G. m. b. H., Berlin, Germany.
- Venus vor Gericht; Bavaria-Filmkunst G. m. b. H., Munich, Germany.
- Was geschah in dieser Nacht; Majestic-Film, Mülleneisen & Tapper, Berlin, Germany.
- Wetterleuchten um Barbara; Rolf Randolf-Film G. m. b. H., Berlin, Germany.
- Familienanschluss; Terra-Filmkunst G. m. b. H., Berlin, Germany.
- Alles für Gloria; Dekafilm G. m. b. H., Berlin, Germany.
- Andreas Schlueter; Terra-Filmkunst G. m. b. H., Berlin, Germany.
- Anschlag auf Bakú; Universum-Film A. G. "Ufa", Berlin, Germany.
- Anschlag auf Schweda; Rudolf Fritsch-Tonfilm G. m. b. H., Berlin, Germany.
- Carl Peters; Bavaria-Filmkunst G. m. b. H., Munich, Germany.
- Der Fall Rainer (Inche warte auf Dich) Tobis-Filmkunst G. m. b. H., Berlin, Germany.
- Das grosse Spiel; Bavaria-Filmkunst, G. m. b. H., Munich, Germany.
- Der 5 Juni; Universum-Film A. G. "Ufa", Berlin, Germany.
- Der grosse König; Tobis-Filmkunst G. m. b. H., Berlin, Germany.
- Der grosse Schatten; Tobis-Filmkunst G. m. b. H., Berlin, Germany.
- Der Ochsenkrieg; Universum-Film A. G. "Ufa", Berlin, Germany.
- Der Senlorchef; Terra-Filmkunst G. m. b. H., Berlin, Germany.
- Der verkaufte Grossvater; Bavaria Filmkunst G. m. b. H., Munich, Germany.
- Die Entlassung; Tobis-Filmkunst G. m. b. H., Berlin, Germany.
- Die Erbin vom Rosenhof; Germania-Film G. m. b. H., Munich, Germany.
- Die See ruft; Propagandaamt der Deutschen Arbeitsfront for Auslandorganisation der NSDAP, Berlin, Germany.
- Die Sache mit Styx; Tobis-Filmkunst G. m. b. H., Berlin, Germany.
- Diesel; Universum-Film A. G. "Ufa", Berlin, Germany.
- Dr. Crippen an Bord; Terra-Filmkunst G. m. b. H., Berlin, Germany.
- Fronttheater; Terra-Filmkunst G. m. b. H., Berlin, Germany.
- 5000 Mark Belohnung; Bavaria-Filmkunst G. m. b. H., Munich, Germany.
- Ein Windstoss; Tobis-Filmkunst G. m. b. H., Berlin, Germany.
- Geheimakte WB-1; Bavaria-Filmkunst G. m. b. H., Munich, Germany.
- Geheimnis Tibet; Universum-Film A. G., "Ufa", Berlin, Germany.
- Geliebte Welt; Bavaria-Filmkunst G. m. b. H., Munich, Germany.
- G. P. U.; Universum-Film A. G., "Ufa", Berlin, Germany.
- Haende hoch; Deutsche Filmherstellungs- und Verwertungs-G. m. b. H., Berlin, Germany.
- Himmelhunde; Terra-Filmkunst G. m. b. H., Berlin, Germany.
- Der Hochtourist; Bavaria-Filmkunst G. m. b. H., Munich, Germany.
- Hochzeit auf Bärenhof; Universum-Film A. G., "Ufa", Berlin, Germany.
- Kleine Residenz; Bavaria-Filmkunst G. m. b. H., Munich, Germany.
- Liebeskomoedie; Berlin-Film G. m. b. H., Berlin, Germany.
- Maske in blau; N. F. K., Neue Filmkommanditgesellschaft, Berlin, Germany.
- Meine Freundin Josefine; Tobis-Filmkunst, G. m. b. H., Berlin, Germany.
- Mit den Augen einer Frau; Aco-Film G. m. b. H., Berlin, Germany.

Sieben Jahre Glück; Bavaria-Filmkunst G. m. b. H., Munich, Germany.  
 So ein Früchtchen; Lubitz-Film G. m. b. H., Berlin, Germany.  
 Stimme des Herzens (1942 Production); Berlin-Film G. m. b. H., Herstellungsgruppe: O. E. Lubitz, Berlin, Germany.  
 Symphonie eines Lebens; Tobis-Filmkunst G. m. b. H., Berlin, Germany.  
 Viel Lärm um Nixi; Klagemann-Film G. m. b. H., Berlin, Germany.  
 Vom Schicksal Verweht; F. D. F., Fabrikation deutscher Films G. m. b. H., Berlin, Germany.  
 Weisse Waesche; Tobis-Filmkunst G. m. b. H., Berlin, Germany.  
 Zwei in einer grossen Stadt; Tobis-Filmkunst G. m. b. H., Berlin, Germany.  
 Akrobat Schö-ö-Ön; Tobis-Filmkunst G. m. b. H., Berlin, Germany.  
 Alles aus Liebe; Aco-Film G. m. b. H., Berlin, Germany.  
 Besatzung Dora; Universum-Film A. G., "Ufa", Berlin, Germany.  
 Der dunkle Tag; Bavaria-Filmkunst G. m. b. H., Munich, Germany.  
 Damals; Universum-Film A. G. "Ufa", Berlin, Germany.  
 Der kleine Grenzverkehr; Universum-Film A. G. "Ufa", Berlin, Germany.  
 Der ewige Klang; Terra-Filmkunst G. m. b. H., Berlin, Germany.  
 Der unendliche Weg; Bavaria-Filmkunst G. m. b. H., Munich, Germany.  
 Die goldene Spinne; Terra-Filmkunst G. m. b. H., Berlin, Germany.  
 Die beiden Schwestern; Berlin-Film G. m. b. H., Berlin, Germany.  
 Die Gattin; Universum-Film A. G. "Ufa", Berlin, Germany.  
 Die Hochstaplerin; Tobis-Filmkunst G. m. b. H., Berlin, Germany.  
 Die keusche Suenderin; Bavaria-Filmkunst G. m. b. H., Munich, Germany.  
 Die unheimliche Wandlung des Alex Roscher; Bavaria-Filmkunst G. m. b. H., Munich, Germany.  
 Die Schwache Stunde; Bavaria-Filmkunst G. m. b. H., Munich, Germany.  
 Ein Mann fuer meine Frau; Berlin-Film G. m. b. H. (Herstellungsgruppe: F. W. Galk), Berlin, Germany.  
 Ein glücklicher Mensch; Tobis-Filmkunst G. m. b. H., Berlin, Germany.  
 Ein Mann mit Grundsätzen; Terra-Filmkunst G. m. b. H., Berlin, Germany.  
 Ein Schöner Tag; Tobis-Filmkunst G. m. b. H., Berlin, Germany.  
 Floh im Ohr; Tobis-Filmkunst G. m. b. H., Berlin, Germany.  
 Fritze Bollmann Wollte angeln (Wer zuletzt lacht); Tobis-Filmkunst G. m. b. H., Berlin, Germany.  
 Gefährlicher Fruehling; Universum-Film A. G., "Ufa", Berlin, Germany.  
 Gefährtin meines Sommers; Berlin-Film G. m. b. H., (Herstellungsgruppe: F. Pfitzner), Berlin, Germany.  
 Germanin; Universum-Film A. G., "Ufa", Berlin, Germany.  
 Geliebter Schatz; Terra-Filmkunst G. m. b. H., Berlin, Germany.  
 Grosstadtmelodie; Berlin-Film G. m. b. H., Berlin, Germany.  
 Ich werde Dich auf Haenden tragen; Tobis-Filmkunst G. m. b. H., Berlin, Germany.  
 Ich vertraue Dir meine Frau an; Terra-Filmkunst G. m. b. H., Berlin, Germany.  
 Johann; Bavaria-Filmkunst G. m. b. H., Munich, Germany.  
 Karneval der Liebe; Berlin-Film G. m. b. H. (Herstellungsgruppe: F. Vogel), Berlin, Germany.  
 Kohlhesels Töchter (1943 Production); Tobis-Filmkunst G. m. b. H., Berlin, Germany.  
 Kollege kommt gleich; Tobis-Filmkunst G. m. b. H., Berlin, Germany.  
 Leichtes Blut; Tobis-Filmkunst G. m. b. H., Berlin, Germany.

Liebesgeschichten; Universum-Film A. G., "Ufa", Berlin, Germany.  
 Liebespremiere; Terra-Filmkunst G. m. b. H., Berlin, Germany.  
 Man rede mir nicht von Liebe; Bavaria-Filmkunst G. m. b. H., Munich, Germany.  
 Nacht ohne Abschied; Universum-Film A. G., "Ufa", Berlin, Germany.  
 Panik; F. D. F., Fabrikation deutschen Filme G. m. b. H., Berlin, Germany.  
 Zwischen Himmel und Erde; Universum-Film A. G., "Ufa", Berlin, Germany.  
 Paracelsus; Bavaria-Filmkunst G. m. b. H., Munich, Germany.  
 Reise in die Vergangenheit; Bavaria-Filmkunst G. m. b. H., Munich, Germany.  
 Titanic; Tobis-Filmkunst G. m. b. H., Berlin, Germany.  
 Tolle Nacht; Tobis-Filmkunst G. m. b. H., Berlin, Germany.  
 Um 9 kommt Harald; Tobis-Filmkunst G. m. b. H., Berlin, Germany.  
 . . . und die Musik spielt dazu (Saison in Salzburg); Dekafilm G. m. b. H., Berlin, Germany.  
 Wenn die Sonne wieder scheint; Terra-Filmkunst G. m. b. H., Berlin, Germany.  
 Wildvogel; Berlin-Film G. m. b. H. (Herstellungsgruppe: O. E. Lubitz), Berlin, Germany.  
 Zirkus Renz; Terra-Filmkunst G. m. b. H., Berlin, Germany.  
 Aufruhr der Herzen; Terra-Filmkunst G. m. b. H., Berlin, Germany.  
 Bravo, kleiner Thomas; Bavaria-Filmkunst G. m. b. H., Munich, Germany.  
 Das Hochzeitshotel; Universum-Film A. G., "Ufa", Berlin, Germany.  
 Das Konzert; Tobis-Filmkunst G. m. b. H., Berlin, Germany.  
 Das Leben ruft; Terra-Filmkunst G. m. b. H., Berlin, Germany.  
 Das was mein Leben; Berlin-Film G. m. b. H., (Herstellungsgruppe: Ernst Garden); Berlin, Germany.  
 Der Erboerster; Tobis-Filmkunst G. m. b. H., Berlin, Germany.  
 Der grosse Preis; Tobis-Filmkunst G. m. b. H., Berlin, Germany.  
 Der gruene Salon; Terra-Filmkunst G. m. b. H., Berlin, Germany.  
 Der Majoratsherr; Universum-Film A. G., "Ufa", Berlin, Germany.  
 Der Meisterdetektiv (Eine reizende Familie); Berlin-Film G. m. b. H., (Herstellungsgruppe: F. W. Galk, Berlin, Germany).  
 Der Taeter ist unter uns; Bavaria-Filmkunst G. m. b. H., Munich, Germany.  
 Die Affaire Roedern; Berlin-Film G. m. b. H., (Herstellungsgruppe: Muelleneisen & Tapper), Berlin, Germany.  
 Die Degenhardt; Tobis-Filmkunst G. m. b. H., Berlin, Germany.  
 Die Zaubergeige; Berlin-Film G. m. b. H. (Herstellungsgruppe Adolf Elling), Berlin, Germany.  
 Ein froehliches Haus; Universum-Film A. G., "Ufa", Berlin, Germany.  
 Ein Mann wie Maximilian; Bavaria-Filmkunst G. m. b. H., Munich, Germany.  
 Warum lügst Du, Elisabeth?; Universum-Film A. G., "Ufa", Berlin, Germany.  
 Eine kleine Sommermelodie; Tobis-Filmkunst G. m. b. H., Berlin, Germany.  
 Freitag, der 13; Terra-Filmkunst G. m. b. H., Berlin, Germany.  
 Ich bitte um Vollmacht; Bavaria-Filmkunst G. m. b. H., Munich, Germany.  
 Ich brauche Dich; Bavaria-Filmkunst G. m. b. H., Munich, Germany.  
 Ich hab' von Dir getraeumt; Tobis-Filmkunst G. m. b. H., Berlin, Germany.  
 In flagranti; Bavaria-Filmkunst G. m. b. H., Munich, Germany.  
 Intimitaeten (Dreimalklingeln); Berlin-Film G. m. b. H. (Herstellungsgruppe: Hans v. Wolzogen), Berlin, Germany.  
 Jan und die Schwinderin; Universum-Film A. G., "Ufa", Berlin, Germany.  
 Jugenliebe; Tobis-Filmkunst G. m. b. H., Berlin, Germany.

Junge Adler; Universum-Film A. G., "Ufa", Berlin, Germany.  
 Junge Herzen; Universum-Film A. G., "Ufa", Berlin, Germany.  
 Meine vier Jungens; Tobis-Filmkunst G. m. b. H., Berlin, Germany.  
 Melusine; Terra-Filmkunst G. m. b. H., Berlin, Germany.  
 Moselfahrt mit Monika; Terra-Filmkunst G. m. b. H., Berlin, Germany.  
 Musik in Salzburg; Terra-Filmkunst G. m. b. H., Berlin, Germany.  
 Nora; Universum-Film A. G., "Ufa", Berlin, Germany.  
 Schuss um Mitternacht; Bavaria-Filmkunst G. m. b. H., Munich, Germany.  
 Seinerzeit zu meiner Zeit; Terra-Filmkunst G. m. b. H., Berlin, Germany.  
 Sommernaechte; Universum-Film A. G., "Ufa", Berlin, Germany.  
 Zwischen Nacht und Morgen; Universum-Film A. G., "Ufa", Berlin, Germany.  
 Das alte Lied; Berlin-Film G. m. b. H., (Herstellungsgruppe: Franz Tapper), Berlin, Germany.  
 Das fremde Leben; Berlin-Film G. m. b. H. (Herstellungsgruppe: F. Pätzner), Berlin, Germany.  
 Der Posaunist; Universum-Film A. G., "Ufa", Berlin, Germany.  
 Eines Tages; Berlin-Film G. m. b. H. (Herstellungsgruppe: F. W. Galk), Berlin, Germany.  
 Erzieherin gesucht; Universum-Film A. G., "Ufa", Berlin, Germany.  
 Frech und verleibt; Bavaria-Filmkunst G. m. b. H., Munich, Germany.  
 Meine Herren Soehne; Tobis-Filmkunst G. m. b. H., Berlin, Germany.  
 Quax in Fahrt; Terra-Filmkunst G. m. b. H., Berlin, Germany.  
 Regimentsmusik; Bavaria-Filmkunst G. m. b. H., Munich, Germany.  
 Spuk im Schloss; Bavaria-Filmkunst G. m. b. H., Munich, Germany.  
 Unter den Bruecken . . . ; Universum-Film A. G., "Ufa", Berlin, Germany.  
 Via mala; Universum-Film A. G., "Ufa", Berlin, Germany.  
 Vier Treppen rechts; Universum-Film A. G., "Ufa", Berlin, Germany.  
 Wie sagen wir es unseren Kindern?; Universum-Film A. G., "Ufa", Berlin, Germany.  
 Wir seh'n uns Wieder; Tobis-Filmkunst G. m. b. H., Berlin, Germany.  
 Der Fall Molander; Terra-Filmkunst G. m. b. H., Berlin, Germany.  
 Der grosse Fall; Tobis-Filmkunst G. m. b. H., Berlin, Germany.  
 Der Mann, dem man den Namen stahl; Tobis-Filmkunst G. m. b. H., Berlin, Germany.  
 Der Mann im Sattel; Tobis-Filmkunst G. m. b. H., Berlin, Germany.  
 Die Kreuzschreiber; Tobis-Filmkunst G. m. b. H., Berlin, Germany.  
 Die Nacht der 12; Bavaria-Filmkunst G. m. b. H., Munich, Germany.  
 Dreimal Komodie (Die drei Schwestern); Bavaria-Filmkunst G. m. b. H., Munich, Germany.  
 Eine alltaegliche Geschichte; Tobis-Filmkunst G. m. b. H., Berlin, Germany.  
 Eine reizende Familie (Danke, es geht mir gut); Berlin-Film G. m. b. H. (Herstellungsgruppe: Hans V. Wolzogen), Berlin, Germany.  
 Fahrt ins Glueck; Universum-Film A. G., "Ufa", Berlin, Germany.  
 Frau ueber Bord (Kabine 27); Tobis-Filmkunst G. m. b. H., Berlin, Germany.  
 Fruehlingsmelodie; Berlin-Film G. m. b. H. (Herstellungsgruppe: Georg Mohr), Berlin, Germany.  
 Glueck muss man haben; Tobis-Filmkunst G. m. b. H., Berlin, Germany.  
 Heidesommer; Berlin-Film G. m. b. H. (Herstellungsgruppe: Robert Garden), Berlin, Germany.  
 Ich glaube an Dich (Mathilde Moehring); Berlin-Film G. m. b. H. (Herstellungsgruppe: Franz Tapper), Berlin, Germany.

Leb'wohl Christina (Umarmt das Leben); Tobis-Filmkunst G. m. b. H., Berlin, Germany.

Liebesheirat; Bavaria-Filmkunst G. m. b. H., Munich, Germany.

Mit meinen Augen; Bavaria-Filmkunst G. m. b. H., Munich, Germany.

Muenchnerinnen; Bavaria-Filmkunst G. m. b. H., Munich, Germany.

Philine; Bavaria-Filmkunst G. m. b. H., Munich, Germany.

Raetsel der Nacht; Berlin-Film G. m. b. H. (Herstellungsgruppe: Franz Vogel), Berlin, Germany.

Ruf an das Gewissen; Tobis-Filmkunst G. m. b. H., Berlin, Germany.

Sag' endlich ja; Terra-Filmkunst G. m. b. H., Berlin, Germany.

Tiefand; Riefenstahl-Film der Tobis-Filmkunst G. m. b. H., Berlin, Germany.

Tierarzt Dr. Viimmen; Terra-Filmkunst G. m. b. H., Berlin, Germany.

Verlobte Leute (Das Dementi); Tobis-Filmkunst G. m. b. H., Berlin, Germany.

Freies Land; Deutsche Film A. G. (Defa), Berlin, Germany.

Irgendwo in Berlin; Deutsche Film A. G. (Defa), Berlin, Germany.

Sag' die Wahrheit; Studio 45-Film G. m. b. H., Berlin, Germany.

Die falsche Braut (Da stimmt was nicht); Bavaria-Filmkunst G. m. b. H., Munich, Germany.

Die Heimlichen Braeute; Berlin-Film G. m. b. H., (Herstellungsgruppe: Muelleneisen & Tapper), Berlin, Germany.

Die Jahre vergehen (Der Senator); Tobis-Filmkunst G. m. b. H., Berlin, Germany.

Die Schwarze Rebe; Berlin-Film G. m. b. H., (Herstellungsgruppe: Franz Vogel), Berlin, Germany.

Zwei Frauen; Tobis-Filmkunst G. m. b. H., Berlin, Germany.

Aufruhr in Damascus; Terra-Filmkunst G. m. b. H., Berlin, Germany.

D III 88; Tobis-Filmkunst G. m. b. H., Berlin, Germany.

Das Glueck wohnt nebenan; Algefa G. m. b. H., Munich, Germany.

Das Glueck wohnt nebenan; Algefa G. m. b. H., for Tobis-Filmkunst G. m. b. H., Berlin, Germany.

Dein Leben gehoert mir; Cine-Allianz-Tonfilmproduktions G. m. b. H., Berlin, Germany.

Der ewige Quell; Bavaria-Filmkunst G. m. b. H., Munich, Germany.

Quax, der Bruchpilot; Terra-Filmkunst G. m. b. H., Berlin, Germany.

[F. R. Doc. 51-2142; Filed, Feb. 12, 1951; 8:55 a. m.]

[Vesting Order 17126]

ANNA DE VISSER

In re: Stock owned by Anna de Visser. F-28-31081.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That Anna de Visser, who, on or since the effective date of Executive Order 8389, as amended, and on or since December 11, 1941, has been a resident of Germany, is a national of a designated enemy country (Germany);
2. That the property described as follows:

a. Those certain shares of stock described in Exhibit A, attached hereto and by reference made a part hereof, together with all declared and unpaid dividends thereon, and

b. One hundred-eighty (180) shares of stock of American Enka Corporation, Enka, North Carolina, a corporation organized under the laws of the State of Delaware, evidenced by a part of a certificate numbered 39 for 500 shares, together with all declared and unpaid dividends thereon,

is property within the United States owned or controlled by, payable or deliverable to, held on behalf of or on account of, or owing to, or which is evidence of ownership or control by, the aforesaid national of a designated enemy country (Germany);

and it is hereby determined:

3. That to the extent that the person named in subparagraph 1 hereof is not within a designated enemy country, the national interest of the United States requires that such person be treated as a national of a designated enemy country (Germany).

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and, it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on January 17, 1951.

For the Attorney General.

[SEAL] HAROLD I. BAYNTON,  
Assistant Attorney General,  
Director, Office of Alien Property.

EXHIBIT A

Name and address of issuer	Place of incorporation	Type of stock	Certificate No.	Number of shares
North American Rayon Corp., 261 5th Ave., New York, N. Y.	Delaware	Class A	AX 1820/31	30
American Car & Foundry Co., 30 Church St., New York, N. Y.	New Jersey	Class B	BX 3986	10
American Hide & Leather Co., 17 East St., Boston, Mass.	do	Preferred	8386/90	50
American Metal Co., Ltd., 61 Broadway, New York, N. Y.	do	Cumulative preferred convertible.	B 49694/95	20
Anaconda Copper Mining Co., 25 Broadway, New York, N. Y.	Montana		52448	100
Chrysler Corp., 341 Massachusetts Ave., Highland Park, Detroit, Mich.	Delaware		L 923/4	20
Palmolive Peet Co., now known as Colgate-Palmolive-Peet Co., 105 Hudson St., Jersey City, N. J.	do		263007	10
Continental Oil Co., 10 Rockefeller Plaza, New York, N. Y.	do		NCO 19393/7	50
General Clear Co., Inc., 119 West 40th St., New York, N. Y.	do		151424	10
Greyhound Corp., 141 Jackson Blvd., Chicago, Ill.	New York		CO 41027/0	30
Illinois Central R. R. Co., 135 East 11th Pl., Chicago, Ill.	Delaware		NO 26639/93	50
Louisville & Nashville R. R. Co., 9th St. and Broadway, Louisville, Ky.	Illinois	6 percent noncumulative preferred A.	T 195827	10
National Distillers Products Corp., 120 Broadway, N. Y.	do		B-9763/65	3
New York Central R. R. Co., 230 Park Ave., New York, N. Y.	Kentucky		NYX 24843	10
Norfolk & Western R. R. Co., Roanoke, Va.	Virginia		F 11599/003	50
Republic Steel Corp., Republic Bldg., Cleveland, Ohio.	New York		L 20703/5	30
Shell Union Oil Corp., now known as Shell Oil Co., 50 West 50th St., New York, N. Y.	Virginia		C-108740	40
Spiegel, Inc., 1061 West 35th St., Chicago, Ill.	New Jersey	6 percent cumulative prior preferred "A".	NY PPO-4117/4122	30
Standard Oil Co. of New Jersey, 30 Rockefeller Plaza, New York, N. Y.	Delaware		NY 6280/84	50
Union Pacific R. R. Co., 120 Broadway, New York, N. Y.	do		NC02502/6	50
United Aircraft Corp., East Hartford, Conn.	New Jersey		C-421842	40
Worthington Pump & Machinery Corp., Harrison, N. J.	Utah		C-800767/10	10
	Delaware		B-310369	10
	do		65030	20
	do	4 1/2 percent cumulative prior preferred.	PO-770/5	50
			PCO-768/9	30

[F. R. Doc. 51-2203; Filed, Feb. 13, 1951; 8:53 a. m.]

[Vesting Order 17244]

JOHN E. BRUNETT

In re: Trust under Will of John E. Brunnett, deceased. (Katherine Hughes, beneficiary.) File D-28-12169; E. T. sec. 16331.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That Katherine (Kathie) Altvater, also known as Kathie Brunnett Altfater; Deiner Brunnett, also known as Dina Brunnett; Anna Brunnett; Elizabeth Werner Brunnett; Wilhelm Brunnett and Maria Brunnett, whose last known address is Germany, are residents of Germany and nationals of a designated enemy country (Germany);

2. That the next of kin, names unknown, of the widow of George (Georg) Brunnett, except George Brunnett, Jr.,

a resident of the United States, who there is reasonable cause to believe are residents of Germany, are nationals of a designated enemy country (Germany);

3. That all right, title, interest and claim of any kind or character whatsoever of the persons identified in subparagraphs 1 and 2 hereof, except George Brunnett, Jr., a resident of the United States, and each of them, in and to the trust established under the will of John E. Brunnett, deceased, for the benefit of Katherine Hughes, presently being administered by Louis F. Meyer, Baltimore, Maryland, as Trustee,

is property within the United States owned or controlled by, payable or deliverable to, held on behalf of, or on account of, or owing to, or which is evidence of ownership or control by, the aforesaid nationals of a designated enemy country (Germany);

and it is hereby determined:

4. That to the extent that the persons named in subparagraph 1 hereof, and the next of kin, names unknown, of the widow of George (Georg) Brunnett, except George Brunnett, Jr., a resident of the United States, are not within a designated enemy country, the national interest of the United States requires that such persons be treated as nationals of a designated enemy country (Germany).

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and, it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on January 26, 1951.

For the Attorney General.

[SEAL] HAROLD I. BAYNTON,  
Assistant Attorney General,  
Director, Office of Alien Property.

[F. R. Doc. 51-2204; Filed, Feb. 13, 1951; 8:53 a. m.]

[Vesting Order 17249]

OTTO FRIEDERICH'S

In re: Estate of Otto Friederichs, deceased. File No. D-28-12943; E. T. sec. 17087.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That Emmy Noak, whose last known address is Germany, is a resident of Germany and a national of a designated enemy country (Germany);

2. That all right, title, interest and claim of any kind or character whatsoever

of the person named in subparagraph 1 hereof, in and to the Estate of Otto Friederichs, deceased, is property payable or deliverable to, or claimed by the aforesaid national of a designated enemy country (Germany);

3. That such property is in the process of administration by Mortimer Schwager as executor, acting under the judicial supervision of the Surrogate's Court, County of Kings, New York;

and it is hereby determined:

4. That to the extent that the person named in subparagraph 1 hereof is not within a designated enemy country, the national interest of the United States requires that such person be treated as a national of a designated enemy country (Germany).

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and, it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on January 26, 1951.

For the Attorney General.

[SEAL] HAROLD I. BAYNTON,  
Assistant Attorney General,  
Director, Office of Alien Property.

[F. R. Doc. 51-2205; Filed, Feb. 13, 1951; 8:53 a. m.]

[Vesting Order 17276]

IMPERIAL JAPANESE GOVERNMENT

In re: Debt owing to the Imperial Japanese Government. F-39-3040.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

That the property described as follows: That certain debt or other obligation of the Radiomarine Corporation of America, 75 Varick Street, New York 13, New York, arising out of money due the Japanese Government for tolls on radiograms sent through their coastal radio stations by ships whose radio equipment is under contract with Radiomarine Corporation of America, together with any and all accruals thereto, and any and all rights to demand, enforce and collect the same,

is property within the United States owned or controlled by, payable or deliverable to, held on behalf of or on account of, or owing to, or which is evidence of ownership or control by a designated enemy country (Japan);

All determinations and all action required by law, including appropriate consultation and certification, having been

made and taken, and, it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The term "designated enemy country" as used herein shall have the meaning prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on January 26, 1951.

For the Attorney General.

[SEAL] HAROLD I. BAYNTON,  
Assistant Attorney General,  
Director, Office of Alien Property.

[F. R. Doc. 51-2207; Filed, Feb. 13, 1951; 8:54 a. m.]

[Vesting Order 17279]

ANNA KORWAW

In re: Bank account owned by Anna Korwaw, also known as Anna Schmidt. F-28-31186.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That Anna Korwaw, also known as Anna Schmidt, whose last known address is Mannheim, Germany, is a resident of Germany and a national of a designated enemy country (Germany);

2. That the property described as follows: That certain debt or other obligation owing to Anna Korwaw, also known as Anna Schmidt, by The Howard Savings Institution, Newark 1, New Jersey, arising out of a savings account, account number B6048, entitled Anna Schmidt, maintained at the branch office of the aforesaid bank located at Springfield Avenue, Newark, New Jersey, and any and all rights to demand, enforce and collect the same,

is property within the United States owned or controlled by, payable or deliverable to, held on behalf of or on account of, or owing to, or which is evidence of ownership or control by, the aforesaid national of a designated enemy country (Germany);

and it is hereby determined:

3. That to the extent that the person named in subparagraph 1 hereof is not within a designated enemy country, the national interest of the United States requires that such person be treated as a national of a designated enemy country (Germany).

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and, it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall

have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on January 26, 1951.

For the Attorney General.

[SEAL] HAROLD I. BAYNTON,  
Assistant Attorney General,  
Director, Office of Alien Property.

[F. R. Doc. 51-2208; Filed, Feb. 13, 1951;  
8:54 a. m.]

[Vesting Order 17282]

LOTZBECK GEBRUDER IMPORT G. M. B. H.

In re: Rights of Lotzbeck Gebruder Import G. m. b. H. under insurance contracts. F-28-13918.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That Lotzbeck Gebruder Import G. m. b. H., the last known address of which is 70 Alterwoll Street, Hamburg, Germany, is a corporation organized under the laws of Germany, and which has or, since the effective date of Executive Order 8389, as amended, has had its principal place of business in Hamburg, Germany, and is a national of a designated enemy country (Germany);

2. That the property described as follows:

a. All rights, interests and claims of Lotzbeck Gebruder Import G. m. b. H., in, to and under Marine Insurance Policy numbered 50852, issued by Insurance Company of North America, Philadelphia, Pennsylvania, covering shipment aboard S. S. "Glennearn", arising on account of seizure of shipment by British authorities, together with the right to demand, enforce, receive and collect the same,

b. All rights interests and claims of Lotzbeck Gebruder Import G. m. b. H., in, to and under Marine Insurance Policy numbered 51203, issued by Insurance Company of North America, Philadelphia, Pennsylvania, covering shipment aboard S. S. "Glenroy", arising on account of seizure of shipment by British authorities, together with the right to demand, enforce, receive and collect the same,

c. All rights, interests and claims of Lotzbeck Gebruder Import G. m. b. H., in, to and under Marine Insurance Policy numbered 49756, issued by Insurance Company of North America, Philadelphia, Pennsylvania, covering shipment aboard S. S. "Afrika", arising on account of seizure of shipment by British authorities, together with the right to demand, enforce, receive and collect the same,

d. All rights, interests and claims of Lotzbeck Gebruder Import G. m. b. H., in, to and under Marine Insurance Policy numbered 51255, issued by Insurance Company of North America, Philadelphia, Pennsylvania, covering shipment aboard S. S. "Tarn", arising on account of seizure of shipment by British authorities, together with the right to demand, enforce, receive and collect the same,

is property within the United States owned or controlled by, payable or deliverable to, held on behalf of or on account of, or owing to, or which is evidence of ownership or control by Lotzbeck Gebruder Import G. m. b. H., the aforesaid national of a designated enemy country (Germany);

and it is hereby determined:

3. That to the extent that the person named in subparagraph 1 hereof is not within a designated enemy country, the national interest of the United States requires that such person be treated as a national of a designated enemy country (Germany).

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and, it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on January 26, 1951.

For the Attorney General.

[SEAL] HAROLD I. BAYNTON,  
Assistant Attorney General,  
Director, Office of Alien Property.

[F. R. Doc. 51-2210; Filed, Feb. 13, 1951;  
8:54 a. m.]

[Vesting Order 17265]

GEORGE I. CAPITO ET AL.

In re: A portion of a bank account owned by George I. Capito and others. F-28-15117-C-1.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That the persons whose names and last known addresses are listed below:

*Name and Address*

George I. Capito; Neustrasse 5, Guntersblum, Rheln, Germany.

Lilli Elizabeth Schneider Behrens; Wollmarkstrasse 11, Stolp, Pomerania, Germany.

Eduard Capito; Martin Lutherstrasse 37, Stuttgart, Bad Cannstadt, Germany.

Wilhelm Capito; Comstrasse, Pfarrhaus, Offenbach, Germany.

Sophie Mag. Weyh; Lieberstrasse 33, Offenbach, Germany.

Johanna Roser Meth; Lieberstrasse 33, Offenbach, Germany.

Georg Lukas; Elsbachstrasse 20, Worms, Germany.

Katherina Lukas Liebegott; Bergstr. Carstenstrasse 13, Lensheim, Germany.

Johann Lukas; Rhostrasse 49, Worms, Germany.

Margaretha Lauber, also known as Gretel Lauber; Friedelshelmstrasse 11, Bad Durkheim, Pfalz, Germany.

Helma Lukas; Marbachweg 351 II, Frankfurt on Main, Germany.

Katharine Foebel; Schendendorfstrasse 3, Koblenz, Germany.

Joseph Phillips Schmitt; Bergstrasse Lemmertgasse, Lensheim, Germany.

Joseph Wilhelm Schmitt; Weylerstrasse 9, Mannheim, Germany.

Anna Dorothea Katharina Becker; Thomastrasse 14, Worms, Germany.

Anna Maria Kussnik; Wartburgplatz 10, Koeln, Germany.

Joseph Wilhelm Lange; Schmiedgasse 5, Worms, Germany.

Katharina Lang; Grebaner Lessingstrasse 13, Mainz, Germany.

Katharina Emig; Sulzbergstrasse 237, Cologne, Germany.

are residents of Germany and nationals of a designated enemy country (Germany);

2. That the property described as follows: That certain debt or other obligation of First National Bank in Houston, Houston, Texas, in the amount of \$2,-388.27, being a portion of an account entitled "G. H. Nagel and P. Harvey, attorneys for Schatzel Heirs", maintained with the aforesaid bank, together with any and all rights to demand, enforce and collect the same,

is property within the United States owned or controlled by, payable or deliverable to, held on behalf of or on account of, or owing to, or which is evidence of ownership or control by, George I. Capito, Lilli Elizabeth Schneider Behrens, Eduard Capito, Wilhelm Capito, Sophie Mag. Weyh, Johanna Roser Meth, Georg Lukas, Katherina Lukas Liebegott, Johann Lukas, Margaretha Lauber, also known as Gretel Lauber, Helma Lukas, Katharine Foebel, Joseph Phillips Schmitt, Joseph Wilhelm Schmitt, Anna Dorothea Katharina Becker, Anna Maria Kussnik, Joseph Wilhelm Lange, Katharina Lange, Katharina Emig, the aforesaid nationals of a designated enemy country (Germany);

and it is hereby determined:

3. That to the extent that the persons named in subparagraph 1 hereof are not within a designated enemy country, the national interest of the United States requires that such persons be treated as nationals of a designated enemy country (Germany).

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and, it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on January 26, 1951.

For the Attorney General.

[SEAL] HAROLD I. BAYNTON,  
Assistant Attorney General,  
Director, Office of Alien Property.

[F. R. Doc. 51-2206; Filed, Feb. 13, 1951;  
8:54 a. m.]