

Upon the completion of testimony in this matter, the officer is directed to close the hearing and make his report to the Commission.

By the Commission:

[SEAL]

FRANCIS P. BRASSOR, *Secretary.*

[F. R. Doc. 3358—Filed, November 11, 1936; 12:45 p. m.]

United States of America—Before the Securities and Exchange Commission

At a regular session of the Securities and Exchange Commission, held at its office in the City of Washington, D. C., on the 7th day of November A. D. 1936.

[File No. 2-1428]

IN THE MATTER OF REGISTRATION STATEMENTS OF NATIONAL INVESTED SAVINGS CORPORATION

ORDER FIXING TIME AND PLACE OF HEARING UNDER SECTION 8 (D) OF THE SECURITIES ACT OF 1933, AS AMENDED, AND DESIGNATING OFFICER TO TAKE EVIDENCE

It appearing to the Commission that there are reasonable grounds for believing that the registration statement filed by National Invested Savings Corporation, under the Securities Act of 1933, as amended, includes untrue statements of material facts and omits to state material facts required to be stated therein and material facts necessary to make the statements therein not misleading.

It is ordered, that a hearing be held, pursuant to the provisions of Section 8 (d) of said Act as amended, such hearing to be convened on November 18, 1936, at 10 o'clock in the forenoon, in Room 1103, Securities and Exchange Commission Building, 1778 Pennsylvania Avenue NW, Washington, D. C., and to continue thereafter at such times and places as the officer hereinafter designated may determine; and

It is further ordered, that Charles S. Moore, an officer of the Commission, be and he hereby is designated to administer oaths and affirmations, subpoena witnesses, compel their attendance, take evidence, and require the production of any books, papers, correspondence, memoranda, or other records deemed relevant or material to the inquiry, and to perform all other duties in connection therewith authorized by law.

Upon the completion of testimony in this matter, the officer is directed to close the hearing and make his report to the Commission.

By the Commission.

[SEAL]

FRANCIS P. BRASSOR, *Secretary.*

[F. R. Doc. 3359—Filed, November 11, 1936; 12:45 p. m.]

United States of America—Before the Securities and Exchange Commission

At a regular session of the Securities and Exchange Commission held at its office in the City of Washington, D. C., on the 10th day of November A. D. 1936.

IN THE MATTER OF AN OFFERING SHEET OF A ROYALTY INTEREST IN THE MAGNOLIA-A. HARRIS FARM, FILED ON OCTOBER 23, 1936, BY W. H. CARRAHER, RESPONDENT

ORDER FOR CONTINUANCE

The Securities and Exchange Commission, having been requested by its counsel for a continuance of the hearing in the above entitled matter, which was last set to be heard at 11:00 o'clock in the forenoon of the 10th day of November 1936 at the office of the Securities and Exchange Commission, 18th Street and Pennsylvania Avenue, Washington, D. C., and it appearing proper to grant the request;

It is ordered, pursuant to Rule VI of the Commission's Rules of Practice under the Securities Act of 1933, as amended, that the said hearing be continued to 10:00 o'clock

in the forenoon of the 24th day of November 1936, at the same place and before the same trial examiner.

By the Commission.

[SEAL]

FRANCIS P. BRASSOR, *Secretary.*

[F. R. Doc. 3361—Filed, November 11, 1936; 12:45 p. m.]

United States of America—Before the Securities and Exchange Commission

At a regular session of the Securities and Exchange Commission held at its office in the City of Washington, D. C., on the 10th day of November A. D. 1936.

IN THE MATTER OF AN OFFERING SHEET OF A ROYALTY INTEREST IN THE STANOLIND-GASSOWAY FARM FILED ON OCTOBER 14, 1936, BY INDUSTRIAL INVESTMENT CORP., RESPONDENT

ORDER TERMINATING PROCEEDING AFTER AMENDMENT

The Securities and Exchange Commission, finding that the offering sheet filed with the Commission, which is the subject of this proceeding, has been amended, so far as necessary, in accordance with the Order previously entered in this proceeding;

It is ordered, pursuant to Rule 341 (d) of the Commission's General Rules and Regulations under the Securities Act of 1933, as amended, that the amendment received at the office of the Commission on November 6, 1936, be effective as of November 9, 1936; and

It is further ordered that the Order for Hearing and Order Designating a Trial Examiner, heretofore entered in this proceeding, be and the same hereby are revoked and the said proceeding terminated.

By the Commission.

[SEAL]

FRANCIS P. BRASSOR, *Secretary.*

[F. R. Doc. 3360—Filed, November 11, 1936; 12:45 p. m.]

Friday, November 13, 1936

No. 174

DEPARTMENT OF COMMERCE.

Bureau of Marine Inspection and Navigation.

Pursuant to call under authority of Section 4405 of the Revised Statutes by the Honorable Daniel C. Roper, Secretary of Commerce, a special meeting of the Executive Committee of the Board of Supervising Inspectors, consisting of J. B. Weaver, Director; George Fried; and Eugene Carlson, was held in the office of the Director, Washington, D. C., on October 26, 1936. The following resolutions were unanimously adopted:

[Resolution No. 1511-87]

APPROVAL OF MISCELLANEOUS ITEMS OF EQUIPMENT AND MATERIAL

Resolved, That under authority of Sections 4405 and 4491 of the Revised Statutes, the following equipment be, and hereby is, approved for use on vessels subject to inspection:

THREAD FOR USE WITH LIFE PRESERVERS

610-1. No. 10/4 F M. C. natural W P finish thread. Consolidated Thread Mills of Mass., Inc., Fall River, Mass.

FIRE INDICATING AND ALARM SYSTEMS

2593-1. Aero Combined Manual and Automatic Fire Detecting System, American District Telegraph Company, 155 Sixth Avenue, New York, New York.

FIRE EXTINGUISHERS

3834-1. S. O. S. Fire Guard one-quart carbon tetrachloride fire extinguisher. General Fire Truck Corporation, 2200 East Jefferson Avenue, Detroit, Michigan.

AUTOMATIC SPRINKLER SYSTEMS

3978-1. Wet and dry pipe automatic sprinkler systems, manufactured and installed by the Star Sprinkler Corporation, Star Sprinkler Corporation, N. W. Cor. Westmoreland and Collins Streets, Philadelphia, Pa.

3976-1. Wet and dry pipe automatic sprinkler systems, manufactured and installed by the Viking Automatic Sprinklers, Inc. Viking Automatic Sprinklers, Inc., 30 Vesey Street, New York, N. Y.

3979-1. Wet and dry pipe automatic sprinkler systems, manufactured and installed by the Rockwood Sprinkler Company, Rockwood Sprinkler Company, Worcester, Massachusetts.

3983-1. Wet and dry pipe automatic sprinkler systems, manufactured and installed by the Central Automatic Sprinkler Company, Central Automatic Sprinkler Company, 247 East Ashmead Street, Philadelphia, Pa.

3903-1. Globe Saveall Automatic automatic sprinkler system, wet pipe and dry pipe, manufactured and installed by the Globe Automatic Sprinkler Company, Globe Automatic Sprinkler Company, 250 Park Avenue, New York, New York.

3964-1. Wet and dry pipe automatic sprinkler systems, manufactured and installed by the "Automatic" Sprinkler Corporation of America, "Automatic" Sprinkler Corporation of America, Youngstown, Ohio.

SEARCHLIGHTS

3996-1. No. 939 Marine Life Boat Search-Lite. S & M Lamp Company, Los Angeles, California.

SIGNAL PISTOL EQUIPMENT

3962-1. Parachute Signal Flare Cartridge. Acme Protection Equipment Company, Pittsburgh, Pennsylvania.

[Resolution No. 3676 (m)]

LIFEBOAT EQUIPMENT

Resolved, that under authority of Sections 4405, 4417, and 4488 R. S., Rule 111, Ocean and Coastwise, General Rules and Regulations under Section —, entitled "Lifeboat Equipment", paragraph headed "Provisions" appearing on pages 4 and 9 of the 52nd Supplement, be, and hereby is, amended by deleting all after the fourth sentence of said paragraph and inserting in its stead the following:

Passenger ships engaged in international voyages shall carry in each lifeboat, one pound of condensed milk for each person the lifeboat is certified to carry. If the vessel is operated in the North Atlantic, north of 35° north latitude, only one-half the quantity of condensed milk is required. (Effective on existing vessels November 7, 1937, and on new vessels immediately.)

so that Section —, entitled "Lifeboat Equipment", paragraph headed "Provisions" appearing on pages 4 and 9 of the 52nd Supplement, as amended, shall read:

Provisions.—An airtight receptacle containing two pounds of provisions for each person. These provisions may be of hard bread or its equivalent in any approved emergency ration of cereal or vegetable compound. No meat or other ration requiring caline preservative shall be allowed. The receptacle shall be of metal fitted with an opening in the top not less than five inches in diameter properly protected by a screw cap made of heavy cast brass with machined threads and an attached double toggle, seating to a pliable rubber or felt gasket, which shall insure a tight joint. Passenger ships engaged in international voyages shall carry in each lifeboat, one pound of condensed milk for each person the lifeboat is certified to carry. If the vessel is operated in the North Atlantic, north of 35° north latitude, only one-half the quantity of condensed milk is required. (Effective as to all after the fourth sentence of this paragraph, on existing vessels November 7, 1937, and on new vessels immediately.)

[Resolution No. 3871 (c)]

MOTOR LIFEBOAT EQUIPMENT

Resolved, That under authority of Sections 4405, 4417, and 4488 R. S., Section 5, Rule III, Ocean, General Rules and Regulations, as amended by the 52nd Supplement to General Rules and Regulations, be and hereby is amended by deleting the following first paragraph thereof:

All ocean steam vessels of more than 2,500 gross tons carrying passengers, whose route at any point lies more than 200 miles offshore, shall carry at least one motor-propelled lifeboat as a part of their required lifeboat equipment: *Provided*, That any vessel under the jurisdiction of the Steamboat Inspection Service may carry one motor-propelled lifeboat as a part of the required lifeboat equipment, but on vessels carrying more than six lifeboats under davits, two of such lifeboats may be motor propelled.

and inserting in its stead the following:

All passenger vessels certificated for ocean service shall be provided, as part of their regular equipment, with motor-propelled lifeboats as follows:

(a) Ships of more than 2,500 gross tons, plying routes on which they are at any point more than 200 miles offshore, shall be provided with one motor-propelled lifeboat.

(b) Ships on which the number of lifeboats carried is more than thirteen, shall be provided with one motor-propelled lifeboat.

(c) Where the number of lifeboats carried is more than nineteen, two shall be motor-propelled lifeboats.

(d) Any lifeboat certified to carry one hundred or more persons shall, if not one of the motor lifeboats required above, be motor-propelled or fitted with a hand-operated propeller. (Effective on existing vessels November 7, 1937, and on new vessels immediately.)

and also by adding the second paragraph thereof at the end of the new paragraph and lettering it subdivision (e), so that Section 5, Rule III, Ocean, as amended, shall read:

All passenger vessels certificated for ocean service shall be provided, as part of their regular equipment, with motor-propelled lifeboats as follows:

(a) Ships of more than 2,500 gross tons, plying routes on which they are at any point more than 200 miles offshore, shall be provided with one motor-propelled lifeboat.

(b) Ships on which the number of lifeboats carried is more than thirteen shall be provided with one motor-propelled lifeboat.

(c) Where the number of lifeboats carried is more than nineteen, two shall be motor-propelled lifeboats.

(d) Any lifeboat certified to carry one hundred or more persons shall, if not one of the motor lifeboats required above, be motor-propelled or fitted with a hand operated propeller. (Effective on existing vessels November 7, 1937, and on new vessels immediately.)

(e) Motor-propelled lifeboats shall comply with the requirements for a lifeboat of Class I; and the volume of the internal buoyancy and, where fitted, the external buoyancy shall be increased in sufficient proportion to compensate for the difference between the weight of the motor, the searchlight, and the radio telegraph installation and their accessories, and the weight of the additional persons which the boat could accommodate if the motor, searchlight, and the radio telegraph installation and their accessories were removed.

[Resolution No. 3871 (d)]

MOTOR LIFEBOAT EQUIPMENT

Resolved, that under authority of Sections 4405, 4417, and 4488, R. S., Section —, Rule III, Ocean, General Rules and Regulations, first paragraph under title "Motor Lifeboat Equipment" as set forth on page 5 of the 52nd Supplement, be and hereby is, amended in the following respect:

Delete:

At least one motor lifeboat shall be fitted with a wireless installation and a search-light.

And insert in its stead the following:

All motor lifeboats carried in compliance with Section 5, Rule III, shall be fitted with a radio installation and a searchlight. (Effective on existing vessels November 7, 1937, and on new vessels immediately.)

so that the first paragraph of Section —, Rule III, Ocean, under title "Motor Lifeboat Equipment" as set forth on page 5 of the 52nd Supplement, shall read as follows:

Sec. —. In addition to the equipment required by section — and the provisions of section —, motor lifeboats shall carry 2 fire extinguishers of the carbon tetrachloride type, but need not carry a mast or calls nor more than 4 rowing oars and one steering oar. All motor lifeboats carried in compliance with Section 5, Rule III, shall be fitted with a radio installation and a searchlight. (Effective as to last sentence of this section on existing vessels November 7, 1937, and on new vessels immediately.)

[Resolution No. 3942-3]

SIGNALS

Resolved, That under authority of Sections 4405 and 4417 R. S., Section 11, Rule VI, Ocean and Coastwise, General Rules and Regulations, as amended in the Bulletin of June 1,

1936, No. 248, entitled "A. Signals," be and hereby is amended by adding the following:

3. On ships equipped with a radio installation, voice tube or telephone communication between the radio room and the navigating bridge shall be provided and shall comply in all respects with the requirements set forth below. (Effective on existing vessels November 7, 1937, and on new vessels immediately.)

so that Section 11, Rule VI, Ocean and Coastwise, said Section 11 entitled "A. Signals" as amended, shall read as follows:

1. Steamers using the bell signals between the pilot house and engine room shall have a tube, of proper size, so arranged as to return the sound of the bell signals to the pilot house and shall also be provided with a speaking tube or other device for the purpose of conversation between pilot house and engine room.

2. Voice tubes or telephone equipment installed on new or existing vessels or fitted as replacements on existing vessels to provide communication between the pilot house and (1) the emergency steering station, (2) the steering engine room, and (3) the engine room, shall conform to the following requirements:

3. On ships equipped with a radio installation, voice tube or telephone communication between the radio room and the navigating bridge shall be provided and shall comply in all respects with the requirements set forth below. (Effective as to subdivision 3 on existing vessels November 7, 1937, and on new vessels immediately.)

[Resolution No. 4005]

MANNING OF LIFEBOATS.

Resolved, That under authority of Sections 4405 and 4488 R. S., Rule III, Ocean, Section 53, and Coastwise, Section 46, General Rules and Regulations, be and hereby are amended in the following respect:

Delete the subject matter of Sections 53 and 46, and substitute the following therefor:

There shall be for each boat or raft a number of lifeboat men at least equal to that specified as follows: If the boat or raft carries 41 persons or less, the minimum number of certificated lifeboat men shall be 2; if the boat or raft carries 41 persons and less than 61 persons, the minimum number of certificated lifeboat men shall be 3; if the boat or raft carries 61 persons and less than 85 persons, the minimum number of certificated lifeboat men shall be 4; if the boat or raft carries more than 85 persons, the minimum number of certificated lifeboat men shall be 5.

The allocation of the certificated lifeboat men to each boat and raft remains within the discretion of the master, according to the circumstances.

An applicant for certificate as lifeboat man shall be eligible for examination after he has furnished satisfactory evidence to the examiner that he has had the following experience: Not less than 12 months' sea service in the deck department; or, not less than 24 months' sea service in other departments. Sea service means actual experience on board vessels in ocean, lake, bay, or sound service.

Before a lifeboat man's certificate may be granted, the applicant must prove to the satisfaction of the examiner that he has been trained in all the operations connected with launching lifeboats and life rafts, and the use of oars and sail; that he is acquainted with the practical handling of the boats themselves; and, further, that he is capable of understanding and answering the orders relative to lifeboat service.

The oral examination shall consist of questions regarding the construction of lifeboats and life rafts, the names of their different parts, and a description of the equipment required; the construction and functions of the gravity, radial, and round-bar types of davits; clearing away, swinging out, and lowering boats and rafts; handling boats under oars and sails; and nautical terms used in connection with launching and handling lifeboats.

The practical examination shall consist of a demonstration of the applicant's ability to carry out the orders incident to launching lifeboats, and the use of the boat's sail, and to row.

The certificate, Bureau record, and the stub shall bear an imprint of the left thumb of the holder on the back thereof.

[Resolution No. 4005-1]

MANNING OF LIFEBOATS

Resolved, that under authority of Sections 4405 and 4488 R. S., Rule III, Ocean, General Rules and Regulations, be, and hereby is, amended by deleting the following section:

54. A licensed officer or able seaman shall be placed in charge of each boat or pontoon raft; he shall have a list of its lifeboat men 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.

A man capable of working the motor shall be assigned to each motor boat.

The duty of seeing that the boats, pontoon rafts, and other life-saving appliances are at all times ready for use shall be assigned to one or more officers,

and inserting in its stead a new Section 54, Rule III, Ocean, General Rules and Regulations, which shall read as follows:

MANNING OF BOATS

54. (a) A licensed deck officer or an able seaman, who is a certificated lifeboat man, shall be placed in charge of each boat or life raft by the master, and a second in command shall also be nominated by the master. The person in charge shall have a list of its crew, and shall see that the men placed under his orders are acquainted with their several duties.

(b) A man capable of working the motor shall be assigned to each motorboat by the master.

(c) A man capable of working the wireless and searchlight installations shall be assigned to boats carrying this equipment by the master.

(d) The duty of seeing that the lifeboats, life rafts, and buoyant apparatus and other life-saving apparatus are at all times ready for use shall be assigned to one or more officers. (Effective immediately.)

[Resolution No. 4005-2]

MANNING OF LIFEBOATS

Resolved, that under authority of Sections 4405 and 4488 R. S., Rule III, Coastwise, General Rules and Regulations, entitled "Manning of Boats", be and hereby is amended by deleting the following section:

47. A licensed officer or able seaman shall be placed in charge of each boat or pontoon raft; he shall have a list of its lifeboat men, 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.

A man capable of working the motor shall be assigned to each motor boat.

The duty of seeing that the boats, pontoon rafts, and other life-saving appliances are at all times ready for use shall be assigned to one or more officers.

and inserting in its stead a new section 47, Rule III, Coastwise, General Rules and Regulations, entitled "Manning of Boats", which shall read as follows:

47. (a) A licensed deck officer or an able seaman who is a certificated lifeboatman shall be placed in charge of each boat or life raft by the master, and a second in command shall also be nominated by the master. The person in charge shall have a list of its crew, and shall see that the men placed under his orders are acquainted with their several duties.

(b) A man capable of working the motor shall be assigned to each motor boat by the master.

(c) A man capable of working the wireless and searchlight installations shall be assigned to boats carrying this equipment by the master.

(d) The duty of seeing that the lifeboats, life rafts, and buoyant apparatus and other life-saving apparatus are at all times ready for use shall be assigned to one or more officers. (Effective immediately.)

[Resolution No. 4005-3]

MANNING OF LIFEBOATS

Resolved, That under authority of Sections 4405 and 4488 R. S., Rule III, Bays, Sounds, and Lakes, other than the Great Lakes, and Rule III, Great Lakes, General Rules and Regulations, Section 51 titled "Manning of Boats" be and hereby is amended by deleting the first paragraph thereof which reads as follows:

51. A licensed officer or able seaman shall be placed in charge of each boat or pontoon raft; he shall have a list of its lifeboat men 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.

and inserting in its stead the following:

51. (a) A licensed deck officer or an able seaman who is a certificated lifeboat man shall be placed in charge of each boat or life raft by the master, and a second in command shall also be nominated by the master. The person in charge shall see that the men placed under his orders are acquainted with their several duties. (Effective immediately.)

so that Rule III, Bays, Sounds, and Lakes other than the Great Lakes, and Rule III, Great Lakes, General Rules and

Regulations, Section 51, titled "Manning of Boats", shall read as follows:

51. (a) A licensed deck officer or an able seaman who is a certificated lifeboat man shall be placed in charge of each boat or life raft by the master, and a second in command shall also be nominated by the master. The person in charge shall see that the men placed under his orders are acquainted with their several duties. (Effective immediately.)

(b) A man capable of working the motor shall be assigned to each motor boat.

(c) The duty of seeing that the boats, pontoon rafts, and other life-saving appliances are at all times ready for use shall be assigned to one or more officers.

[Resolution No. 4006-1]

STATION BILLS AND MUSTER LISTS

Resolved, That under authority of Sections 4405 and 4488 R. S., Rule V, Ocean and Coastwise, General Rules and Regulations, Section 18, be, and hereby is, amended by deleting said Section 18 and inserting in its stead the following:

STATION BILLS AND MUSTER LISTS

Sec. 18. 1. It shall be the duty of the master of every vessel carrying passengers and all other vessels of over 500 gross tons and subject to inspection 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 vessel, 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 lists 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. On passenger vessels where the size of the crew will permit, several members of the crew should be designated as an emergency squad and required to report to the bridge with certain equipment for instructions.

2. The duties provided for by the muster lists should include:

- (a) 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.
- (b) The extinction of fire.
- (c) The equipment of boats, rafts, and buoyant apparatus and their preparation for launching.
- (d) The muster of passengers.

1. Warning the passengers.
2. Seeing that they are dressed and have put on their life jackets in a proper manner.
3. Assembling the passengers and directing them to the appointed stations.
4. Keeping order in the passages and on the stairways and generally controlling the movements of the passengers.

EMERGENCY SIGNALS

1. *Fire alarm signals.*—(a) The general fire alarm signal shall be a continuous rapid ringing of the ship's bell for a period not less than ten seconds supplemented by the continuous ringing of the general alarm bells for not less than ten seconds.

(b) For dismissal from fire-alarm stations, the general alarm bells shall be sounded three times, supplemented by three short blasts of the whistle.

2. *Boat station or boat drill signals.*—(a) The signal for boat drill or boat 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.

(b) Where whistle signals are used for handling boats, they shall be as follows:

To lower boats, one short blast of the whistle.

To stop lowering the boats, two short blasts of the whistle.

For dismissal from boat stations, three short blasts of the whistle.

3. *Other emergency signals.*—(a) The master of any vessel may establish such other emergency signal, in addition to the above, as will provide that all the officers and all the crew and passengers of the vessel will have positive and certain notice of the existing emergency.

EMERGENCY SQUAD

1. 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.

2. The signals used for the assembly of the emergency squad should not conflict with the navigational signals or the signals used for a general alarm.

DRILLS, TESTS, AND INSPECTION

1. It shall be the duty of the master or the mate or officer in command, once at least in each week, to call all hands to quarters and exercise them in discipline, and, weather permitting, in the unlash and winging 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 educating passengers and others in this procedure, 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 vessel's log book.

2. The rule relating to fire and boat drills contemplates that such drills shall be conducted precisely as though an emergency existed. To accomplish the purpose of the rule, lifeboat covers and strongbacks shall be removed, plugs or caps put in place, boat ladders secured in position for use, painters carried forward and secured 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 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. The motor and the hand-operated propeller gear of each lifeboat shall be operated for a period of not less than five minutes once at least in every seven days, in order that it may be ready for service at any time. Such operation shall be a part of the lifeboat drill and the fact of such operation shall be made a part of the report of such drill. 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.

3. In passenger vessels in which the voyage exceeds one week in duration a complete lifeboat and fire drill shall be held before leaving port, and others thereafter at least once a week during the voyage.

4. All hinged or power-operated doors in main transverse bulkheads which are used for access while the vessel is being navigated, shall be opened and closed daily while the ship is at sea, in order to test the efficiency of the indicators and mechanisms.

5. The watertight doors and all mechanisms and indicators connected therewith, and all valves, the closing of which is necessary to make a compartment watertight, shall be inspected at sea at least once a week.

LOG BOOK ENTRIES

1. The entries in the vessel's log book relating to the exercise of the crew in fire and boat drills shall state the day of the month and the hour when so exercised, length of time of the drill, number on the boats swung out, number of lengths of hose used, together with a statement of the condition of all fire and lifesaving apparatus, watertight door mechanisms, valves, etc.

PENALTY

1. 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 suspension or revocation of the license of such officer.

ADDITIONAL REQUIREMENTS

1. It shall be the duty of the inspectors to require the officers and crew of all such vessels to perform the aforesaid drills and discipline in the presence of said inspectors at intervals sufficiently frequent to assure the said inspectors by actual observance that the foregoing requirements of this section are complied with.

2. The master of every passenger vessel shall report monthly the day and date of such exercise and drill, the number of lifeboats on board and the number on the boats that were swung out at each drill, the condition of the vessel and her equipments, and also the number of passengers carried. These reports shall be made to the office of the supervising inspector of the district where the vessel was last inspected. That officer will forward the reports to the board of local inspectors in which district the vessel operated during the greater part of the month to which the report relates, through the office of the proper supervising inspector.

3. Three copies of this section (Form #809a) shall be furnished every vessel carrying passengers and one to all other vessels to which this section applies, to be framed under glass and posted in conspicuous places about the vessel. (Effective immediately.)

[Resolution No. 4007]

OPENING AND CLOSING OF DOORS, ETC.

Resolved, that under authority of Section 4405, R. S., Section 24, Rule V, Ocean and Coastwise, General Rules and Regulations, be and hereby is amended by inserting the following paragraph between the second and third paragraphs thereof:

Hinged doors, portable plates, slidescuttles, gangways, cargo and coaling ports, and all other openings which are required to be

kept closed during navigation, shall be closed before the vessel leaves sheltered waters. The time of closing and the time of opening shall be entered in the official log-book. (Effective as to this paragraph immediately.)

[Resolution No. 4409]

SIGNALING LAMP; DIRECTION FINDING APPARATUS

Resolved, that under authority of Sections 4405 and 4417 R. S., Rule VII, Ocean and Coastwise, General Rules and Regulations be, and hereby is, amended by adding the following new sections thereto, to be known as Section 19 and Section 20:

19. *Signaling Lamp*.—Ocean and coastwise passenger 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 Morse bulb of at least 50 candlepower, and operated by a weather-proof 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. (Effective on existing vessels November 7, 1937, and on new vessels immediately.)

20. *Direction Finding Apparatus*.—Ocean passenger vessels over 5,000 gross tons shall be provided with a radio direction finding apparatus which shall be inspected and approved by Federal Communications Commission and kept at all times in efficient condition.

If the direction finding equipment is not installed on the navigating bridge, efficient communication shall be provided from the apparatus to the bridge in accordance with all the requirements of Rule VI, Section 11, Ocean and Coastwise. (Effective on existing vessels November 7, 1937, and on new vessels immediately.)

[Resolution No. 4024]

EXTENSION OF CERTAIN PROVISIONS CONCERNING STEAM VESSELS TO COVER CERTAIN MOTOR VESSELS

Resolved, That under authority of Sections 4405 and 4438 of the Revised Statutes, and the Act approved June 20, 1936 (Public Law No. 722—74th Congress), Rule V, General Rules and Regulations, Ocean and Coastwise, be, and hereby is, amended in the following respect:

Wherever in Rule V reference is made in connection with licensed masters, mates, or pilots of "steam vessels" there are hereby added the words, "or seagoing motor vessels of 300 gross tons or over", and where reference is made to "steamers" there are hereby added the words, "or seagoing motor vessels of 300 gross tons or over", so that in each case the Rules will read, "steam vessels or seagoing motor vessels of 300 gross tons or over." (Effective immediately.)

[Resolution No. 3646-1]

SPECIAL SURVEYS FOR UNCLASSIFIED PASSENGER VESSELS

Resolved, That under the authority of 4405 R. S. and 4417 R. S., undesignated paragraphs in Sections 14 and 18, respectively, Rule VI, "Ocean and Coastwise" and "Bays, Sounds, and Lakes Other Than the Great Lakes", respectively, General Rules and Regulations, as published in the Fifty-Second Supplement to General Rules and Regulations, June 18, 1935, pages 40 and 41, be, and hereby are, amended by deletion of said undesignated paragraphs and substituting new sections to be numbered 14-1 and 18-1, respectively, Rule VI, "Ocean and Coastwise" and "Bays, Sounds, and Lakes Other Than the Great Lakes", respectively, General Rules and Regulations, which sections shall read as follows:

(A) Special surveys, applicable to the age of the vessel and corresponding to class surveys, shall be conducted by inspectors of this service on all unclassified passenger vessels. These surveys shall in no way affect the thoroughness of the annual inspections. A notation shall be made in the lower right-hand corner of the certificate of inspection appropriate for the survey, viz:

Special Survey No. 1.—Four years from date of build.

S. S. No. 1.—Place, date.

Special Survey No. 2.—Four years from the date of Special Survey No. 1.

S. S. No. 2.—Place, date.

Special Survey No. 3.—Twelve years from the date of build.

S. S. No. 3.—Place, date.

Second Special Survey No. 1.—Four years from the date of Special Survey No. 3.

Second S. S. No. 1.—Place, date.

Second Special Survey No. 2.—Four years from the date of Second Special Survey No. 1.

Second S. S. No. 2.—Place, date.

Second Special Survey No. 3.—Twenty-four years from date of build.

Second S. S. No. 3.—Place, date.

Third Special Survey No. 1.—This and succeeding surveys are to correspond with the Second Special Survey No. 1, etc.

(B) Special Surveys of Hull, Equipment, and Motive Power.

(1) *Special Survey No. 1*.—This survey is to be carried out at four years from the date of build.

(2) (a) The vessel is to be placed in dry-dock or upon a slipway and the keel, stem, stern frame or stern post, and outside planking or plating are to be cleaned and afterward examined, recaulked, and recoated where necessary; the rudder is to be examined and lifted when required and the gudgeons rebushed or the braces and pintles refitted as may be necessary.

(b) In the case of wooden vessels careful examination is to be made of the entire structure, faulty fastenings, bolts, or trenails backed out or otherwise dealt with to the satisfaction of the Inspector. When, in the opinion of the Inspector, it is necessary, borings are to be made and should they disclose cause for further examination, listings shall be made where and as required to satisfy the Inspector.

(3) The holds, tween decks, peaks, bilges, engine and boiler spaces, and bunkers are to be cleaned out and the surfaces of the framing and plating are to be cleaned and examined and recoated where necessary.

All the watertight bulkheads are to be examined, and tested if considered necessary, with a head of water.

(4) The platform plates in the engine and boiler spaces are to be removed when required, and in the holds and bunkers one strake of ceiling at the bilges and one strake of ceiling on each side fore and aft and all portable ceiling hatches are to be lifted.

All limbers are to be cleaned free from dirt.

(5) The cement or other composition on the inner surface of the bottom plating is to be carefully examined and tested, to ascertain if it is adhering satisfactorily to the plating.

(6) Where a double bottom is fitted, the tanks are to be thoroughly cleaned out and examined internally; sufficient ceiling is to be lifted or all the ceiling is to be lifted, if necessary, for cleaning and coating the top plating; and the tanks are to be tested with water pressure equal to the height of the load draft of the vessel.

(7) Where a double bottom and other tanks are used for fuel oil bunkers, the cleaning out of such tanks need not be insisted upon, provided the Inspector is able to determine by an external examination that the general condition of the tanks is satisfactory. Tanks in such cases may be tested with oil to the height of the overflow.

(8) Deep water ballast tanks, peak ballast tanks, and fresh water tanks which form a part of the structure of the vessel are to be cleaned out and examined internally, and are to be tested with a head of water to a height of eight feet above the crown of the tank, or to a height of the load draft of the vessel, or to the highest point to which liquid may rise under service conditions, whichever is highest.

(9) The decks are to be examined, and wood decks are to be bored where worn and renewed if reduced to three-fourths the Rule thickness, or if found otherwise defective.

(10) The masts, spars, rigging, hawse pipes and outfit are to be examined, and found or placed in good and efficient condition, and the anchors are to be examined and found or placed in good condition and their weight, type, and number noted.

(11) The hatch covers and fore and afters, the tarpaulins, the hatchway and ventilator coamings, deckhouses, the engine and boiler casings and all other means of protecting openings in the weather decks are to be examined, and found or placed in good condition.

(12) All parts of the steering arrangements together with the blocks, rods, chains, or other transmission gear are to be examined, and found or placed in good condition.

(13) The windlass, hand pumps, sluice valves, watertight doors and air and sounding pipes are to be examined, and found or placed in good and efficient condition.

(14) When spaces are insulated in connection with refrigerating plant, the limbers and hatches are to be lifted and an examination is to be made in way of same.

(15) The engines and boilers of all vessels will be required to undergo periodical surveys at the same time as the Special Surveys on the hull.

Special Survey No. 2.—This survey is to be carried out at four years from the date of the Special Survey No. 1.

All the requirements of Special Survey No. 1 are to be complied with, in addition to the following requirements:

(16) (a) A second strake of ceiling on each side fore and aft and all portable ceiling hatches are to be lifted in the holds and bunkers.

(b) In the case of wooden vessels no planking is to be removed except, in the opinion of the Inspector absolutely necessary to disclose the true condition of the vessel, or as may be found necessary, to effectively remedy the defects otherwise disclosed.

(17) Double bottom and other tanks used as fuel oil bunkers are to be thoroughly cleaned out, cleared of gas, and examined internally, and the tanks are to be tested with water pressure to the height of the overflow.

(18) The chain cables are to be ranged, the shackle pins driven out, and the cables examined, and if found reduced in sectional

area at their most worn part to the extent represented by the following table, they must be renewed.

Diameter of Cable:	Maximum reduction to be allowed
$\frac{3}{16}$ in. and under $\frac{1}{2}$ in.	$\frac{1}{16}$ in.
$\frac{1}{2}$ in. and under $\frac{11}{16}$ in.	$\frac{2}{16}$ in.
$\frac{11}{16}$ in. and under $1\frac{1}{16}$ in.	$\frac{3}{16}$ in.
$1\frac{1}{16}$ in. and under 2 in.	$\frac{4}{16}$ in.
2 in. and under $2\frac{3}{16}$ in.	$\frac{5}{16}$ in.
$2\frac{3}{16}$ in. and under 3 in.	$\frac{6}{16}$ in.
3 in. and under $3\frac{1}{16}$ in.	$\frac{7}{16}$ in.

Special Survey No. 3.—This survey is due twelve years from the date of build and can be carried out at any time prior to the date when it becomes due, but it must be carried out within thirteen years from the date of build.

All the requirements of Special Surveys Nos. 1 and 2 are to be complied with, in addition to the following requirements.

(19) (a) All the close ceilings, wood linings, and casings in the holds and bunks, ceiling spars and platform plates in the engine and boiler spaces are to be lifted, and all rust throughout the vessel, both inside and outside, is to be removed.

(b) In respect to wooden vessels, treenails in the bilges must in all cases be backed out, the center line members must be carefully searched and refastened to the satisfaction of the Inspector, and where faulty the refastening bolts must be driven through and clinched over rings.

(20) When the vessel is thus prepared, the outer and inner surfaces of the shell plating and the whole of the framing, floors, brackets, reverse bars, keelsons, girders, tank top plating, engine and boiler seatings, shaft tunnels, trunk and shaft stools, beams, water-tight bulkheads, rivets, stringers, and decks are to be examined, and found or placed in good condition.

(21) (a) If it is considered necessary by the Inspector, the shell plating, deck plating, and such other parts of the vessel as are liable to excessive corrosion are to be drilled, and where a material reduction of over 25 per cent in the original scantlings is found to have taken place, the defective parts are to be removed and replaced with new materials of the original scantlings and quality.

(b) In the case of wooden ships, the beam ends, knees, beam end connections and all principal parts to be carefully examined and bored as may be required by the Inspector, and where necessary to ascertain the condition of the beam ends the deck plank adjacent to the lockstrakes should be removed.

(22) (a) In cases where the deterioration of the scantlings is widespread, a detailed preliminary report with a sketch if possible is to be made by the Inspector and forwarded immediately to the Bureau for its consideration.

(b) In the case of wooden vessels, listings are to be cut inside along seam lines, without disturbing fastenings, above and below the bilge strakes, so as to expose the timbers for one third the length of the vessel, from each end on both sides, and at such additional, and intermediate openings as the Inspector may require.

(23) (a) When all the rust has been removed, the surfaces of the iron and steel work throughout the vessel are to be recoated, but this should not be done until after examination by the Inspector.

(b) In the case of wooden vessels, if considered necessary by the Inspector, planking may, at his discretion, be removed on both sides of the vessel a length equal to one complete strake on one side; on both sides of the vessel under the counter, and from stem aft toward the foremast such length as the Inspector may determine, but not less than eight frames. The Inspector will, in his discretion, be careful not to have planking removed that has been removed on previous Surveys or when the vessel's condition can be disclosed as, or made satisfactory without, disturbance to the planking.

(24) (a) Where side lights are fitted, the condition of the plating in way of same is to be ascertained, and in way of cabin accommodation the lining may, in the first instance, be removed so that the Inspector may judge of the condition of the hull at those parts, and if, upon such examination, they consider it necessary, additional lining must be removed.

(b) In the case of wooden ships all mast and bowsprit wedging is to be removed, and the condition of the plating of iron or steel masts, bowsprits, and spars tested by hammering or drilling, as may be found necessary.

(25) When spaces are insulated in connection with refrigerating plant, the limbers and hatches are to be lifted, and enough lining is to be removed from all the spaces to enable the Inspector to satisfy himself as to the general condition of the plating and framing in way of the insulation.

Second Special Survey No. 1.—This survey is to be carried out at four years from the date of the Special Survey No. 3.

All the requirements of the Special Survey No. 2 are to be complied with.

Second Special Survey No. 2.—This survey is to be carried out at four years from the date of the Second Special Survey No. 1.

All the requirements of the Special Survey No. 2 are to be complied with.

Second Special Survey No. 3.—This survey is due in twenty-four years from the date of build, but it must be carried out within twenty-five years from the date of build.

All the requirements of Special Survey No. 3 are to be complied with in addition to the following requirement:

(26) The actual scantlings of the vessel throughout are to be ascertained by the Inspector and reported by him in detail to the Bureau. The bottom plating need not be drilled if the cement on same is adhering satisfactorily. Generally, when a material reduction of 25 per cent or more is found the material is to be removed.

Third Special Survey No. 1.—This and succeeding Surveys are to correspond with the Second Special Survey No. 1 and succeeding Surveys, unless otherwise determined by the Bureau.

(C) Propelling Plant.

(1) At these Special Surveys and on other occasions when the vessel is in dry dock, the sea connections, together with the cocks and valves and strainers in connection with same, shall be examined. All iron and steel fastenings of sea cocks and valves to the shell plating should be examined and renewed if necessary at each Special Survey No. 3.

(2) The outboard shafts shall be drawn for examination at least once every three years.

When the after bearing is worn down $\frac{1}{4}$ " with shafts not exceeding 9 inches in diameter; $\frac{5}{16}$ " when over 9 and not exceeding 12 inches, and $\frac{3}{8}$ " with shafts over 12 inches in diameter, the bearing shall be rebushed.

(3) At each Special Survey, the cylinders or turbines, pistons, valves, pumps, condensers, thrust bearings, main and tunnel shafting, evaporators, and steam steering gear, and such other parts of the machinery as may be considered necessary shall be examined.

The pumping arrangements from the several holds, as well as from the engine and boiler spaces, shall be examined.

(4) At each Special Survey, the boilers and superheaters shall be carefully examined inside and outside, and the Inspector shall satisfy himself that the boilers and all their appurtenances are in perfect order in every detail. The safety valves shall be carefully examined and set to the working pressure.

(5) **Internal Combustion Engines.**—A complete examination shall be made of the main and auxiliary machinery. All cylinders, pistons, valves, valve gears, pumps, connecting rods and bearings, gulleys, cross heads, the crank, thrust, and line shafting shall be examined. The cylinders, pistons, and valves of the air compressors shall be examined.

The various engine piping systems, air vessels, coolers, oil tanks, and the engine auxiliaries shall be cleaned if necessary, and examined as far as practicable.

Other parts of the machinery as may be considered necessary by the Inspector shall be examined. The spare parts should be checked.

The requirements for Special Periodical Surveys of steam engines and boiler installations apply to Internal Combustion engine installations as far as applicable.

(D) The Bureau may in its discretion exempt a vessel of the "Bay and Sound" class from any or all of the requirements of the special surveys applicable to such vessels when in its judgment such survey would be impracticable and unreasonable: *Provided*, That any request for exemption shall be placed before the Bureau by the Local Board of Inspectors having jurisdiction of the vessel, together with the reasons therefor in detail. (Effective immediately.)

[Resolution No. 4403]

FIRE-FIGHTING EQUIPMENT ON VESSELS USING OIL AS FUEL

Resolved, That under authority of Sections 4405, 4470, and 4472 E. S., and Public, 722 (Act of June 20, 1936), Section 15, Rule IV, Ocean and Coastwise, be and hereby is amended in the following respect:

Delete Section 15 as now set forth and state instead the following:

Sec. 15. Steam propelled vessels burning oil for fuel, and sailing vessels in excess of 300 gross tons propelled by internal combustion engines, except such vessels engaged in fishing, oyster-ing, clamming, crabbing, or any other branch of the fishery or kelp or sponge industry, shall be fitted with the fire-fighting equipment of the type and character specified below:

1. In each fire room a metal receptacle containing not less than 10 cubic feet of sand, sawdust impregnated with soda, or other approved dry materials, and scoop or shaker for distributing same: *Provided*, However, that vessels of 1,000 gross tons and under using oil as fuel, shall be fitted with a metal receptacle containing not less than 5 cubic feet of sand, sawdust impregnated with soda, or other approved dry material, and scoop or shaker for distributing same.

2. In each boiler room and in each of the machinery spaces of vessels propelled by steam, in which a part of the fuel oil installation is situated, two or more approved fire extinguishers of the foam type of not less than 2½ gallons each or two or more approved fire extinguishers of carbon dioxide (CO₂) of at least 15 pounds each shall be placed where accessible and ready for immediate use: *Provided*, That on vessels of 1,000 gross tons and under, only one of the above described extinguishers may be required.

3. The fire hose lines in boiler and machinery spaces of cargo vessels of 3,000 gross tons or over, and passenger vessels exceeding 500 gross tons, shall be provided with suitable nozzles which are capable of spraying water on oil without undue disturbance of the surface. This equipment shall be kept in efficient condition and ready for immediate use at all times. (This paragraph effective on existing vessels November 7, 1937, and on new vessels immediately.)

4. (a) On steam propelled vessels having one boiler room, there shall be provided one fire extinguisher of the foam type of at least 40 gallons rated capacity or one carbon dioxide (CO₂) extinguisher of at least 100 pounds. If the vessel has more than one boiler room, an extinguisher of the above type shall be provided in each boiler room.

(b) On steam propelled vessels of 750 gross tons and under, foam type fire extinguishers of at least 20 gallons rated capacity or carbon dioxide extinguishers (CO₂) of at least 50 pounds may be used in lieu of the capacities required in (a) above.

(c) Extinguishers fitted in compliance with (a) and (b) above, shall be equipped with suitable hose and nozzles on reels or other practicable means, easy of access and of sufficient length to reach any part of the boiler room and spaces containing oil-fuel pumping units.

5. (a) Steam propelled passenger vessels burning oil for fuel shall be fitted with an approved carbon dioxide or foam type system for extinguishing fire in the bilges of each fire room. If engine and boiler rooms are not entirely separate and fuel oil can drain from the boiler room bilge into the engine room, the combined engine and boiler rooms shall be considered one compartment. The system shall be capable of being operated from a convenient and accessible point outside of space protected.

(b) Passenger vessels propelled by internal combustion engines shall be fitted with an approved carbon dioxide system for extinguishing fire in the machinery space. The system shall be capable of being operated from a convenient and accessible point outside of space protected.

6. Vessels propelled by internal combustion engines, shall be equipped with the following foam type fire extinguishers in the machinery space:

(a) Vessels, the main engines of which are rated at 1,000 B. H. P. or below, shall carry at least one approved 10-gallon extinguisher and one 2 1/2 gallon extinguisher.

(b) Vessels, the main engines of which exceed 1,000 B. H. P. shall, for each 1,000 B. H. P. of the engines or fraction thereof, be provided with one 10-gallon extinguisher and one 2 1/2-gallon extinguisher.

(c) The total number of 2 1/2-gallon extinguishers carried in compliance with (b) above shall not be less than two, and need not exceed six.

(d) When a donkey boiler, fitted to burn oil as fuel, is located in the machinery space, there shall be substituted for the 10-gallon extinguisher required by (a) above, or for one of the 10-gallon extinguishers required by (b) above, one extinguisher of at least 30-gallon capacity, fitted with suitable hose attachments or other approved methods for distributing the foam.

7. (a) On passenger vessels there shall be provided in the machinery spaces which contain electric propelling motors and generators of the open type, at least one 15-pound carbon dioxide extinguisher for each such electric propelling motor and generator unit.

(b) On passenger vessels, small compartments containing auxiliary internal combustion engines, such as emergency generators, etc., shall, in addition to any other extinguishers required, be provided with one approved 15-pound CO₂ or 2 1/2 gallon foam extinguisher for each such compartment. This extinguisher shall be located outside of and adjacent to the entrance of the compartment.

8. On vessels propelled by internal combustion engines which are required by the provisions of paragraph (b) above, to be provided with four or more 2 1/2 gallon extinguishers, 15-pound carbon dioxide extinguishers may be substituted for not over 25 percent of the number carried.

9. Carbon Dioxide System Requirements.—(a) When a carbon dioxide smothering (CO₂) system is fitted, the quantity of carbon dioxide carried shall be sufficient to give a gas saturation of 25 per cent of the gross volume of the largest boiler room, from tank top to top of the boilers. Top of the boilers is to be considered as the top of the shell of a Scotch or leg type of boiler, and the top of the casing or drum, whichever is the higher, on water-tube boilers. The quantity of carbon dioxide required may be determined approximately by the following formula:

Where W = the weight of CO₂ required in pounds.
L = the length of the boiler room in feet.
B = the breadth of the boiler room in feet.
D = the depth of the boiler room in feet.

(b) The whole charge of gas shall be capable of being released simultaneously by operating one valve and control. All cylinders shall be completely discharged in not more than two minutes. The arrangement of the piping shall be such as to give a general and fairly uniform distribution over the entire area protected. An

alarm shall be provided to give a warning in the space when the carbon dioxide is about to be released. Provision shall be made to prevent the admission of air into the lower parts of the boiler room while the system is in operation.

10. Foam Smothering System Requirements.—(a) When a foam type system is fitted, its capacity shall be such as to rapidly discharge over the entire area of the bilge (tank top) of the largest boiler room a volume of foam six inches deep. The arrangement of piping shall be such as to give a uniform distribution over the entire area protected.

(b) 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 put off from use by an outbreak of fire.

[Resolution No. 3565] OXYGEN-BREATHING APPARATUS, GAS MASKS, AND FLAME SAFETY LAMPS

Resolved, that under authority of Sections 4405 and 4472 R. S., Section 18, Rule IV Ocean and Coastwise, General Rules and Regulations, as amended by the 52nd Supplement, page 31, be, and hereby is, amended in the following respect:

Add the following sub-section, to be known as sub-section (j)

(j) Vessels engaged in international voyages, at least two oxygen-breathing apparatus and two flame safety lamps, inclusive of the requirements of (a) or (b) above, if applicable. One breathing apparatus and flame safety lamp shall be in the pilot house, the other apparatus and lamp in such place as the master may designate. (Effective as to subdivision (j), on existing vessels November 7, 1937, and on new vessels immediately.)

[Resolution No. 4025] LICENSES

Resolved, That under authority of Section 4405 of the Revised Statutes and the Act of Congress approved June 20, 1936, (Public No. 722—74th Congress), Rule V Sections 48 and 54, Ocean and Coastwise, General Rules and Regulations, be and hereby are amended by addition of the following paragraph to each of the above sections:

Provided, That licenses required for masters and engineers operating seagoing vessels propelled by internal combustion engines navigating exclusively in the district covering the Hawaiian Islands, shall be granted by the Local Inspectors of that district upon consideration of applications duly executed and certified to by reputable citizens qualified to judge the character, trustworthiness, and ability of the applicant. The Local Inspectors shall make diligent inquiry as to the applicant's character and merits, and if satisfied, from oral examination, or practical demonstration of the applicant, and with the proof that he possesses the requisite knowledge and skill they shall grant him a license. Nothing herein contained shall debar an applicant who does not present a certificate from the United States Public Health Service based upon the subject of ship sanitation and first aid, provided he is qualified in all other respects. (This proviso effective immediately.)

[Resolution No. 4029] INSPECTION OF VESSELS

Resolved, That under authority of Section 4405 R. S., and an Act of Congress approved June 20, 1936 (Public Law No. 722, 74th Congress) Rule VI, General Rules and Regulations, Ocean and Coastwise, be and hereby is amended by the insertion of a new section following Section 1 of Rule VI, to be known as Section 1 1/2.

SECTION 1 1/2. All the provisions of Title XII, Laws Governing Steamboat Inspection, and the General Rules and Regulations thereunder including the inspection of hulls, the installation and inspection of machinery, and boilers, lifesaving and firefighting equipment, construction, and the licensing of officers and manning of inspected vessels, as more particularly set forth in full in Rules I, II, III, IV, V, VI, VII, VIII, Ocean and Coastwise, and page 41, Fifty-Second Supplement, under the caption "Construction of Passenger Vessels", and the extending through Section C-13-2 (d) on page 56, shall be applicable to seagoing vessels of like type and character of three hundred gross tons and over propelled in whole or in part by internal combustion engines, in accordance with the provisions of the Act of Congress approved June 20, 1936, (Public Law No. 722, 74th Congress). Provided, That the Act of June 20,

1936 (Public Law No. 722, 74th Congress) shall not apply to such vessels, propelled by internal combustion engines, engaged in fishing, oystering, clamming, crabbing, or any other branch of the fishing or kelp or sponge industry. The term "seagoing vessels" as used in this section shall be construed to mean vessels which, in the usual course of their employment, proceed outside the line dividing the inland waters from the high seas as designated and determined under the provisions of the Act of February 19, 1895. (This section effective immediately.)

[Resolution No. 4026]

CREW ACCOMMODATION

Resolved, That under authority of Section 4405-4417, R. S., Rule VI, of all classes of General Rules and Regulations, be and hereby are amended in the following respect: Add the following new section to be known as Section 17, Ocean and Coastwise, Section 23, Great Lakes, Section 21, Bays, Sounds, and Lakes other than the Great Lakes, and Section 21, Rivers.

On all new vessels and on existing vessels where practicable, of over one hundred gross tons, subject to inspection under Title III, Revised Statutes, there shall be provided at least one toilet, one wash basin, and one shower or bath tub, with hot and cold running water for every six members of the crew, or portion thereof, exclusive of licensed officers. Where the number of fire room and engine room men, exclusive of officers, exceeds ten, their toilet and wash room equipment shall be separate from the other crew members, and where the stewards department crew exceeds six, their toilet and wash room equipment shall be separate from the other crew members.

There shall be at least one urinal provided for every three toilets required for the men members of crew.

To facilitate proper cleaning, painting, and upkeep of crew's toilet and wash room equipment, they shall be so arranged that not more than three toilets, one urinal, three wash basins, and three showers are located in any one washing place.

Wash basins for crew may be located in the crew's sleeping rooms, provided such wash basins have running water and drains, and that the proper number are available.

Separate toilet, wash basin, and shower equipment shall be provided for the women members of crew at the rate of at least one toilet, one wash basin, and one shower or bath tub, for every six women members or portion thereof.

[Resolution No. 4027]

PASSENGER ACCOMMODATIONS

Resolved, That under authority of Section 4405, 4417, and 4426 R. S., Rule VI, Great Lakes, Rule VI, Bays, Sounds, and Lakes other than Great Lakes, and Rule VI, Rivers, General Rules and Regulations be, and hereby are, amended in the following respect:

Add the following new section to be known as Section 22, Great Lakes, Section 20, Bays, Sounds, and Lakes other than Great Lakes, and Section 20, Rivers.

Ferry boats subject to inspection under Title III, Revised Statutes, permitted to carry 200 or less passengers shall have at least one toilet and one wash basin for men and one toilet and one wash basin for women located in so called toilet rooms, in, or adjacent to passenger quarters.

Such vessels permitted to carry over 200 and not over 500 passengers shall have at least one toilet, one urinal, and one wash basin for men and two toilets and one wash basin for women.

For every additional 500 passengers permitted to be carried there shall be one additional toilet or urinal for men and one additional toilet for women.

Wash basins to be added in proportion to one additional for every two additional toilets or urinals in the men's room and every two additional toilets in the women's room.

The above is applicable to new vessels; also to existing vessels when reasonable and practicable. (Effective immediately.)

[Resolution No. 4027-1]

PASSENGER ACCOMMODATIONS

Resolved, that under authority of Section 4405-4417 R. S., Rule VI, Great Lakes, Rule VI, Bays, Sounds, and Lakes other than Great Lakes, and Rule VI, Rivers, General Rules and Regulations be, and hereby are, amended in the following respect:

Add the following new section to be known as Section 24, Great Lakes, Section 22, Bays, Sounds, and Lakes other than Great Lakes, and Section 22, Rivers.

Excursion boats and passenger barges, permitted to carry 100 or less passengers shall have at least one toilet and one wash basin for men, and one toilet and one wash basin for women, located in so called toilet rooms in, or adjacent to, passenger quarters.

Such vessels permitted to carry over 100 and not over 300 passengers shall have at least two toilets and one wash basin for men, and two toilets and one wash basin for women.

Such vessels permitted to carry over 300 and not over 500 passengers shall have at least three toilets and two wash basins for men, and three toilets and two wash basins for women.

For every additional 500 passengers permitted to be carried on such vessels, there shall be at least one additional toilet for men and one additional toilet for women.

Wash basins to be added in proportion to one additional basin for every two additional toilets or urinals in the men's room and one additional basin for every two additional toilets in the women's room.

All toilet and washing equipment shall be fitted with running water.

Urinals may be substituted for toilets required in the men's department: *Provided*: That at least one-half of the toilet equipment required in the men's department are toilets.

Private bath and toilet equipment rented with individual rooms to passengers shall not be considered a part of the required equipment within the meaning of this rule.

Vessels carrying passengers shall have separate toilets and wash basins for crew, located separately from passenger's toilet and wash room equipment space.

Where passenger barges are towed alongside, the toilet and wash basin equipment required may be on the towing vessel, provided passengers may pass to and from the towing vessel with safety.

The above is applicable to new vessels; also to existing vessels when reasonable and practicable. (Effective immediately.)

J. B. WEAVER, Director.

GEO. FRIED,

Supervising Inspector, 2nd District.

EUGENE CARLSON,

Supervising Inspector, 3rd District.

Approved:

DANIEL C. ROPER,

Secretary of Commerce.

NOVEMBER 11, 1936.

[F. R. Dec. 3362—Filed, November 11, 1936; 1:04 p.m.]

INTERSTATE COMMERCE COMMISSION.

ORDER

At a Session of the Interstate Commerce Commission, Division 5, held at its office in Washington, D. C., on the 29th day of October A. D. 1936.

[No. MO 24333]

APPLICATION OF DAVID C. ANDERSON AND JOE MARSHALL FOR AUTHORITY TO OPERATE AS A BROKER

In the Matter of the Application of David C. Anderson and Joe Marshall, Co-partners, Doing Business as Interstate Passenger Service, of 709 Mulberry Street, Des Moines, Iowa, for a License (Form BMC 5), Authorizing Operation as a Broker for the Purpose of Arranging Transportation of Persons, in Interstate Commerce, in all States and the District of Columbia

A more detailed statement of route or routes (or territory) is contained in said application, copies of which are on file and may be inspected at the office of the Interstate Commerce Commission, Washington, D. C., or offices of the boards, commissions, or officials of the States involved in this application.

It appearing, That the above-entitled matter is one which the Commission is authorized by the Motor Carrier Act, 1935, to refer to an examiner:

It is ordered, That the above-entitled matter be, and it is hereby, referred to Examiner F. McM. Woodrow for hearing on the 11th day of December A. D. 1936, at 10 o'clock a. m. (standard time), at the U. S. Court Rooms, Des Moines, Iowa, and for recommendation of an appropriate order thereon accompanied by the reasons therefor;

It is further ordered, That notice of this proceeding be duly given;

And it is further ordered, That any party desiring to be notified of any change in the time or place of the said hearing (at his own expense if telegraphic notice becomes necessary) shall advise the Bureau of Motor Carriers of the Commission, Washington, D. C., to that effect by notice which must reach the said Bureau within 10 days from the date of service hereof and that the date of mailing of this notice shall be considered as the time when said notice is served.

By the Commission, division 5.

[SEAL]

GEORGE B. MCGINTY, *Secretary.*

[F. R. Doc. 3364—Filed, November 12, 1936; 11:49 a. m.]

ORDER

At a Session of the Interstate Commerce Commission, Division 5, held at its office in Washington, D. C., on the 29th day of October A. D. 1936.

[No. MC 50209]

APPLICATION OF MILTON DOOLITTLE FOR AUTHORITY TO OPERATE AS A CONTRACT CARRIER

In the Matter of the Application of Milton Doolittle, of Webster City, Iowa, for a Permit (Form BMC 10, New Operation), Authorizing Operation as a Contract Carrier by Motor Vehicle in the Transportation of Commodities Generally, in Interstate Commerce, in the States of Illinois, Nebraska, Missouri, and Iowa, Over the Following Routes

Route No. 1.—Between Webster City, Iowa, and Chicago, Ill.

Route No. 2.—Between Webster City, Iowa, and Omaha, Nebr.

Route No. 3.—Between Webster City and Sioux City, Iowa.

Route No. 4.—Between Webster City, Iowa, and Kansas City, Mo.

A more detailed statement of route or routes (or territory) is contained in said application, copies of which are on file and may be inspected at the office of the Interstate Commerce Commission, Washington, D. C., or offices of the boards, commissions, or officials of the States involved in this application.

It appearing, That the above-entitled matter is one which the Commission is authorized by the Motor Carrier Act, 1935, to refer to an examiner:

It is ordered, That the above-entitled matter be, and it is hereby, referred to Examiner F. McM. Woodrow for hearing on the 14th day of December A. D. 1936, at 10 o'clock a. m. (standard time), at the U. S. Court Rooms, Des Moines, Iowa, and for recommendation of an appropriate order thereon accompanied by the reasons therefor;

It is further ordered, That notice of this proceeding be duly given;

And it is further ordered, That any party desiring to be notified of any change in the time or place of the said hearing (at his own expense if telegraphic notice becomes necessary) shall advise the Bureau of Motor Carriers of the Commission, Washington, D. C., to that effect by notice which must reach the said Bureau within 10 days from the date of service hereof and that the date of mailing of this notice shall be considered as the time when said notice is served.

By the Commission, division 5.

[SEAL]

GEORGE B. MCGINTY, *Secretary.*

[F. R. Doc. 3365—Filed, November 12, 1936; 11:49 a. m.]

ORDER

At a Session of the Interstate Commerce Commission, Division 5, held at its office in Washington, D. C., on the 10th day of November A. D. 1936.

[No. MC 3463]

APPLICATION OF BENSON S. FUTRELL AND PEARL P. FUTRELL FOR AUTHORITY TO OPERATE AS A COMMON OR CONTRACT CARRIER

In the Matter of the Application of Benson S. Futrell and Pearl P. Futrell, Co-partners, Doing Business as Futrell Brothers, of Troy, N. C., for a Certificate of Public Convenience and Necessity or Permit (Form BMC 1), Authorizing Operation as a Common or Contract Carrier by Motor Vehicle in the Transportation of Commodities Generally, in Interstate Commerce, in the States of North Carolina, Virginia, Maryland, Pennsylvania, and the District of Columbia, Between Columbia, N. C., and York, Pa.

A more detailed statement of route or routes (or territory) is contained in said application, copies of which are on file and may be inspected at the office of the Interstate Commerce Commission, Washington, D. C., or offices of the boards, commissions, or officials of the States involved in this application.

It appearing, That the above-entitled matter is one which the Commission is authorized by the Motor Carrier Act, 1935, to refer to an examiner:

It is ordered, That the above-entitled matter be, and it is hereby, referred to Examiner W. W. McCaslin for hearing on the 23rd day of November A. D. 1936, at 10 o'clock a. m. (standard time), at the U. S. Court Rooms, Charlotte, N. C., and for recommendation of an appropriate order thereon accompanied by the reasons therefor;

It is further ordered, That notice of this proceeding be duly given;

And it is further ordered, That any party desiring to be notified of any change in the time or place of the said hearing (at his own expense if telegraphic notice becomes necessary) shall advise the Bureau of Motor Carriers of the Commission, Washington, D. C., to that effect by notice which must reach the said Bureau within 10 days from the date of service hereof and that the date of mailing of this notice shall be considered as the time when said notice is served.

By the Commission, division 5.

[SEAL]

GEORGE B. MCGINTY, *Secretary.*

[F. R. Doc. 3368—Filed, November 12, 1936; 11:50 a. m.]

ORDER

At a Session of the Interstate Commerce Commission, Division 5, held at its office in Washington, D. C., on the 29th day of October A. D. 1936.

[No. MC 50352]

APPLICATION OF VERNON EUGENE JONES FOR AUTHORITY TO OPERATE AS A COMMON CARRIER

In the Matter of the Application of Vernon Eugene Jones, of 1416 West Twenty-Third Street, Des Moines, Iowa, for a Certificate of Public Convenience and Necessity (Form BMC 9, New Operation), Authorizing Operation as a Common Carrier by Motor Vehicle in the Transportation of Persons, in Interstate Commerce, in the States of Illinois, Iowa, Minnesota, and South Dakota, Over the Following Routes

Route No. 1.—Between Chicago, Ill., and Sioux Falls, S. Dak.

Route No. 2.—Between Des Moines, Iowa, and Minneapolis, Minn.

Also charter service.

A more detailed statement of route or routes (or territory) is contained in said application, copies of which are on file and may be inspected at the office of the Interstate Commerce Commission, Washington, D. C., or offices of the boards, commissions, or officials of the States involved in this application.

It appearing, That the above-entitled matter is one which the Commission is authorized by the Motor Carrier Act, 1935, to refer to an examiner:

It is ordered, That the above-entitled matter be, and it is hereby, referred to Examiner F. McM. Woodrow for hearing on the 12th day of December A. D. 1936, at 10 o'clock a. m. (standard time), at the U. S. Court Rooms, Des Moines, Iowa, and for recommendation of an appropriate order thereon accompanied by the reasons therefor;

It is further ordered, That notice of this proceeding be duly given;

And it is further ordered, That any party desiring to be notified of any change in the time or place of the said hearing (at his own expense if telegraphic notice becomes necessary) shall advise the Bureau of Motor Carriers of the Commission, Washington, D. C., to that effect by notice which must reach the said Bureau within 10 days from the date of service hereof and that the date of mailing of this notice shall be considered as the time when said notice is served.

By the Commission, division 5.

[SEAL] GEORGE B. MCGINTY, *Secretary.*

[F. R. Doc. 3366—Filed, November 12, 1936; 11:49 a. m.]

ORDER

At a Session of the Interstate Commerce Commission, Division 5, held at its office in Washington, D. C., on the 29th day of October A. D. 1936.

[No. MC 50844]

APPLICATION OF LEROY WATSON FOR AUTHORITY TO OPERATE AS A COMMON CARRIER

In the Matter of the Application of Leroy Watson of Searsboro, Iowa, for a Certificate of Public Convenience and Necessity (Form BMC 8, New Operation), Authorizing Operation as a Common Carrier by Motor Vehicle in the Transportation of Commodities Generally, in Interstate Commerce, From and Between Points Located in the States of Iowa, Missouri, Illinois, and Minnesota Over Irregular Routes

A more detailed statement of route or routes (or territory) is contained in said application, copies of which are on file and may be inspected at the office of the Interstate Commerce Commission, Washington, D. C., or offices of the boards, commissions, or officials of the States involved in this application.

It appearing, That the above-entitled matter is one which the Commission is authorized by the Motor Carrier Act, 1935, to refer to an examiner:

It is ordered, That the above-entitled matter be, and it is hereby, referred to Examiner F. McM. Woodrow for hearing on the 14th day of December A. D. 1936, at 10 o'clock a. m. (standard time), at the U. S. Court Rooms, Des Moines, Iowa, and for recommendation of an appropriate order thereon accompanied by the reasons therefor;

It is further ordered, That notice of this proceeding be duly given;

And it is further ordered, That any party desiring to be notified of any change in the time or place of the said hearing (at his own expense if telegraphic notice becomes necessary) shall advise the Bureau of Motor Carriers of the Commission, Washington, D. C., to that effect by notice which must reach the said Bureau within 10 days from the date of service hereof and that the date of mailing of this notice shall be considered at the time when said notice is served.

By the Commission, division 5.

[SEAL] GEORGE B. MCGINTY, *Secretary.*

[F. R. Doc. 3367—Filed, November 12, 1936; 11:50 a. m.]

RURAL ELECTRIFICATION ADMINISTRATION.

[Administrative Order No. 30]

ALLOCATION OF FUNDS FOR LOANS

NOVEMBER 11, 1936.

By virtue of the authority vested in me by the provisions of Section 4 of the Rural Electrification Act of 1936, I hereby allocate, from the sums authorized by said Act, funds for loans for the projects and in the amounts as set forth in the following schedule:

Project Designation:	Amount
Iowa 31 Grundy (partial).....	\$100,000
Iowa 34 Jones.....	210,000
Missouri 23 Howard.....	130,000
Kansas 7 Jewell.....	195,000
Minnesota 63 Scott.....	137,000
Ohio 30A Marion.....	265,000

MORRIS L. COOKE, *Administrator.*

[F. R. Doc. 3363—Filed, November 12, 1936; 9:56 a. m.]

SECURITIES AND EXCHANGE COMMISSION.

United States of America—Before the Securities and Exchange Commission

At a regular session of the Securities and Exchange Commission, held at its office in the City of Washington, D. C., on the 11th day of November A. D. 1936.

[File No. 2-2191]

IN THE MATTER OF THE GABRIEL COMPANY

ORDER CONSENTING TO FILING OF AMENDMENTS AND DECLARING REGISTRATION STATEMENT AMENDED IN ACCORDANCE WITH REFUSAL ORDER

This matter coming on to be heard by the Commission upon the registration statement of The Gabriel Company of Cleveland, Ohio, originally filed May 26, 1936, and upon the amendments of said registration statement of July 29, August 17 and 21, September 14, October 21, and November 2 and 10, 1936, and the Commission being now fully advised in the premises,

It is declared that the amendments filed July 29, August 17 and 21, September 14, October 21, and November 2 and 10, 1936, amend the statement in accordance with the order issued June 13, 1936, refusing to permit the registration statement to become effective, and

It is ordered, that the Commission hereby gives its consent to the filing of such amendments as a part of said registration statement.

Said Registrant is hereby notified that the records of the Commission show November 11, 1936, as the effective date of said Registration Statement.

Attention is directed to Rules 800 (b) and 970 of the General Rules and Regulations, relating, respectively, to the requirements for the filing of twenty copies of the actual prospectus used and statement of price at which securities were actually offered.

Attention shall be directed to the provisions of Section 23, Securities Act of 1933, which follow: "Neither the fact that the registration statement for a security has been filed or is in effect nor the fact that a stop order is not in effect with respect thereto shall be deemed a finding by the Commission that the registration statement is true and accurate on its face or that it does not contain an untrue statement of fact or omit to state a material fact, or be held to mean that the Commission has in any way passed upon the merits of, or given approval to, such security. It shall be unlawful to make, or cause to be made, to any prospective purchaser any representation contrary to the foregoing provisions of this section."

By direction of the Commission.

[SEAL] FRANCIS P. BRASSOR, *Secretary.*

[F. R. Doc. 3363—Filed, November 12, 1936; 1:01 p. m.]